

SOLDIER

THE BRITISH ARMY MAGAZINE
JULY 1958



NINEPENCE



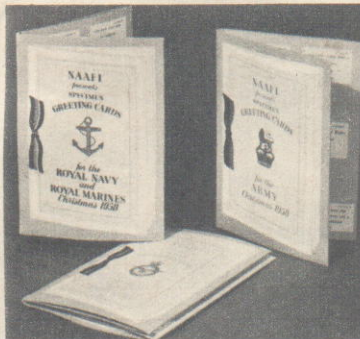
SAPPERS BUILT A COLONY

(See pages 10—11)

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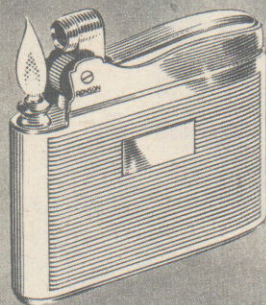
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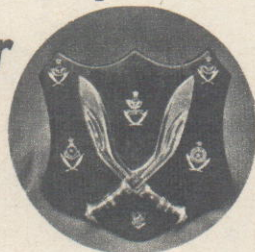
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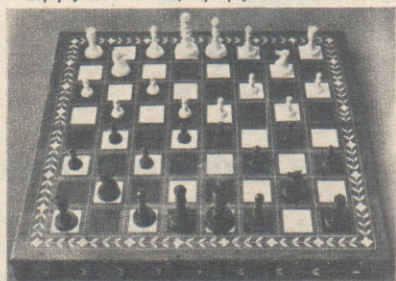
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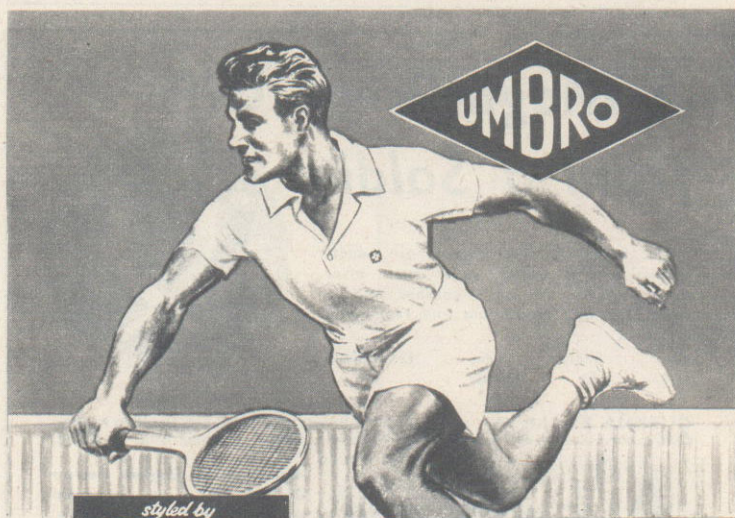
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FROM ALL THE LEADING SPORTS OUTFITTERS
AND N.A.A.F.I.



Stripped to the waist and wearing bush hats (it was too hot for steel helmets), machine gunners of the 1st Battalion, The Buffs, in action with their Vickers guns on the advance to Fort Assarir.

AN OLD-FASHIONED WAR ON THE FRONTIER

BRITISH SOLDIERS ON GUARD IN AN ARID OUTPOST OF EMPIRE WERE EMBROILED IN AN EXCITING LITTLE DESERT WAR WHEN TRIBESMEN FROM BOTH SIDES OF THE BORDER BESIEGED A FRONTIER FORT IN THE ADEN PROTECTORATE. IT WAS LIKE AN ACTION ON THE NORTH-WEST FRONTIER OF INDIA ALL OVER AGAIN

THE news from the Arabian Peninsula, where British troops have been at grips with wild tribesmen, should chasten those armchair strategists who claim that the Infantryman has had his day.

It was an old-fashioned war, with no place for H-bombs or inter-continental ballistic missiles, fought under a broiling sun amid the barren, razor-backed mountains and desert wastes along the ill-defined border between the Aden Protectorate and the Yemen. It was like a large-scale operation on the North-West frontier of India, reminiscent of Kipling's days.

On numerous occasions in the past few years British soldiers striving to keep the peace in this explosive part of the world have clashed with small parties of lightly armed dissident tribesmen from within the Protectorate who have some-

times been supported by raiders from the Yemen.

This time it was more serious: tribesmen from both sides of the border joined forces with Regular Yemeni troops and went into action for the first time with long-range mortars, light artillery and heavy machine-guns.

Men of the 1st Battalion, The East Kent Regiment (The Buffs), who had been searching for trouble-makers in the Sultanate of Lahej, were soon called in for a sterner and more exciting duty when a strong force of tribesmen crept across the frontier at night and besieged Fort Assarir in Dhala, eight miles inside the Protectorate. With the Aden Protectorate Levies (commanded by British officers), armoured cars of the 13/18th Hussars and Gunners of 33rd Paratroop Field Regiment, Royal Artillery, The Buffs made

OVER . . .

WAR ON THE FRONTIER continued

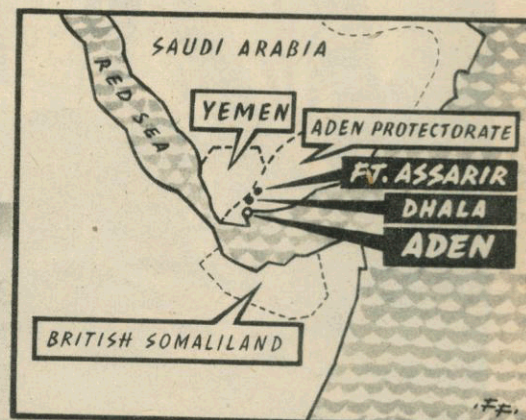


Smoke rises from the mountains along the frontier after Shackleton aircraft had bombed rebel strongholds. It was over country like this that British soldiers and the Aden Levies travelled to relieve the besieged fort.

Below: Men of The Buffs in the relief force stage on their way to Assarir. In the background is a string of camels which helped to carry supplies across terrain the three-ton lorries could not penetrate.



Right: The Aden Protectorate, twice the size of England, sits at the southern tip of Arabia, on the main shipping route to and from the Far East.



up a mobile column and set off to raise the siege.

Their route lay across some of the most desolate and difficult terrain in the world: a sun-parched wilderness of sand and bare, craggy mountains where the rough-hewn tracks twist between towering rocks, making perfect hide-outs for snipers and ambushers. The advance was necessarily slow and tedious and it was several days before the relief force, commanded by Lieutenant-Colonel Derek Lister, of the Aden Protectorate Levies, came within sight of Fort Assarir where a British political officer and a platoon of Government Guards were holding out.

The attack, which went in at dawn up a 1500-ft. escarpment on to a plateau where the Fort stands, turned out to be a typical Infantryman's battle with support from armoured cars, light artillery and the Royal Air Force. As The Buffs and the Levies began to work their way from rock to rock up the hillside they came under heavy and accurate fire from tribesmen hidden in caves and

were pinned down. Immediately, Colonel Lister called in the Hussars and the airborne Gunners to give covering fire and Venoms and Shackletons swooped overhead, firing rockets and dropping bombs on rebel strongholds.

Yard by yard The Buffs and the Levies fought their way upwards, winking out individual snipers and small parties of rebels as they went. After two hours the Levies, led by Major W. Boucher Myers, reached the top only to be pinned down again by heavy fire from the area of the Fort. The Buffs were less fortunate: they were held up for three hours before they scaled the escarpment. Twelve hours after the assault had begun, the Aden Protectorate Levies, under covering fire from The Buffs, fought their way into the beleaguered Fort. The siege was over.

After Fort Assarir had been relieved The Buffs, with men of The King's Shropshire Light Infantry (who, with the 1st Battalion, The York and Lancaster Regiment, had been flown to the Protectorate for the emergency),

OVER . . .



Above: Armoured cars manned by the 13/18th Hussars and the Aden Protectorate Levies (a force commanded by British officers) set off on the long drive to Assarir. They were in at the kill to give covering fire to the Infantry.

Below: A section of men of the 1st Battalion, The King's Shropshire Light Infantry, approach Fort Assarir after the raiders had been driven off. The KSLI spent the next few days clearing the area of snipers.





Above: Lieutenant-Colonel D. R. J. Bancroft (centre), commanding the King's Shropshire Light Infantry, discusses the relief operation with Mr. Fitzroy Somerset (left), who was besieged in the Fort. Right: The Buffs search the land ahead from a post dug in the desert.



WAR ON THE FRONTIER continued

went into action with the Levies to clear the remaining rebels from the Jebel Jihaf, the high ground to the west of the Fort.

While patrolling in the Sanah area, just inside Protectorate territory, they were fired on by heavy machine-guns from Qataba, the Yemeni frontier town from where the rebel attack on Fort Assarir was launched. This action brought swift retaliation. Armoured cars of the 13/18th Hussars and 75 millimetre pack howitzers of the 33rd Paratroop Field Regiment, dug in 1000 yards

from the frontier, opened up on enemy positions and RAF Venoms attacked and destroyed a Yemeni barracks.

Elsewhere along the border British troops on patrol have come under fire from the Yemen and from snipers within the Protectorate. In Aden Colony itself British soldiers and Levies were placed on a semi-war footing when a state of emergency was declared.

With the establishment there of a new integrated command controlling all land and air forces in

the Arabian Peninsula and British Somaliland as well as naval forces in the Persian Gulf, Aden takes on a new importance as a base from which British troops in the Middle East and Kenya can keep order in this part of the world. Immediately after World War Two it was one of the smallest overseas stations and little more than a good pull-up for troopships on their way to the Far East. Today it has grown into a sizeable garrison (commanded by a Royal Air Force officer) from where soldiers and

airmen patrol the 112,000 square miles of savage countryside in the Protectorate.

British troops have served in Aden for more than 100 years. The port of Aden (reputed to have the oldest shipyards in the world—Noah is said to have built his Ark there) was captured in 1829 and the Colony was established shortly afterwards. Subsequently the Sultanates and sheikdoms around the Colony asked for British protection and the Protectorate, twice the size of England, was set up.



SOLDIER TO SOLDIER

HOW, in the interests of efficiency and economy, can the three fighting Services achieve a greater degree of integration?

The problem is not a new one but it has lately become more urgent, largely because the development of new weapons and new techniques calls for closer co-operation than has existed before.

As a result, there may soon be considerable upheavals, at least in the higher organisation of the three Services. As **SOLDIER** went to press a Government announcement was expected on plans for integrating the command structure and central administration of the Royal Navy, the Army and the Royal Air Force and placing them under the direct control of the Ministry of Defence. It is also possible that the three Services in separate commands both at home and overseas may be united under overall com-

manders (like Aden, where a Royal Air Force officer is in charge of air, land and sea forces).

But, as the Prime Minister has categorically stated, the three Services will not be merged into a single defence force. Each will retain its separate identity and continue to perform its own role.

Because of the diverse nature of their duties it is difficult to see how the soldier, sailor and airman lower down the scale could work more closely together than at present. There may be something to be said for unifying some of the Services common to each—like medical officers, dentists, chaplains—but it is doubtful if efficiency would thereby be increased or costs lowered.

Communal stores and food depots? This scheme is already being tried out in the south of England where Army and Royal Navy units are drawing rations from the same supply depots. It may operate satisfactorily in peacetime but would it work in war?

HERE'S valuable advice for those axed officers seeking civilian employment: Go North, old man.

At a recent meeting of the Sheffield Advisory Panel for the Re-settlement of ex-Regular Officers the regional controller of the Ministry of Labour said his big problem was persuading ex-officers to leave the south of England, where most of them lived, although industry in the north had many more opportunities to offer. In the East and West Ridings of Yorkshire alone only just over half the vacancies available to ex-officers had been accepted.

Another speaker revealed that only one in four axed officers did not mind where they went so long as there was a job to go to.

SOLDIER finds it difficult to understand this aversion to living north of a line drawn from the Wash to Cardigan Bay. Admittedly, the weather in the north is colder but the cost of living is cheaper than in the south, the countryside is more attractive and the people are more friendly.

It's odd, too, that so many men who welcomed a posting to places as far away as Singapore and Hong Kong should now shy

at the thought of moving home from Harrow to Heckmondwike.



ASK any soldier how he could most easily make a fool of himself (and possibly earn a bout of CB into the bargain) and he would probably answer: "By fainting on parade."

The fear of passing out on parade, particularly on ceremonial occasions like Trooping the Colour, which rarely fails to produce a crop of casualties, has haunted soldiers for many years. In future, however, there should be fewer such calamities if they follow the advice given by the British Medical Association's magazine *Family Doctor*.

Young recruits are most prone to faint, says *Family Doctor*, mainly because the excitement and awe of great occasions aggravate their natural nervousness. Other causes are lack of sleep, a hang-over, parading on an empty stomach and wearing too tight a collar which reduces the flow of blood to the brain.

So, to insure against fainting, steer clear of parties the night before, have a good breakfast and make sure none of your clothing is too tight. And if you do begin to feel faint move the muscles in your shoulders and legs—it keeps the blood circulating.

WHEN a United States armoured regiment visited Hohne Ranges in Rhine Army recently it took along its buffalo mascot and placed it under guard in a stable.
 During the night men of a British unit enticed the buffalo into a horse box and spirited it away under the unsuspecting eyes of the sentry who found next morning that he was guarding a tin of bully beef with a meat cube on top!

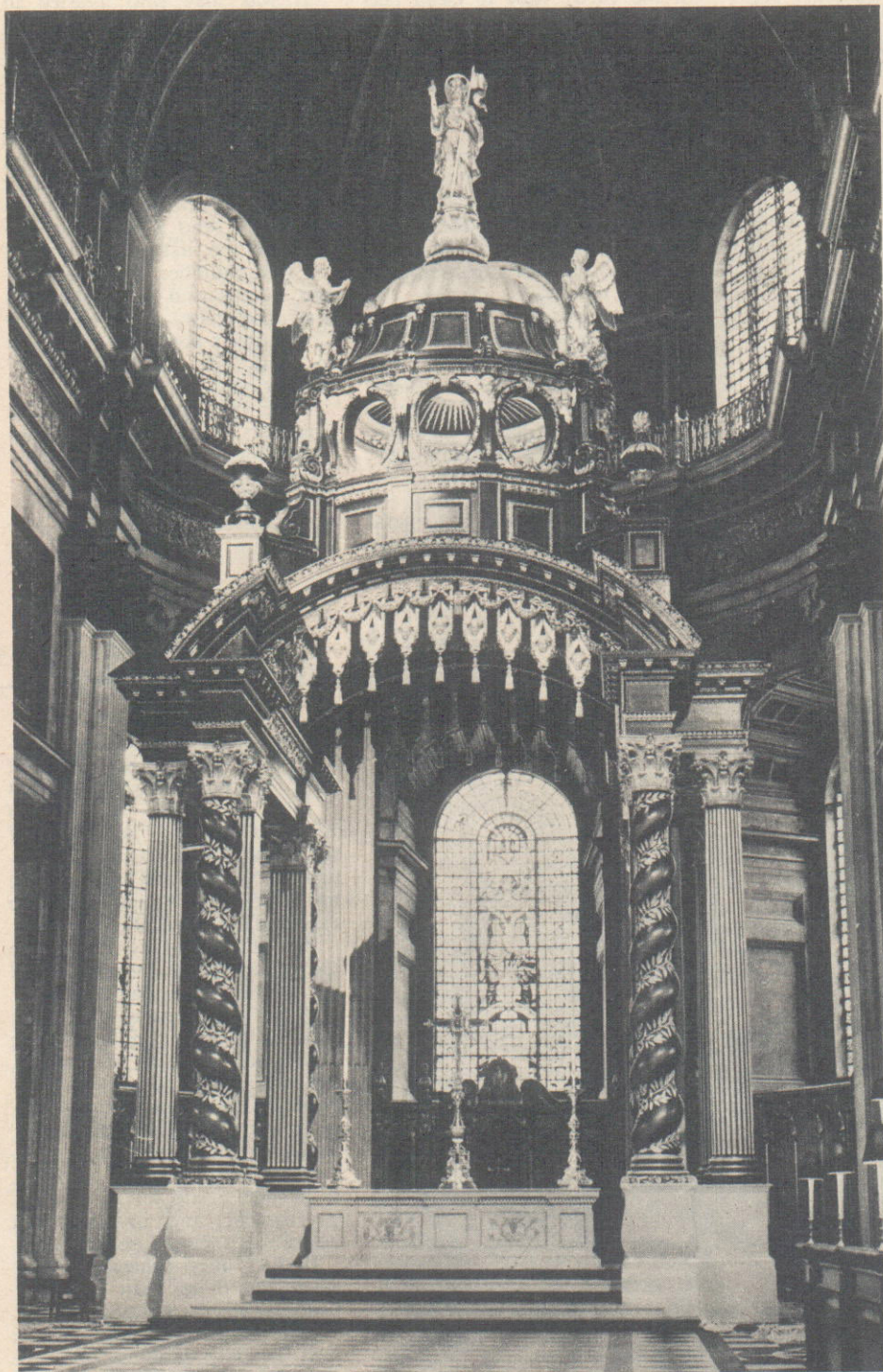
"TO THE MEMORY OF THE FALLEN"

BENEATH the great dome of St. Paul's Cathedral stands the only memorial in the world to commemorate the 335,451 men and women of the British Commonwealth overseas who gave their lives in the two world wars.

The memorial, which was dedicated recently in the presence of the Queen and the Duke of Edinburgh and representatives

of 17 Commonwealth countries, takes the form of a magnificent new High Altar rebuilt at a cost of £20,000 on the ruins of the one destroyed by a German bomb in 1940.

Every regiment in the British Army as well as Royal Air Force stations and ships and shore establishments of the Royal Navy has contributed to the memorial fund.



The new High Altar in St. Paul's Cathedral makes an imposing memorial to the dead of two world wars. It stands beneath the great dome, bathed in the light from stained glass windows. Every British regiment subscribed to its erection.

FLASHBACK—1940. A German bomb pierced the roof of St. Paul's Cathedral and laid the High Altar in ruins. On this site the new High Altar was built.



A CENTURY AGO THE ROYAL ENGINEERS WENT TO BRITISH COLUMBIA TO HELP FOUND A NEW COLONY AND TO KEEP LAW AND ORDER. NOW, THEY HAVE RETURNED, DRESSED IN THE UNIFORM OF THE PERIOD, TO TAKE PART IN THE CENTENARY CELEBRATIONS OF THE LAND THEY DEVELOPED

British Columbia, Canada's most westerly province, commemorates in place names some of the Sappers and Miners of 1858. Port Moody is named after the detachment commander; Lynn Valley and Leechtown after two Sappers who settled in the province.

This wooden church, hewn out of the forest near New Westminster, was one of the many buildings designed and erected by the Royal Engineers nearly 100 years ago. It was destroyed by fire in 1865. The log cabin in the foreground was the parson's home.



SAPPERS HELPED

SAPPERS crossing the square of the 150-year-old Brompton Barracks rubbed their eyes in disbelief. There, drilling in a style Brompton has not seen for nearly a century, was a party of Sappers resplendent in scarlet tunics and black busbies with plumes, and armed with Lancaster percussion rifles. As the men passed their officer, who was wearing a cocked hat, the sergeant saluted with his left hand!

But this was no dream and the figures were not ghosts. They were Sappers completing a three-week course with 10 Trades Training Regiment at Chatham, learning how to drill in the style of the 1850s, how to clean percussion rifles and to make their own cartridges.

This apparently retrogressive step by the Royal Engineers was the result of an invitation from British Columbia to send a detachment of Sappers to celebrate the centenary of Canada's most westerly province which stretches north along the Pacific coast and astride the Rockies to the snowbound vastness of Alaska and the Yukon.

Celebrations are taking place throughout the year in British Columbia and the Royal Engineers' detachment, which flew to Montreal and from there to Vancouver in a Royal Canadian Air Force plane are staying there until August. Arrangements for the visit were made with the Centennial Committee by General Sir Ouvry L. Roberts, Colonel

Commandant of the Royal Engineers, who is at present living in Canada.

The Royal Engineers were asked to take part in the celebrations because the Sappers were there at the beginning of British Columbia's history.

It was they who assisted in bringing law and order to the infant colony when hordes of adventurers flocked to it from as far away as Hawaii and Central and South America after gold had been discovered along the Fraser River. It was the Royal Engineers who surveyed and laid out many of the cities and towns of today. And it was they who prepared the first maps, designed the first churches, the first postage stamps and established the first observatory. The centenary Committee's invitation was made to mark the Royal Engineers' pioneering work.

From 1858 until 1863 the Royal Engineers' detachment in British Columbia, about 150 strong, was commanded by Lieutenant-Colonel R. C. Moody, who became British Columbia's first Lieutenant Governor, its first

TO BUILD A COLONY

Chief Commissioner of Lands and Works and a member of the Governor's Executive Council. Colonel Moody selected the site of the colony's capital, named New Westminster by Queen Victoria. Their camp near the capital was called Sapperton, the name still surviving as a suburb of modern New Westminster.

A four-foot square carved and painted wooden plaque—an enlarged replica of the Royal Engineers' badge of 1858—is to be presented by the Corps to the City of New Westminster. The plaque will be hung at the entrance to the City Hall and will serve as a reminder of the long-standing association between the "Royal City" and the Royal Engineers.

Led by Captain G. R. Gathercole, the Royal Engineers' party consists of Warrant Officer W. A. Foster of 25 Corps Engineer Regiment, Sergeant D. G. Tucker and Sapper K. G. Thomas of 12 School of Military Engineering Regiment, Lance-Corporal N. E. Miller of 17 Port Training Regiment, and Lance-Corporal M. G. King, School of Military Survey. They were selected by Captain Gathercole on the recommendation of the commanding officers of the various units, the aim being to have as wide a representation of the Corps as possible (the

detachment in 1858 was also a carefully chosen body of men representing every trade and calling that might be useful in setting up the framework of the new Colony).

For the centenary visit, some uniforms of the period were modified from other old uniforms in the Royal Engineers' Museum and two completely new sets were made to the 1858 pattern. Some clothing, including the busbies and belts, was borrowed from the Royal Army Ordnance Corps. The regimental tailor at Brompton had a busy time producing these uniforms for which the belt badges

Captain G. R. Gathercole inspects his men at Brompton barracks before the detachment flew to Canada.

Below: Drill, 1858 style. Left to right: Captain Gathercole, Warrant Officer W. Foster, Sergeant D. Tucker, Lance-Corporal N. Miller, Lance-Corporal M. King and Sapper K. Thomas.



were cast in the Sappers' workshops at Chatham.

Six Lancaster percussion rifles, bayonets and a scabbard of the exact pattern used by Sappers 100 years ago, were loaned by the Royal Artillery Institution from their Rotunda collection at Woolwich. Other bayonet scabbards were made in 25 Field Engineer Regiment workshops.

During their visit to Canada the Sappers are stationed at the Royal Canadian School of Military Engineering, in the same Chilliwack country surveyed by Captain R. M. Parsons, one of Colonel Moody's officers, and his small party 100 years ago.

K. HANFORD

... And

WHEN the Colonial Secretary, Sir Edward Bulwer Lytton, decided in 1858 to send to British Columbia "an officer of the Royal Engineers and a Company of Sappers and Miners made up of 150 NCOs and men," he expected a great deal of them.

Not only were they to assist the Governor, James Douglas, head of the Hudson's Bay Company on the Pacific coast, in keeping order in a country infested with gold-seeking, lawless adventurers, but they were "to survey those parts of the country which may be considered most suitable for settlement, to mark out allotments of land for public purposes, to suggest a site for the seat of government, and to point out where roads should be made."

In fact, they achieved in five years far more than even the Colonial Secretary dared to hope.

Describing the quality of the men he was sending out, the Colonial Secretary wrote to Douglas: "The superior discipline and intelligence of the Force, which affords ground for expecting that they will be far less likely than ordinary soldiers of the line to yield to the temptation of the desertion offered by the goldfields,

Gold Did Not Tempt Them

and their capacity at once to provide for themselves in a country without habitation, appear to me to render them especially suited for this duty. Whilst by their services as pioneers in the work of civilisation, in opening up the resources of the country, by the construction of roads and bridges, in laying the foundation of a future city or seaport, and in carrying out the numerous engineering works which in the earlier stages of colonisation are so essential to the progress and welfare of the community, they will probably not only be preserved from the idleness which may corrupt the discipline of ordinary soldiers, but establish themselves in the popular goodwill of the emigrants by the civil benefits it will be in the regular nature of their occupation to bestow."

The Royal Engineers' detachment, all carefully chosen volunteers, set off for British Columbia in three parties, under the command of Lieutenant-Colonel R. C. Moody. The first section of 20 men, led by Captain R. M. Parsons, were mostly surveyors; the second group of 12 under Captain J. M. Grant, mostly carpenters. The main body con-

sisted of two subalterns (Lieutenants Lempriere and Palmer) Staff Assistant Surgeon J. V. Seddall, 118 NCOs and men, 31 women and 34 children under the command of Captain H. R. Luard.

The first two groups left England in September 1858 and, travelling via Panama, arrived in time to take part in the formal launching of the Colony in November. The main body left Gravesend in the clipper ship, *Thames City* in October and, travelling via Cape Horn, did not arrive at New Westminster until the following April. An account of the voyage, in the form of a weekly news sheet called "The Emigrant Soldiers Gazette and Cape Horn Chronicle," is still in the Royal Engineers' Library at Chatham.

As well as keeping law and order the Sappers surveyed practically all the towns and large areas of the country; they located and superintended all the trails and built many roads, including portions of the famous Cariboo Road.

They drew, lithographed and printed all the Colony's maps. They formed the Lands and Works Department; established the Government Printing Office

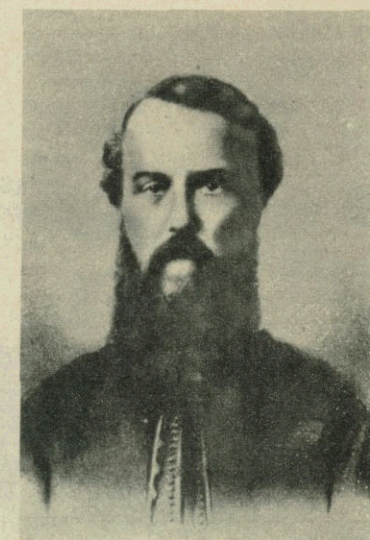
and printed the first British Columbia Gazette. They inaugurated on the mainland the first building society, social club, theatre and schoolhouse.

The Sappers also designed and built the first Protestant church on the mainland and designed many others including the original Holy Trinity in New Westminster. They designed the Colony's first coat-of-arms, the first postage stamp and established the first permanent observatory where they kept continuous meteorological observations. They also had the first private hospital and library, both of which were later to benefit the citizens of New Westminster.

In 1863 the Sappers detachment was disbanded and the officers and men were given the choice of remaining as settlers or returning to England. Colonel (later Major-General) Moody and all the other officers with 20 men returned, but the rest, numbering 130, settled down in British Columbia as civilians. The last survivor, Sapper Philip Jackman, died in 1927.

Today, the memory of many of the Sappers who helped to found British Columbia, lives on in place names. Port Moody is named after Colonel Moody;

Lynn Valley after Sapper John Lynn who settled there after the detachment was disbanded; Seddall, a station on the Canadian National Railway, honours the detachment's surgeon and on Vancouver Island is Leechtown, named after Sapper Peter Leech.



Lieutenant-Colonel R. C. Moody who commanded the original detachment, later became British Columbia's first Lieutenant-Governor. He selected the site of New Westminster.

SIGNALS AT THE

Looking remarkably like some pieces of modern sculpture, the aerial of the Territorials' radio-relay station sits on top of Snowdon. Tightening the guide ropes is Major R. Glover DFC, a former wing-commander. Radio-relay stations are the answer to communications problems in mountainous areas. A chain of them can carry messages over hundreds of miles.

Below: Linesmen at the summit with a double telephone line which they laid for five miles up the mountain. In background is the rack-railway train which the Territorials pressed into service.



NO Territorials, barring Airborne troops, are likely to reach greater heights at their annual camp this year than a detachment of 1/20 (South Midland) Army Signal Regiment, from Birmingham.

The Signalmen's goal was the highest spot in England and Wales, the summit of Snowdon, 3560 feet above sea-level. They went there to set up a radio-relay station.

Radio-relay is fairly new. When mountains stand between two points, direct radio communication between them is not possible except with apparatus too heavy to use in the field. The Royal Signals used to have to dodge the issue by laboriously laying miles of line from one point to the other.

With radio-relay, the problem is solved by putting a radio installation on the mountain-top to relay wireless signals from one side to the other. If necessary, there can be a chain of relay stations to span a number of hills. The saving in time and effort is obvious.

In war, relay equipment might be (and has been) delivered to a mountain-top by helicopter, but there was no "chopper" available for 1/20 Regiment's exercise. There was, however, the rack-railway which in summer carries thousands of tourists up the mountain.

The rack-railway was not open to the public, but it was agreed that the Royal Signals might use the workmen's train which ran twice a day for people working on the maintenance of the track and at the summit café. The Territorials soon found willing allies among the railway staff, notably the train's guard, Mr. Wynne Roberts, himself a Territorial since 1926 and now a bandsman in the 6/7th Battalion, Royal Welch Fusiliers.

First, a base camp representing a headquarters was set up near the track at the bottom of the mountain. The problem was to provide communication between this and another headquarters, represented by the main body of the Regiment at Proteus Camp, Nottinghamshire, 140 miles away as the crow flies.

A double telephone line was laid for five miles up the mountain to the summit, mostly by the side of the rail track. This was no easy job. The linesmen had to work, at times, above sheer drops in high winds, rain and snow. A

Photographs: SOLDIER Cameraman PETER O'BRIEN

SUMMIT

walkie-talkie kept them in touch with the base-camp.

Now the summit party—two officers and four men—set off in the workmen's train. At the top, conditions were about as bad as they could be in what was, officially, summer. There were vicious winds and snow-storms. Frost iced up the drums of line to double their size and weight and seized up one of the generator motors. Cloud often cut down visibility to a few feet.

The six man-handled their gear up the rough rocks from the station to the top of the mountain, then set about putting up a tent and the aerials. In the high winds, erecting the tent took three hours, so they decided to leave their second tent rolled up until things were better.

Before the day was out, the sets were in operation 90 crow-flying miles to a relay station set up by another detachment near Buxton, in the Peak District, and on another 50 miles to Proteus. With the apparatus they had, the Signalmen could produce up to three speech channels and three teleprinter channels (or irregular permutations of those numbers) and still have that "engineering" channel the Royal Signals generally keep up their sleeves.

The following morning, cloud still covered Snowdon's summit, and it did not clear away until the afternoon, when a special train brought a visiting brigadier and a party of reporters and photographers. Then, quickly, Snowdon's famous views appeared, with patches of sunlight here and there. Inland were range after range of the North Wales mountains; to seaward there stretched the whole of Isle of Anglesey, the Llyn Peninsula with Bardsey Island at its tip, and the long, curving shore of Cardigan Bay.

"Leave the sets," called an officer to the operators in the wireless tent. "Come and see this. You may not get another chance."

The operators ran out to look. "This makes the whole trip worth while," said one of them.

Reporters were soon trying out the telephone communication with Proteus Camp, and found reception loud and clear. With a chart on which all the hills between Snowdon and Proteus were shown on a hump representing the curvature of the earth, the Commanding Officer, Lieutenant-Colonel P. R. Hoskins (in

At the base camp, Regimental Sergeant-Major E. C. Warrilow climbs a wireless mast to attach telephone cables. He has served in the T.A. for 27 years.



Within minutes of the erection of the radio-relay station, Signalmen in a nearby tent were exchanging messages with another station 140 miles away.



private life, director of a metal company) demonstrated that the radio waves had a clear run from Snowdon to the station near Buxton.

"The next stretch is not so easy," he said. "There are two hills in the way, but the waves get over them."

Reporters were not the only visitors the detachment had. A few hardy climbers also came to inspect the installation, and looked condescendingly at those who had scaled Snowdon in the

special train and were to go down the same way.

Earlier, too, there had been two officers and two non-commissioned officers of the Regiment who had set out to drive from Proteus to Snowdon, walk up the railway track and down the "Pyg" track and back to the base camp, and then drive back to Proteus, all in 24 hours. It took them 20 hours to cover the 347 miles journey, of which they had marched 19 on the mountain. Not once did their vehicle exceed

its 40 miles-an-hour speed limit.

Two days after it was set up, the Snowdon relay station was dismantled. The men had proved they could successfully tackle the problem and now was the time for some different training.

FOOTNOTE. Visitors on Snowdon noted a tendency in the Regiment to use phrases like "Take off" and "Go ashore" and others from the Royal Navy and Royal Air Force vocabularies. The reason turned out to be that Major R. K. W. Glover DFC, who commanded the summit party, was a wing-commander in the Royal Auxiliary Air Force until it was disbanded, and that Captain K. H. E. Dagnall, down at the base camp, was a lieutenant-commander in the Royal Naval Reserve and commanded a corvette in World War Two.

RICHARD LASCELLES

After spending two days at the top of Snowdon, the Territorials move down to base camp by rail, the exercise completed and a good job well done.





In an early phase of the landing the assault craft run aground and Infantrymen jump from the bows and dash up the beach. These men of the 1st Battalion, The Royal Scots Fusiliers, race for cover as they prepare to seize the bridgehead.

ASSAULT

IT is D-Day again. Ships of the Royal Navy lie silently off-shore, and ahead, across a calm sea, the waves lap on a quiet beach.

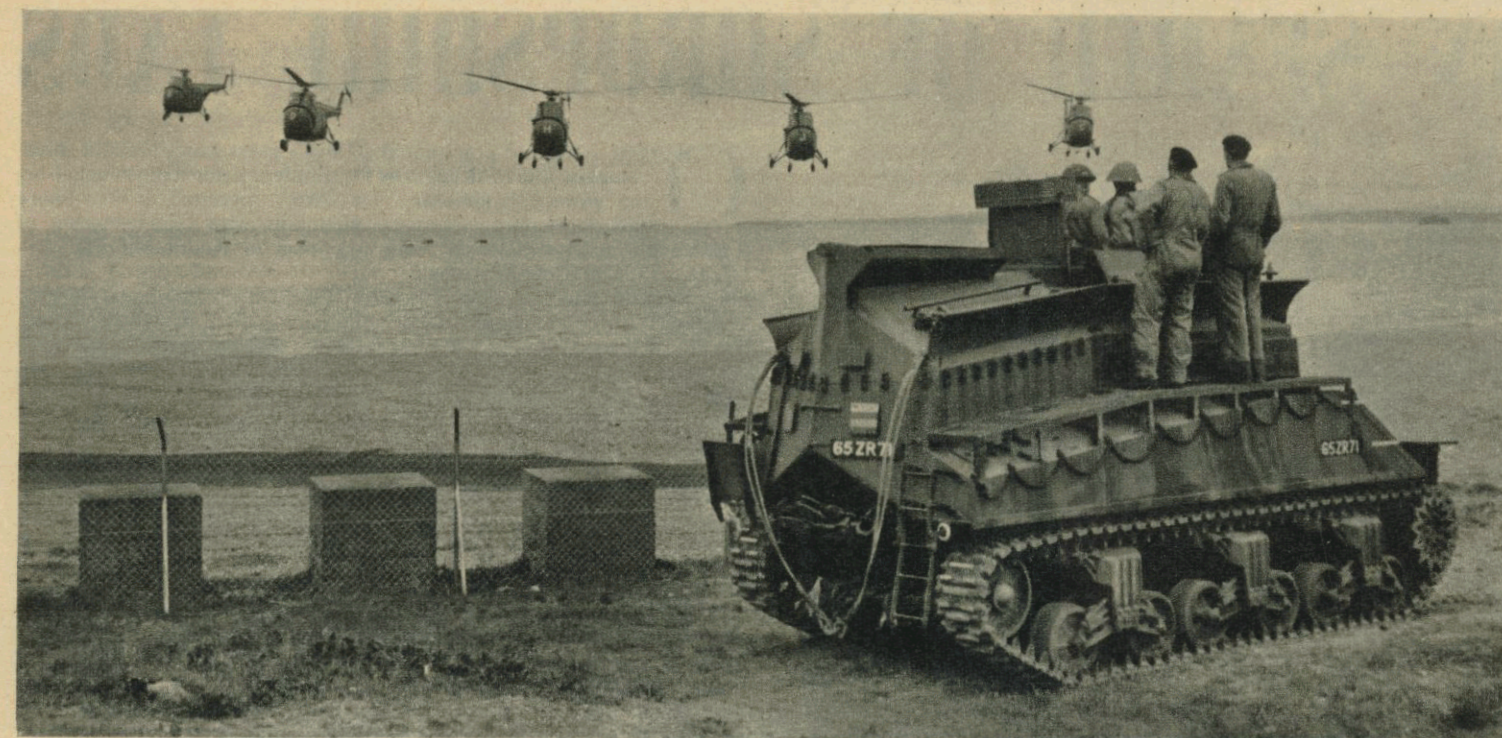
Minutes, seconds, tick by to zero hour—and suddenly another amphibious operation sweeps into action.

With a covering bombardment from sea and air, assault craft laden with Infantry surge towards the beach. Tank landing craft move in to debouch Centurion tanks. Waves of helicopters whirr overhead, dropping troops ahead to establish a bridgehead. . . .

But this was D-Day with a difference. This assault landing, staged at Eastney Beach, Southsea, was Exercise "Run Aground IX," the annual demonstration for Staff College students to see the latest craft, methods and equipment employed in amphibious operations. More than 1000 men from the three fighting Services took part.

The Staff College students—and Lord Selkirk, First Lord of the Admiralty—watched men of the 1st Battalion, The Royal Scots Fusiliers (led by a kilted piper) land from assault craft and attack the lightly defended beach. Following them came the 7th (Queen's Own)

Left: A hovering Whirlwind winches to the ground a five-cwt. Citroen truck. Below: Troops hitch a BAT anti-tank gun to a Land-Rover. Both vehicle and gun were brought ashore in the new American LVT (P)5 seen on the right.



Westland Whirlwind helicopters fly in low to land Royal Marine Commandos. Heading for shore are assault craft, and on the horizon lie ships of the Royal Navy. In the foreground a Sherman armoured recovery vehicle stands by.

LANDING!

Hussars in their Centurions and detachments of all arms, representative of the units of a beach brigade group.

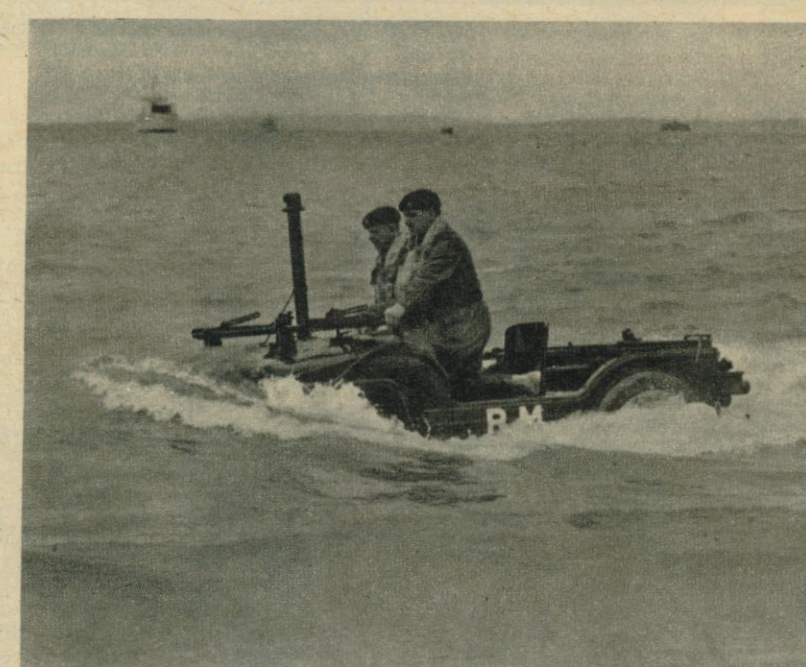
About 70 Royal Marine Commandos were landed from helicopters of the Joint Experimental Helicopter Unit and 701 Squadron of the Fleet Air Arm, in an assault similar to that successfully carried out at Port Said, in the Suez operations of 1956. Two of the 17 helicopters landed light lorries; another laid telephone wires.

Interest in the amphibious equipment centred on the latest American version of the tracked landing vehicle—the LVT (P)5—a sleek, streamlined amphibian, under development in the United States and on loan for trials with the British Army.

Armoured like the Saracen, at the front and sides, the LVT (P)5 is designed to give protection in amphibious assault against shell fragments. The partly enclosed tracks and smooth faring are intended to cut down wave resistance. A forward turret carries a machine-gun in a ring mount and below the turret is an automatic ramp through which, on "Run Aground IX," the (P)5 unloaded a Land-Rover towing a recoilless anti-tank gun. The carrying capacity of the LVT (P)5 is understood to be about three tons. Its performance and other details have not been published.

This year, for the first time, civilians were allowed to watch the Staff College demonstration.

PETER N. WOOD

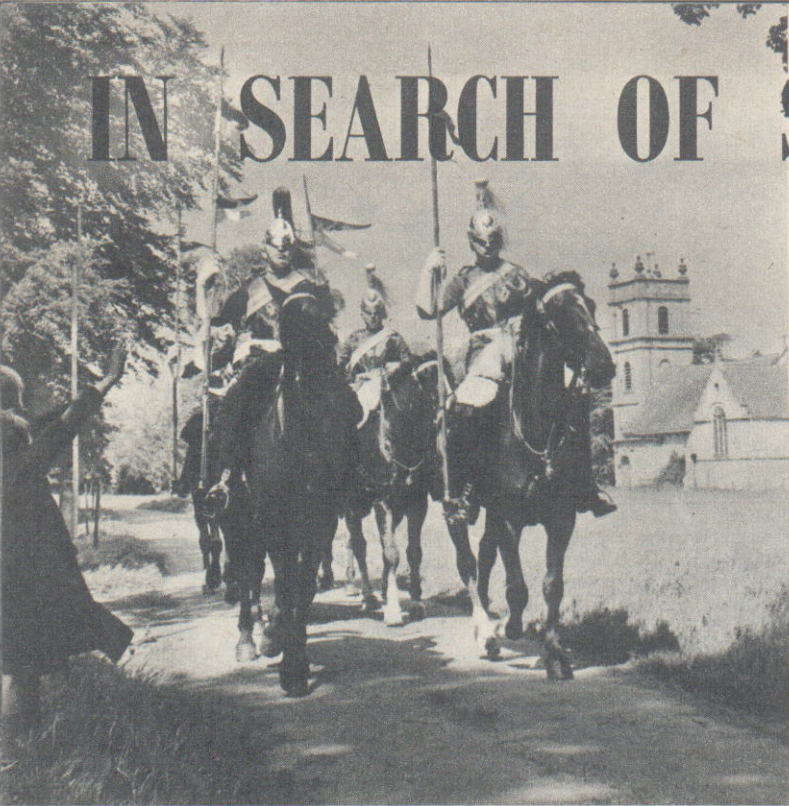


Butting its way into the sea, a "Champ" swims towards the beach, leaving an impressive wake behind it. Manning the "Champ" are Royal Marines.

Below: Looking like a floating gun-turret, a 60-ton Centurion tank of the 7th Hussars "swims" ashore in support of the Infantry who have already landed.



IN SEARCH OF SHROPSHIRE LADS



He may be a space enthusiast, but the modern boy still enjoys the age-old fascination of the Cavalryman. A friendly wave greets men of the Household Cavalry as they ride, on a recruiting campaign, through the village of Berwick, in Shropshire. Below: A detachment of The Life Guards and The Blues makes a call at a picturesque cottage in Gravel Lane, Berwick. The family comes out to admire the horses and the Cavalrymen in their jackboots, white breeches, red and blue tunics, glittering cuirasses and plumed helmets.

OVER a hundred years ago the Navy's press gangs brought ships' companies up to strength by the simple expedient of shanghaiing the unwary landlubber. The Army recruited a little more soberly, tempting country bumpkins with blandishments of a man's life in "furrin' parts" into accepting the King's Shilling.

Thus the Household Cavalry filled its ranks a century ago. As a regular duty, a troop toured country districts, taking recruits before a local magistrate to be sworn in, then bringing them back to barracks for the colonel's acceptance or rejection.

Today, the Household Cavalry still needs suitable recruits, and recently a gap between displays offered an opportunity to add a colourful touch to the local Army recruiting campaign.

The Life Guards and The Blues had performed their musical ride at the Shropshire and West Midlands Agricultural Show, and to save the expense of returning to London, they remained in Shrewsbury for a week before moving on to Stafford.

For three days the Cavalrymen rode again in the splendour of full dress down the country lanes of Shropshire, seeking to interest the youth of today in an Army career.

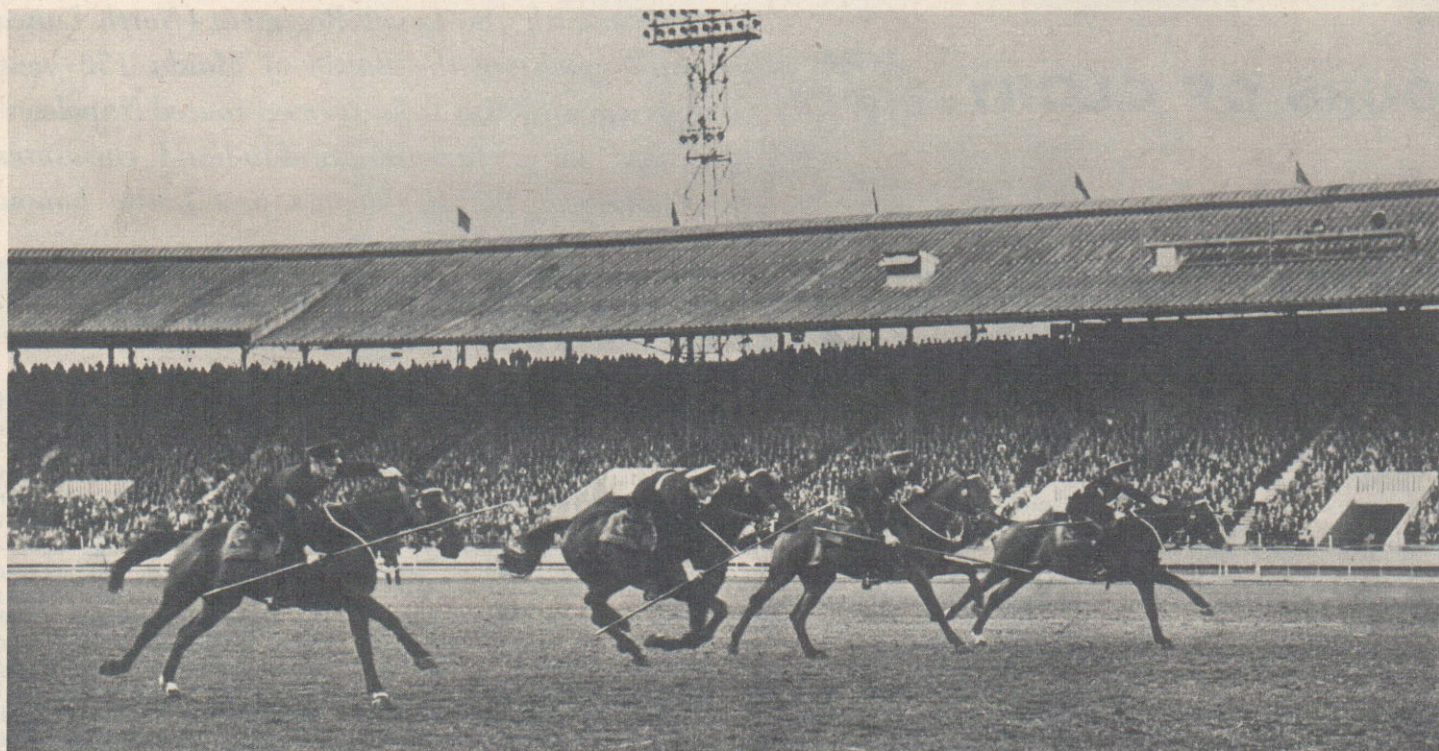
A friendly welcome from wayside cottages and in the villages greeted the men of the Life Guards and The Blues and they, in turn, unbent from parade ground formality to chat and answer questions.

This time the Cavalrymen could offer not only a financial inducement of considerably more value than the King's Shilling, but also the prospect of mechanisation, in the Household Cavalry Armoured Car Regiments.

This experimental campaign is thought to be the first of its kind since before World War One, but similar recruiting drives may be held in the future.

FOOTNOTE: While today's recruit to the Household Cavalry applies through the normal recruiting channels, authority for his final approval is still vested in the Officer Commanding Household Cavalry.





REDCAPS MAY STEAL THE SHOW

ONE of the most exciting equestrian events at the White City Searchlight Tattoo next month will be a dashing display of mounted skill-at-arms by the Military Police.

The Mounted Military Police, formed 103 years ago (27 years before the Military Foot Police came into existence) are renowned for their impeccable turn-out on ceremonial parades and at displays throughout the country. But they have an important daily task to perform as well, one that they can do better than policemen on foot or in motor vehicles.

In the Aldershot area, where they are stationed, they are part of the garrison scene, patrolling thousands of acres of War Department Land over ground impassable to wheeled traffic. They have detected many heath fires and are

invaluable for guarding the Army's huge stores dumps scattered around the countryside.

The Mounted Military Police are being trained for the display at the Tattoo by their commanding officer, Major L. F. Richards, and Sergeant E. Scattergood. Major Richards, who is Deputy Assistant Provost Marshal Aldershot, served with the 11th Sikhs and was the first officer of the Indian Army to qualify as a parachutist. He has ridden on practically every racecourse in India.

Sergeant Scattergood, who began his Army career in the 9th Lancers, joined the Royal Military Police in 1943 when mounted squadrons were formed in Palestine.

Other mounted soldiers will also take part in the Tattoo, among them the King's Troop, Royal Horse Artillery, which will

At full gallop, the Mounted Military Police pick up tent pegs on the end of their lances. It makes a nice change from patrolling Aldershot's heathlands.

perform its famous ride, and men of the Horse Transport Company, Royal Army Service Corps, who act as Indians in a Wild West scene. Trick motorcyclists of the Army Mechanical Transport School and some 16 bands will also be on show, including, possibly, the band of the 751st United States Air Force who march to jazz tunes.

More than 2000 men from the three Services will take part in the Tattoo which is being staged by the Soldiers', Sailors' and Airmen's Families Association.

The King's Troop, Royal Horse Artillery, fire a salute at the end of their thrilling ride, which is an outstanding feature of this year's White City Tattoo.



This month the Loyal Regiment (North Lancashire) celebrate the Battle of Maida 152 years ago when British Infantrymen routed Napoleon's troops in a furious hand-to-hand encounter. Maida was the Regiment's first battle honour

THE LOYALS PUT THE FRENCH TO FLIGHT

THE battle of Maida, fought on 4 July, 1806, was not on a great scale in the numbers of troops engaged, and not (on the British side) a terribly bloody affair. But it was a highly significant battle, being the first occasion when Napoleon Bonaparte's hitherto always victorious Infantry literally crossed bayonets with British Infantry, and suffered defeat.

At Maida the British units most heavily engaged included the 81st Regiment of Foot (afterwards the 2nd Battalion, The Loyal North Lancashire Regiment) composed mainly of young soldiers new to war.

The 81st Regiment had been raised in 1793 as the Loyal Lincoln Volunteers, almost exclusively from volunteers from the Lincoln Militia. A 2nd Battalion of the 81st was formed in 1803, and many of its men later transferred to the 1st Battalion. The 1st/81st fought at Maida. In 1816 the 2nd/81st Battalion was disbanded, and in 1881 the 81st Regiment of Loyal Lincoln Volunteers was linked with the 47th Foot

(which had been long known as The Lancashire Regiment) under the title of The Loyal North Lancashire Regiment.

In 1806, although Nelson had destroyed the French and the Spanish fleets at Trafalgar, Britain was still determined to keep troops in key positions in the Mediterranean. There was accordingly a fair-sized British force in Sicily, among other places, while the French were occupying the province of Calabria, in the "toe" and "instep" of Italy. The people of Calabria for some time had been rising spasmodically against the French invaders and the British Commander in Sicily,

Major-General Sir John Stuart, decided to make an effort by sea and land with the double object of supporting the Calabrian patriots and relieving the fortress of Gaeta, north-west of Naples, which was being valiantly held against strong French besieging forces.

The army in Sicily included a Light battalion and a Grenadier battalion, made up of the light and the grenadier flank companies of all the Infantry units, including the 1st/81st Regiment. The Light Battalion was in the Advance Brigade for the expedition to Calabria, and the eight battalion companies of the 81st Foot were in the 1st Brigade, with the 2nd/78th Highlanders (later the 2nd Battalion Seaforth Highlanders). The Grenadier Battalion was in the 2nd Brigade. Lieutenant-Colonel Kempt of the 81st Regiment was given com-

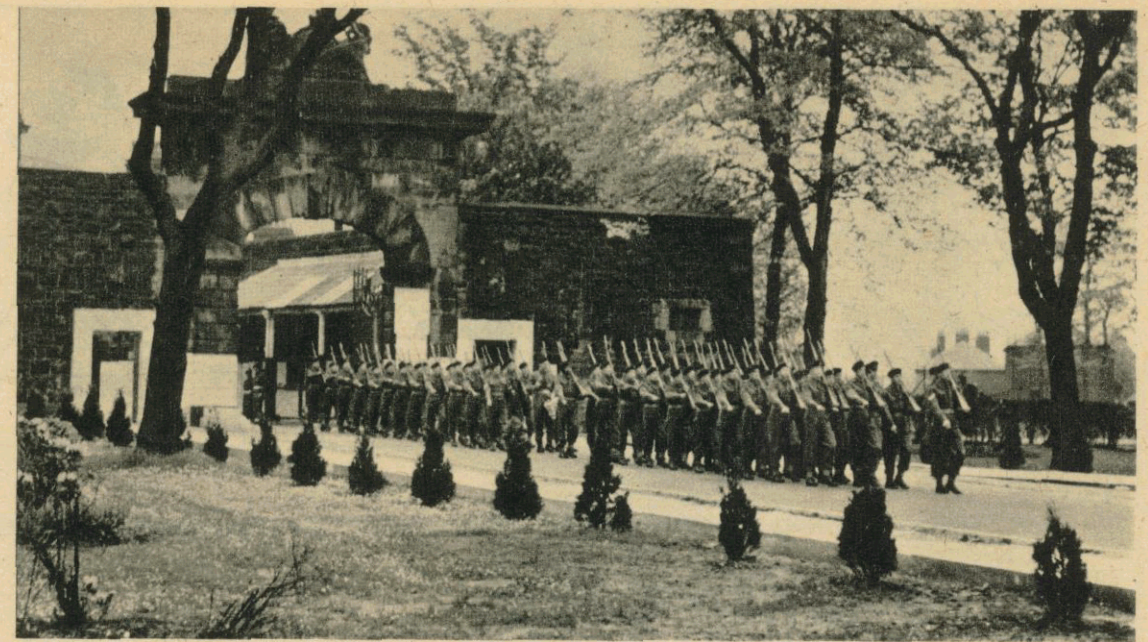
mand of the Advance Brigade, and Brigadier-General Acland the 1st Brigade.

Sailing from Palermo, the expeditionary force, about 5000-strong, anchored in the Bay of St. Euphemia on the night of 30 June. At dawn next day boats from HMS *Apollo* were rowed to the shore with troops of the Advance Brigade. There was no opposition to the landing, made near an old tower, which was at once occupied. The leading elements took up position by a wood to cover the disembarkation of the main body which found the wood occupied by a few hundred men of a Polish regiment in the service of the French, and promptly drove them out, except the Poles who chose to stay as prisoners. In that first encounter Sergeant O'Neal of the 81st Regiment's grenadier company distinguished himself by taking

several prisoners on his own and sparing three Poles who fired at him (and missed) and then threw down their arms.

By 2 a.m. on 1 July the force was all ashore and in position with its right on the village of St. Euphemia and its left towards St. Braggio. General Stuart then issued a proclamation calling on Calabrians to join him to repel the army of Joseph Bonaparte. Few Calabrians appeared in arms and as no news of any more distant support came in General Stuart began to think about re-embarking his troops. Then he heard that the French General Regnier, with a force exceeding his own, was encamped at Maida, about ten miles away. He decided to meet the French.

General Stuart moved on 3 July, preceded by his Advance Brigade under Colonel Kempt. In the afternoon the outposts of the two



New recruits march from The Loyals' depot barracks at Preston, the official and permanent home of the Regiment since 1877. The Regiment is the only one in the British Army to bear the battle honour "Kilimanjaro," won in East Africa in World War One.

armies were in sight of each other, and both prepared for battle. The French, it was afterwards learnt, thought they would quickly drive the British into the sea. The British were anxious about proving themselves worthy of their ancestors of Blenheim and other mighty conflicts with the traditional enemy.

At daybreak on 4 July the whole British force was in motion. Soon the commander received news that the French under Regnier had been hurriedly reinforced, from a strength of about 5000 Infantry, 600 cavalry, and a battery of horse artillery, to a total of about 7500 strongly posted on a line of wooded heights overlooking a plain stretching down to the sea. Undismayed, the British advanced in columns in echelon from the right, the Advance Brigade leading, until near the sea shore, when they changed direction to the left with a view to getting across the enemy's front and turning their right flank.

The French, seeing this manoeuvre, hurriedly quitted their strong position on the heights and moved down into the plain. They crossed the Amato stream and rapidly deployed to their left, covered by a small wood.

Colonel Kempt opened the action by ordering the light company of the 20th Foot (afterwards The Lancashire Fusiliers) to "feel the enemy's force." Led too impetuously, the company prepared to charge but came under heavy musket fire which caused havoc in the ranks.

In the meantime, the Advance Brigade pressed on in line, halted about a hundred yards from the enemy and found itself opposite the 1st Légère, on the French left. The two opposing corps exchanged volleys and then the French fixed bayonets and advanced *au pas de charge*. The British light infantrymen doubled with trailed arms to meet them. Colonel Kempt, noting that his

men were encumbered by the blankets carried on their backs, halted the line so that the blankets could be thrown off. This pause was taken by the French for hesitation, and they came on with quickened pace and blood-curdling shouts. But the British Infantry first fired a well-directed volley and then with cheers resumed their own advance, this time with levelled bayonets. The French still came on until the rival bayonets crossed, when, "at that appalling moment, French enthusiasm sank before British intrepidity and the bloody shock of actual conflict with the bayonet; their battalions broke and fled; they were instantly overtaken amidst deafening shouts, and assailed with such fury that in a few minutes 700 dead lay on the spot and 1000, including General Compère, were made prisoners. The 1st Brigade had now come up, and they broke and drove before them at the point of the bayonet the French 42nd Regiment and two battalions of Poles; they then paused and poured into them an incessant fire of musketry, inflicting immense loss on the enemy."

Defeated at his left and centre, Regnier attempted with his cavalry to overwhelm the British left flank. Repelled from the front, the horsemen did get round the left flank, but were then themselves assailed by flanking fire from the 20th Foot. The horsemen fled in disorder.

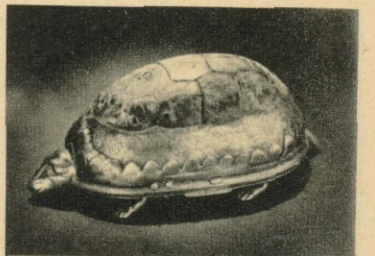
The losses of the French in killed, wounded, and prisoners were over 4000; the British lost 44 killed and 284 wounded, the majority in the Light Battalion and the Advance Brigade.

Following up the advantage gained at Maida, the British captured a number of forts and magazines, and so delivered Calabria from the power of Napoleon. The expeditionary force then returned to Sicily.

The Loyal Regiment (North Lancashire) to this day have

among their Mess treasures a silver-mounted snuff box made from the carapace or protective shell of a tortoise. In the Regiment the story goes that the tortoise strayed into Colonel Kempt's tent soon after the landing at St. Euphemia and was killed and cooked to make a meal for the hungry brigade commander and his staff.

Napoleon, after the battle of Waterloo, is reported to have said: "The French soldiers had a great contempt for the English troops at the beginning of the war, caused perhaps by the failure of the expeditions under the Duke of York, the great want of alertness in the



The Maida Tortoise (now a snuff box passed round on Officers' dinner nights) once provided a meal for a hungry colonel. The man who ate the tortoise later had the shell mounted in silver and presented it to his Regiment.

English advance posts and the misfortunes which befell your armies. In this they were fools, as the English were well known to be a brave nation. It was probably by a similar error that Regnier was beaten by General Stuart, as the French imagined you would run away and be driven into the sea. . . . It is difficult to conceive how little the French soldiers thought of yours till they were taught the contrary."

The young regiment of Loyal Lincoln Volunteers played a big part in teaching that lesson!

ERIC PHILLIPS

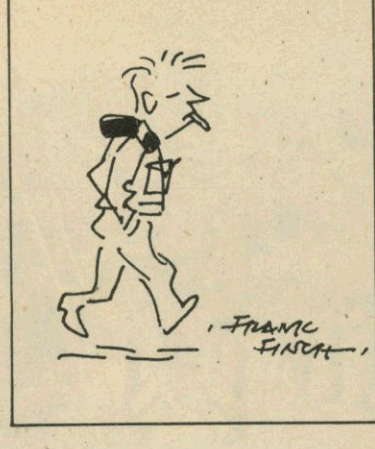
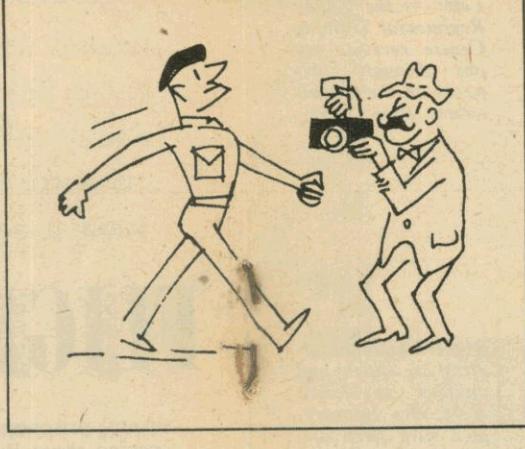
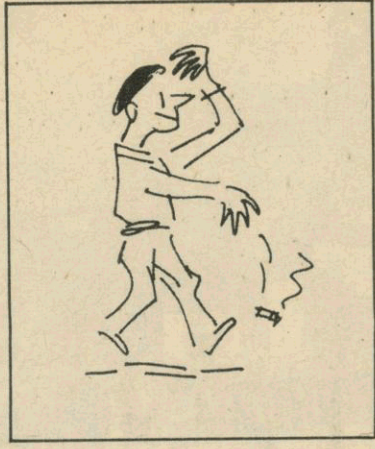
NEXT MONTH: The Royal Hampshire Regiment at Minden.



The Loyals go into action. This painting of the scene at Maida shows the Regiment meeting the French head-on in a bayonet charge. In the battle the French suffered more than 4000 casualties—the British only 328.

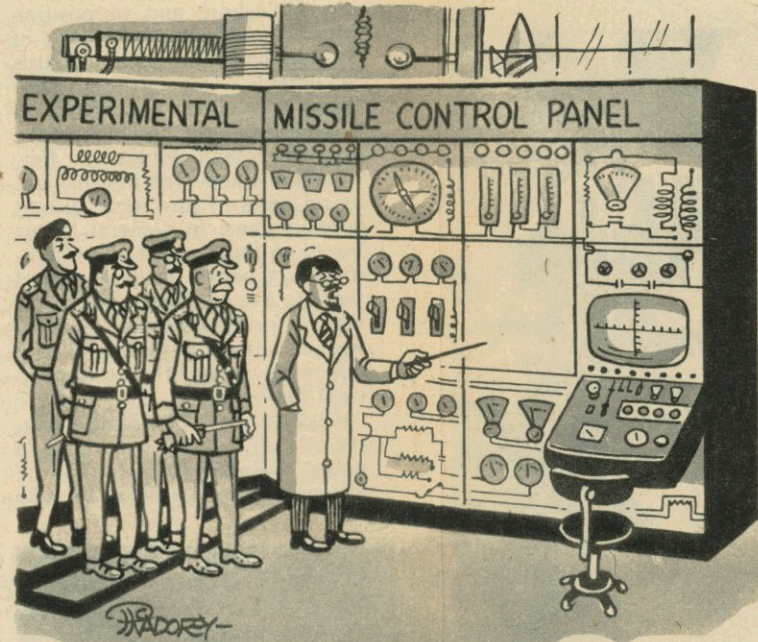


General Sir James Kempt (then a lieutenant-colonel) led the 1st/81st into action at Maida. This portrait of him was recently presented to The Loyals by one of his descendants.

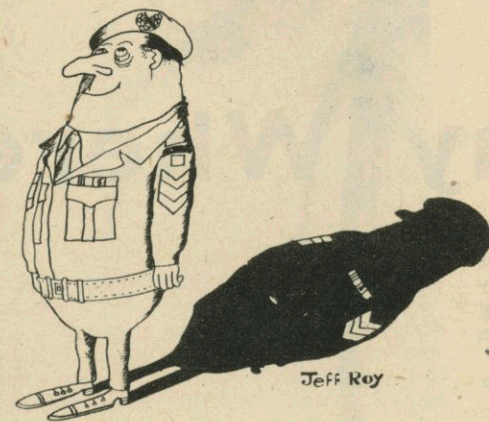


"He's deserted me, too."

SOLDIER HUMOUR



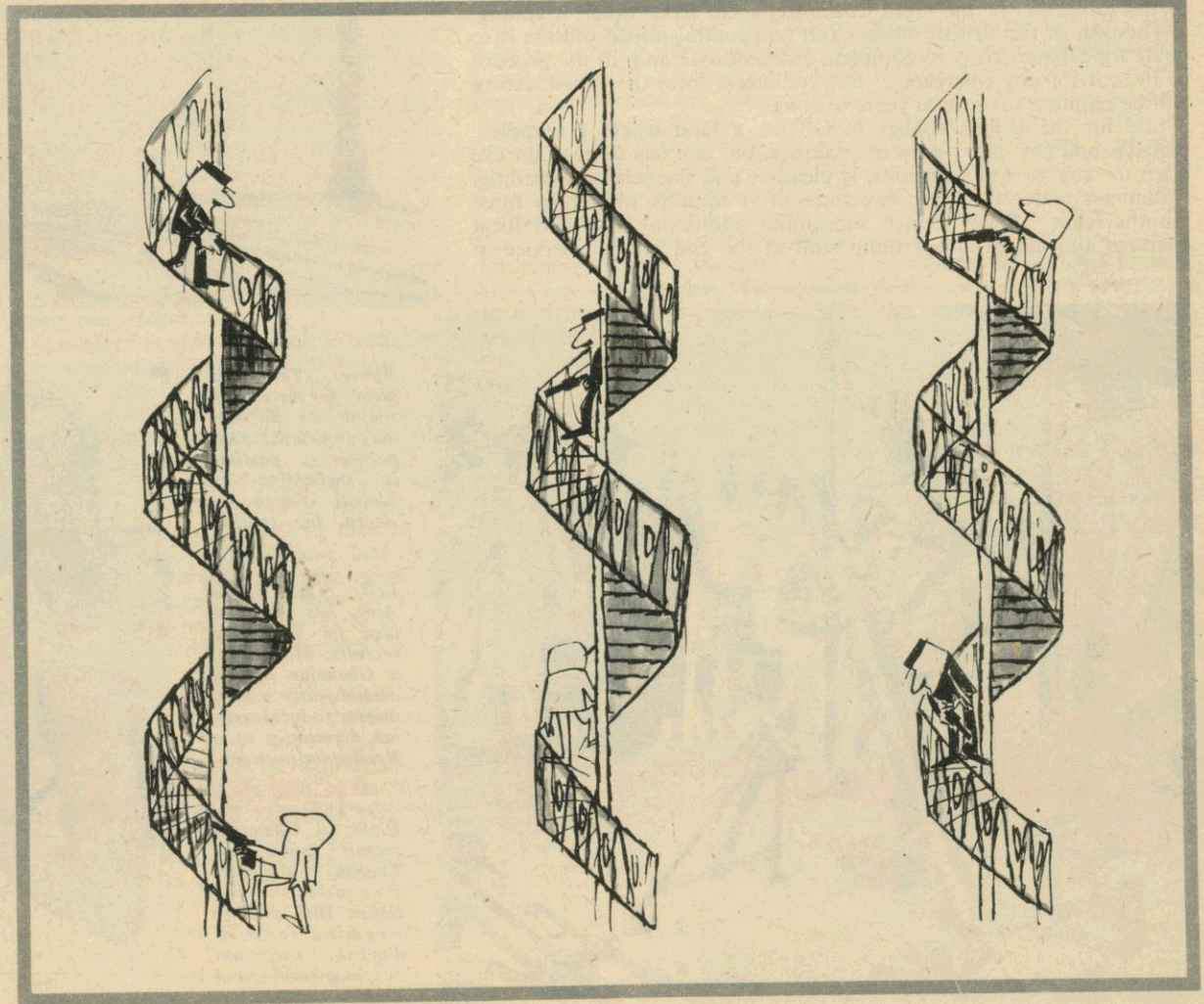
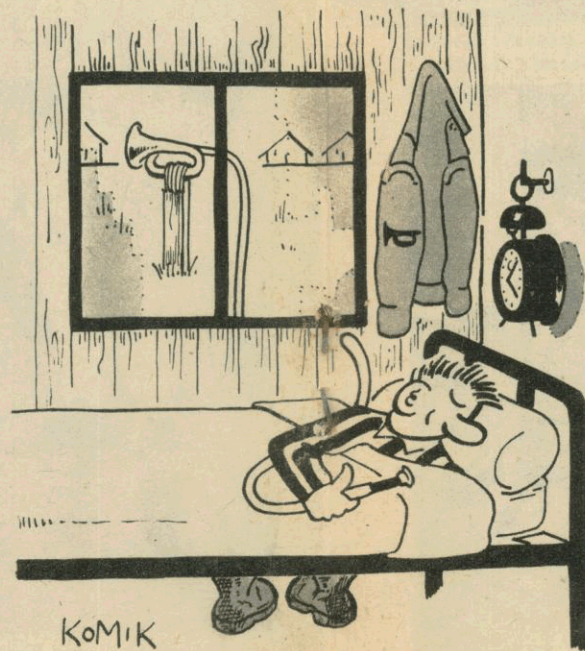
"And this space, gentlemen, has been specially designed to accommodate Part One Orders."



"If you don't come down at once, Connor, I shall turn it off and leave you up there."



"And if this demonstration doesn't convince you that it's easy, nothing will."



British soldiers are still serving in "The White Man's Grave" of West Africa. They are helping the newly-formed Ghana Army—once called the Gold Coast Regiment—along the road to complete independence—on the British pattern.



Left: At the Ghana Regimental Training Centre recruits are put through their paces on the assault course rope bridge.

Right: Ghanaian soldiers are quick and anxious to learn. Here, two Infantrymen with Bren and rifle take up a defensive position during a recent exercise.



Major-General A. G. V. Paley DSO, formerly of the Rifle Brigade, commands the Ghana Army.

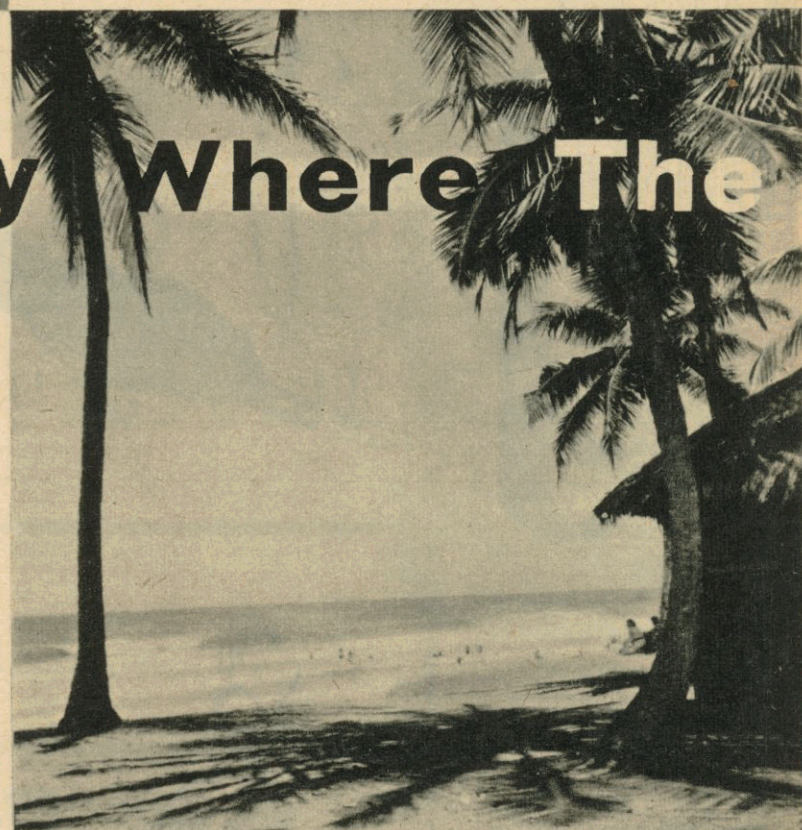
The Army Where The Paw-Paws Grow

A FEW degrees north of the Equator in what was once known as "The White Man's Grave" but is now a reasonably healthy station, British soldiers are playing a vital part in reorganising and training one of the youngest of the Commonwealth forces—the Ghana Army.

The Ghana Army is two years old—one year older than Ghana itself which has just celebrated the first anniversary of its independence. It was born in 1956 when the unified West Africa Command was disbanded to enable each British colony in West Africa to have its own army. But the history of the force goes back over nearly 100 years to the formation of the Gold Coast Regiment from which it sprang.

The task of the British officers and non-commissioned officers is to guide the Ghana Army to complete independence and, in the process, to train it for any emergency. But volunteers from the British Army will be required for several years to come.

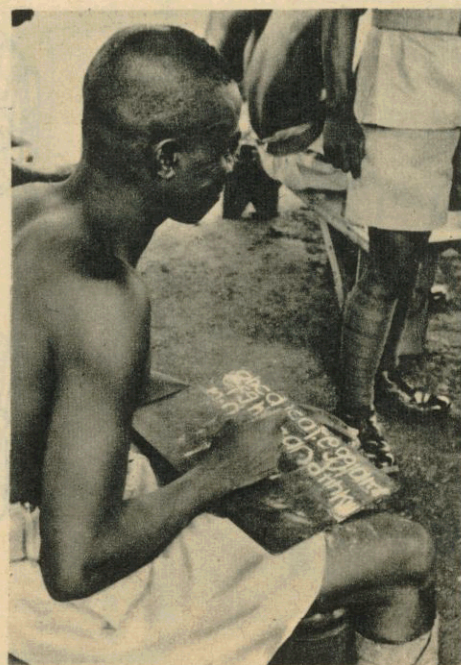
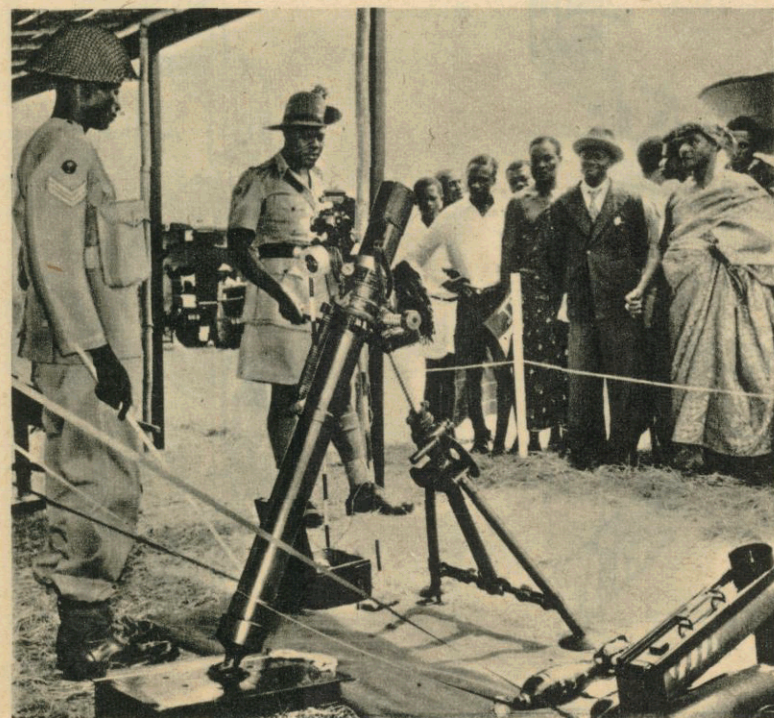
Life for the British soldier in Ghana, a land where pineapples, bananas and paw-paws grow in profusion but one has to keep an eye open for snakes and scorpions, is pleasant and financially rewarding. Volunteers undertake to do two tours of 18 months, broken by three months leave. They receive substantial additional pay, and local overseas allowances and a lump sum at the end of their service in



Above: There is plenty for the British soldier to do off-duty in Ghana. One popular pastime is surf-riding on Labadi Beach at Accra, the capital.

Left: The Ghana Army has the right idea for attracting recruits. Major Otu, a Ghanaian officer, demonstrates a 3-in. mortar to local civilian dignitaries at a Regimental open day.

Right: A Ghanaian recruit learns the English alphabet. Promotion is linked with passing examinations in English, mathematics, map-reading and general knowledge.



Paw-Paws Grow

Ghana, ranging from £375 for a colonel and above to £160 for a sergeant and below at the end of the first tour.

The Ghana Army, which is 5000-strong, is commanded by a British officer, Major-General A. G. V. Paley, whose headquarters are at Giffard Camp, Accra, and consists of an Infantry Brigade Group of 1st, 2nd and 3rd Battalions of the Ghana Regiment with No. 2 Field Battery, Ghana Artillery and 35 Independent Field Squadron, Ghana Engineers. Brigadier P. H. C. Hayward, formerly of the Royal Berkshire Regiment, is the Brigade Commander.

The proportion of Ghanaian officers and NCOs is gradually increasing, but of the present 193 officers 164 are British. Among non-commissioned officers the change has been much more rapid. In 1956 there were 375 British NCOs serving in what was then the Gold Coast Military Forces. Today the number is in the region of 160 and one of the units, the 35th Independent Field Squadron Ghana Engineers, lost its last British NCO two years ago. It is thought that by 1961 the figure will have dropped to 24 NCOs doing specialist jobs for which Ghanaian replacements will not be available for some time.

Of Ghana's 29 officers three have reached the rank of major, and two have passed the Staff College Course at Camberley with distinction. At present 35 Ghanaians are either completing courses in Britain or beginning their training as officer cadets in the Regular Officers Special Training School at Teshie near Accra.

Already, the Ghana Army is capable of maintaining itself in transport and supplies. It has its own hospital, internal communications, workshops and a fleet of lorries. A number of officers' messes, on the British pattern, have been set up and warrant officers' and sergeants' messes are planned when accommodation becomes available. All written and spoken orders are in English.

The Gold Coast Regiment, as it was called until 1956, has a proud record dating back to 1865 when it was raised in Nigeria with about 300 Hausa soldiers armed with muzzle-loading guns and dressed in white cotton knickerbockers with scarlet cummerbund and fez. Brought back to the Gold Coast in 1873, the Regiment was raised to 700 and fought several battles during the Ashanti campaign of 1873-74. Half the Regiment was then sent to Lagos and the Corps, as it was then known, was reconstituted into the Gold Coast Constabulary in 1879 with 16 British officers and 1203 other ranks.

The Constabulary took part in several campaigns in Ashanti in 1895 and were the first to enter Kumasi, capital of Ashanti, in the decisive engagement the following year. Five years later the Constabulary became the Gold Coast Regiment which consisted of two battalions.

In the 1914-18 war the Gold Coast Regiment, as part of the West African Frontier Force, fought first in Togoland and then with the Anglo-French Expeditionary Force in the Cameroons. In the latter campaign Lieutenant J. F. P. Butler, of the Pioneer Company, won the Victoria Cross. The Regiment returned to Kumasi in April, 1916 and three months later, with other West African troops, served in East Africa where, after fierce fighting, they drove crack German troops into Portuguese territory. Field-Marshal Sir Douglas Haig signalled after their final battle: "On behalf of the British armies in France I send you and the gallant troops under your command our heartiest con-

Right: A bugler plays at Guard mounting. The Ghanaians are a musical race and each of the Ghana Army's three battalions has its Corps of Drums.



gratulations on having completed the conquest of the last German colony. The perseverance, patience and determination required for this achievement are fully realised by all of us here in France and command our admiration."

In World War Two the Regiment was modernised and nine Infantry battalions were recruited. Three were sent to East Africa and a new Brigade of three battalions, with other units from Nigeria, Sierra Leone and the Gambia, formed the 81st West African Division which fought gallantly in Burma. These units were later joined in Burma by the 82nd West African Division to which the Gold Coast Regiment contributed the 1st, 2nd and 3rd Battalions which had served in East Africa. The two Divisions met for the capture of Myohang in 1945.

The Myohang battle earned for the 81st Division an Order of the Day from Field-Marshal Sir William Slim: "You have the proud distinction of being the first African formation to be used outside Africa against the enemy. The number of the enemy that you accounted for, and the traditional courage of your men, the lessons you have learnt in a hard school, will cause the Japs to dread you in the future."

No one loves rhythm, drumming and dancing more than the Ghanaian soldier and off duty, clad in his *kente* cloth (a locally woven material of many colours and patterns) he and his wife, wearing an identical cloth, dance the "High Life" in Calypso style.

The Ghanaian is as proud of his drums as the Scotsman is of the bagpipes, and among the Regiment's proudest possessions in the Regimental Museum at Kumasi are silver drums given to the Regiment by the Chiefs and people of Ghana as a memorial to King George V.

Dr. Nkrumah, the Prime Minister of Ghana recently attended the Army's annual manoeuvres. Here he tries his hand at giving orders on a field-firing range.



TWO OLD FRIENDS UNITE

AS the newly born Regiment marched in review order across a barrack square in Germany the rain stopped and the sun began to shine.

It was a happy omen, spelling a bright future for The Devonshire and Dorset Regiment, the second new Regiment to be formed under the Army's reorganisation plan for amalgamating 30 Infantry regiments in pairs.

This marriage, between two old friends and West country neighbours who have fought side by side in many a battle since Wellington's days, was a particularly happy affair, as is only right and proper between a Darby and a Joan.

The wedding took place at Minden when members of the 1st Battalions of the two old regiments, wearing for the first time the cap badge of the Wessex Brigade, which will also be the badge of the new Regiment, formed up as one battalion. Among the spectators was General Sir Dudley Ward, Commander-in-Chief of Rhine Army, who served in the Dorset Regiment.

After the Queen's and the Regimental Colours of both former regiments had been carried on parade the Battalion was inspected by the new Colonel of the Regiment, Major-General G. M. Wood DSO, MC, who took the salute at the march past. Then, led by the 60-strong Regimental band, the new Battalion marched off in review order to carry on the traditions of two famous regiments.

The Devonshire and Dorset Regiment is more fortunate than most

others which will soon be formed by amalgamation. It is made up of two regiments with similar customs and bound together by strong ties forged on the field of battle.

Since 1812 the Devons and the Dorsets shared many battle honours, including those of Wellington's victories in the Pyrenees, the North-West Frontier campaigns and the Relief of Ladysmith. In Burma, the 1st Devons were the left-hand battalion of 20 Indian Division and the 2nd Dorsets the right-hand battalion of 2 British Infantry Division. The 2nd Devons and the 1st Dorsets served together throughout the siege of Malta and with the 1st Royal Hampshires formed the Malta Brigade which took part in the assault landings in Sicily, Italy and Normandy.

But the new Regiment has had its problems. One of them was dress. All members of the Devonshire and Dorset Regiment will wear the Devons' red and green lanyard but it is still not known if they will also wear the red and green ribbon of the Croix de Guerre, awarded to the 2nd Devons for gallantry during the German spring offensive in Belgium in 1918.

A compromise has been reached with officers' mess kit which will include the Dorsets' green waistcoat with a scarlet jacket bearing the Devons' white piping and the Dorsets' green facings.

New Colours (to be presented by the Duchess of Kent, the Colonel-in-Chief of the new Regiment) are being designed but the battle honours to go on them have yet to be decided. This problem is eased, however,

as both former Regiments shared many battle honours, particularly in the two World wars. In World War One they shared three (Ypres, Somme and Hindenburg Line) and in World War Two four (Normandy Landing, Caen, Sicily and Malta).

The future of a large quantity of silver is still being considered and each regiment has placed all silver worth more than £20 in a common pool to be shared between the new 1st Battalion, Territorial Army and Cadet Force units in both counties and overseas allied units of both former regiments.

The Devons have three regimental days—The Battle of Wagon Hill, 6 January, 1900, The Battle of Bois des Buttes, 27 May, 1918 and The Battle of Salamanca, 22 July, 1812. The Dorsets have three—The Battle of Plassey, 23 June, 1757, The Battle of Kohima, 13 May, 1944, and The Epic of the "Sarah Sands," 11 November, 1857. All six regimental days will be celebrated in the new Regiment.

The future of the two regiments' Old Comrades Associations, which have branches as far apart as the Channel Islands and Birmingham, is uncertain, and will create a legal problem for the Charity Commissioners.

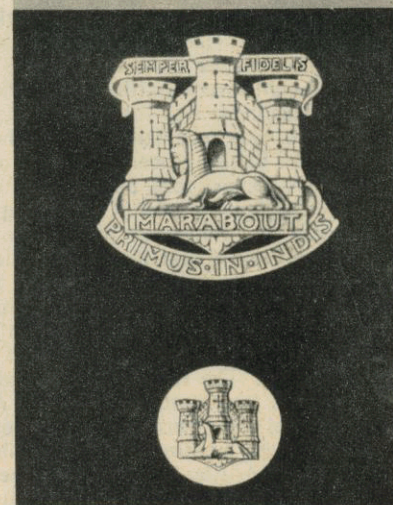
In deciding the composition of the 1st Battalion of the Devonshire and Dorset Regiment emphasis has been laid on the right man for the job rather than a rigidly equal distribution between the two regiments. Lieutenant-Colonel G. R. Young, former Commanding Officer of the 1st Battalion The Devonshire Regiment, will command the



Lieut-Col. G. Young (left), first commanding officer of the new 1st Battalion, addresses the troops at the amalgamation parade. He will be succeeded in November by Lieut-Col. R. Wheatley DSO.

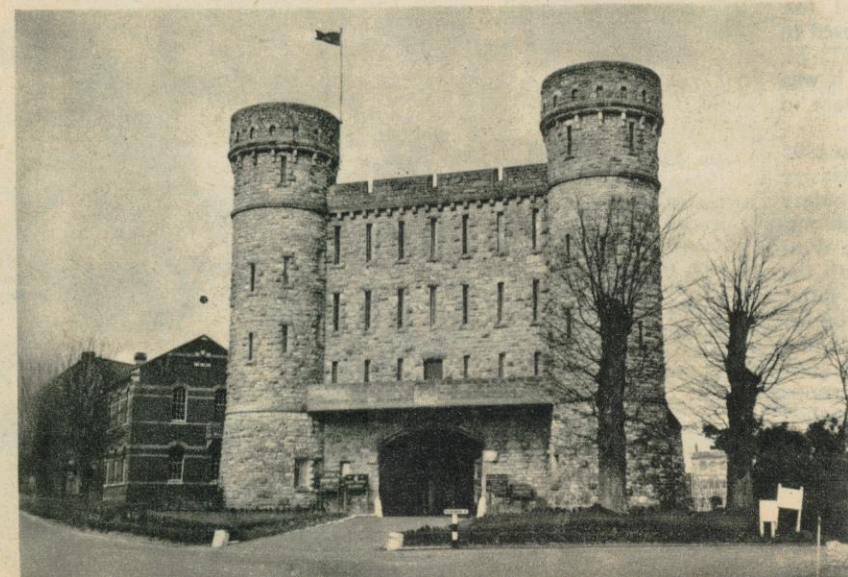


The new Regiment's cap badge, which will also be worn by all other regiments in the Wessex Brigade, is the Wyvern, a two-legged dragon with a barbed tail. It was the formation sign of 43rd (Wessex) Division. The new Regiment's collar badge and button (below) combine Exeter Castle and the Devon motto "Semper Fidelis" with the Dorsets' sphinx and motto "Primus in Indis."



Above: The Colour parties of the two 1st Battalions (Devons on the left) parade together for the first time at Elizabeth Barracks, Minden.

The future of the Dorsets' Regimental Depot at Dorchester has not yet been decided, but its two keeps (left) will continue to house the Regimental museum and a Territorial Army headquarters. The new Wessex Brigade Depot will be set up in the Devons' former depot in Exeter.



Left: Wearing their new cap badges and shoulder titles for the first time, men of two regiments which have often fought side by side in the past parade together on a barrack square in Germany as a new combined regiment. Above: The mess silver of both former regiments will be pooled. Major L. T. Smithers, Quartermaster at the Dorsets' Regimental Depot (above) checks and packs the Dorsets' trophies.

amalgamated 1st Battalion until November when Lieutenant-Colonel R. H. Wheatley DSO, of the Dorsets, will take over. Major M. C. Hastings DSO, of the Devons, is second in command, Captain E. C. Stones, of the Dorsets, is Adjutant, and the Regimental Sergeant-major is Warrant Officer I. A. T. Coombe, of the Devons.

Three of the Company commanders are from the Devons and two from the Dorsets. The mortar platoon is mainly composed of former Dorsets but the medium machine-gun platoon is entirely ex-Devons apart from one former Dorset sergeant. Companies are made up of platoons each of which are either almost all former Dorsets or all former Devons.

FOOTNOTE: The Devonshire and Dorset Regiment is part of the Wessex Brigade which will have its depot at Topsham Barracks, Exeter, the former regimental depot of the Devons. Other regiments in the Wessex Brigade are The Gloucesters, the Royal Hampshires and a new regiment to be formed by the amalgamation of the Royal Berkshire Regiment and the Wiltshire Regiment.

K. HANFORD

NEW NAMES TO NOTE

As SOLDIER went to press another new Infantry regiment born of amalgamation was about to come into being in Rhine Army. It is the 3rd East Anglian Regiment (16th/44th Foot) formed by the merging of The Bedfordshire and Hertfordshire Regiment and the Essex Regiment.

The other new regiments in the East Anglian Brigade, which will consist of six amalgamated regiments, have also been named. They are the 1st East Anglian Regiment (Royal Norfolk and Suffolk), formed from the Royal Norfolk Regiment and the Suffolk Regiment, and the 2nd East Anglian Regiment (Royal 10th/48th Foot) made up of the amalgamated Royal Lincolnshire Regiment and the Northamptonshire Regiment.

BRITAIN

RAILWAYS HONOUR A REGIMENT

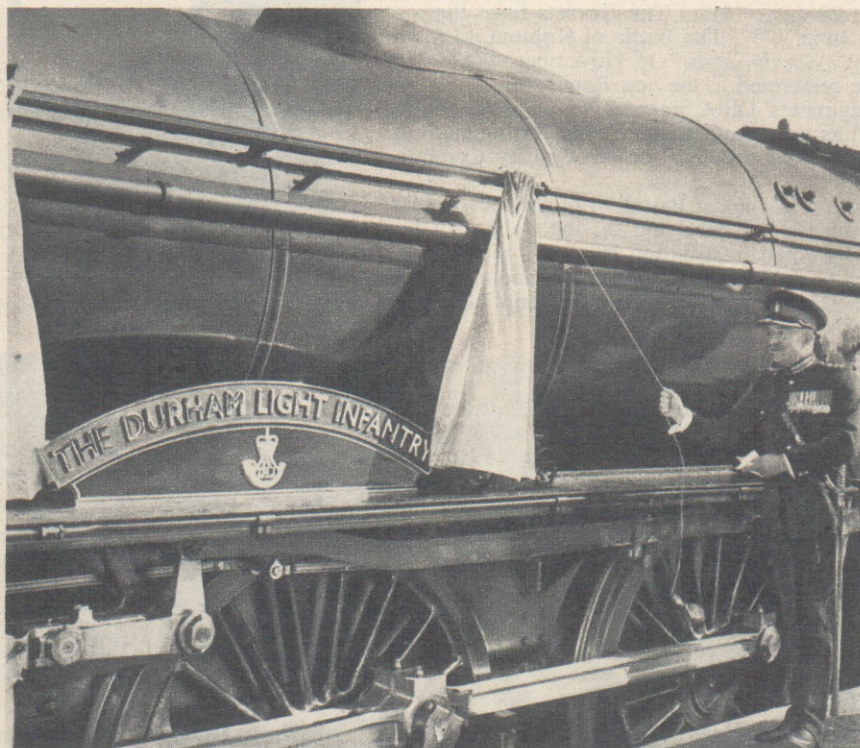
TO commemorate the name of a famous regiment which this year celebrates its bicentenary, British Railways have christened one of their locomotives "The Durham Light Infantry."

The ceremony took place at Durham recently when Colonel K. M. W. Leather, commander of the new Light Infantry Brigade to which the Durham Light Infantry belongs, pulled aside a curtain on engine No. 60964 to reveal the locomotive's shining new metal nameplate above the badge of the Durham Light Infantry. The Colonel then climbed

aboard and drove the engine on its first run.

This is not the first time that British Railways have honoured the Army. Other locomotives with military names include The Royal Scots Guards, The Black Watch, The Royal Welch Fusilier, The Highland Light Infantry, The Royal Army Service Corps, The Essex Regiment, The Royal Warwickshire Regiment, The West Yorkshire Regiment and the East Lancashire Regiment.

Several engines are named after winners of the Victoria Cross including Private W. Wood VC of the Royal Northumberland Fusiliers.



Colonel K. Leather draws aside the curtain to reveal the title of the latest locomotive to be named after a famous regiment.

MALAYA

THE ARMY'S POSTMEN DELIVER BY RAIL

ONE evening in 1946 as the night train pulled out of Kuala Lumpur, the Malayan capital, a blue and white lamp disappeared into a first-class compartment.

That lamp has reappeared many thousands of times since at railway stations from Penang, in the north, to Singapore, at Malaya's southern tip. It is the recognition lamp carried by men of the Royal Corps of Signals to direct the Army's mail handlers to the night mail couriers' carriage.

The night mail couriers in Malaya have handled millions of packages and letters for the Army since 1946 and have recently also taken over the collection and delivery of mail for the new Malayan Army.

Every second or third night two couriers set out from Kuala Lumpur for the journey south to Singapore, 250 miles away, or

northwards over about the same distance, to Penang, with mail for delivery to units stationed throughout the Federation. On the way they also take on mail for distribution along the route, performing a similar task on the return journeys. Sorting and checking is done en route.

In the early days of the emergency this railway postal service was one of the vital factors in maintaining the efficiency of the anti-terrorist campaign. Only on rare occasions in the past ten years have the mail trains failed to arrive at their destinations on time.

One of the veteran couriers who has completed nearly 100 out-and-home journeys from Kuala Lumpur is Signalman Ronald Chappell. He has travelled over 20,000 miles on mail trains in Malaya.—From a report by Sergeant John Woodrow, Army Public Relations.



Signalman R. Chappell waves the lamp as the Army's mail train pulls in at Seremban. He has travelled 20,000 miles by train in Malaya.

**DO YOU WANT
TO WIN A BOOK?**

Turn to page 29 for details
of SOLDIER's new com-
petition.



Brigadier B. A. Burke DSO, Deputy Colonel of the King's Own Royal Regiment, inspects the battalion before the Colour is trooped on St. George's Day. Note the red roses which all ranks wear in their caps on this day.



The King's Own salute their Regimental Colour for the last time before the Regiment amalgamates with the Border Regiment. The King's last carried their Colours into action during the Zulu War in 1879.

BRITAIN

ON PARADE FOR THE LAST TIME

THE King's Own Royal Regiment (Lancaster)—the only one to wear the Lion of England as a cap badge—has Trooped its Regimental Colour for the last time. Next year the Regiment is to amalgamate with the Border Regiment.

But the Lion of England, emblem of the King's Own Royal Regiment for nearly 300 years, may not entirely disappear. Although the new amalgamated regiment will wear the new cap badge of the Lancastrian Brigade, its officers and men may retain the Lion as a collar badge.



In their No. 1 dress men of King Edward VII's Own Gurkha Rifles parade through the town of Kulai before leaving Malaya for Hong Kong.

MALAYA

A TEN-YEAR BATTLE WITH THE TERRORISTS

THE withdrawal from active service in Malaya of the 1st Battalion (2nd King Edward VII's Own) Gurkha Rifles brings to a close another notable chapter in the Regiment's long and proud history—a chapter of ten years' fighting against terrorists in the jungle.

No other battalion has served for so long in Malaya and none has a more distinguished record in the struggle against the bandits: in killed and captured, they accounted for 270.

The Battalion went to Malaya at the beginning of the emergency in 1948 and recorded the first terrorist kill. They also killed the greatest number of bandits—23—in a single encounter when, in 1950, members of B Company, led by Major P. Richardson DSO, fought a two-hour battle with 40 of the enemy. Most of those who escaped were women and children.

In 1951, the same company, still commanded by Major

Richardson, came upon another bandit hideout in the same area and killed 17 out of 20 terrorists in a fierce gun battle. The other three fled.

Another remarkable success, which earned for Sergeant Gore Thapa the Military Medal, occurred last year. The sergeant was leading three of his men through thick jungle when they stumbled on the terrorists' notorious No. 5 Independent Platoon, numbering more than 30. In a running battle the Gurkhas accounted for six bandits and were themselves unscathed.

In the ten years they have served in Malaya the men of the 1st Battalion have always operated in Johore, stationed for most of that time near Kulai. As a mark of their appreciation the people of Kulai presented the Commanding Officer, Lieutenant S. M. P. Kent, with a mounted kris when the Gurkhas left for Hong Kong.

SWEDEN

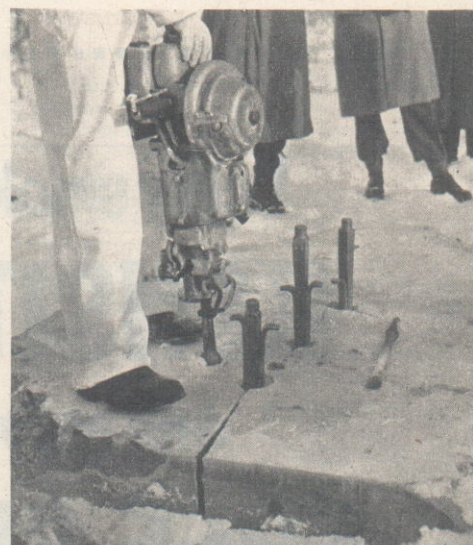
A COBRA WITH A BITE

HERE'S something new to interest the Sappers: a one-man, lightweight rock drill-breaker called the Cobra which was recently demonstrated in Stockholm to military attachés from 14 countries.

The Cobra—it weighs only 53 lbs and is petrol-driven—can drill through solid rock at the rate of five feet in just over eight minutes and split thick concrete more rapidly than any other known mechanical method.

It can also be used for widening and deepening trenches and has been tried out with great success in tropical jungles and in sub-zero temperatures.

When fitted with special tools, the Cobra can perform a wide variety of jobs and has already been accepted by several Continental armies for use in Infantry units.



The Cobra in action on a thick block of reinforced concrete. It can drill through rock at more than six inches a minute and is useful for enlarging trenches. Below: The Cobra is a one-man load, weighing only 53 lbs.



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WHAT DO YOU KNOW?

RULES

1. Entries must be sent in a sealed envelope and addressed to:
The Editor (Competition), SOLDIER, 433 Holloway Road, London, N.7
2. Each entry *must* be accompanied by the "Win A Book-1" panel printed at the top of this page. Entries which do not have the panel affixed will be disqualified.
3. Competitors may submit more than one entry but each entry *must* be accompanied by the "Win A Book" panel.
4. The Editor's decision is final.

1. A book called "The Phantom Major" was published recently. Who was the Phantom Major?
2. A scuncheon is (a) a short metal truncheon; (b) a popular American midday meal of sausage and flapjacks; (c) a tropical fish; (d) stones supporting an octagonal spire. Which?
3. Which is the intruder here: Ford, Buick, Renault, Chrysler, Pontiac, Dodge, Cadillac.
4. Bolton Wanderers beat Manchester United in the Cup Final this year. What was the score and who scored the goals?



5. What is the film and television name of this young woman and what is her real name?

6. The beach scenes for the film "Dunkirk" were shot in England. Where, precisely? (If you read SOLDIER regularly you ought to know.)
7. Operation "Sealion" was (a) the British plan for the invasion of North

Africa; (b) Hitler's plan for the invasion of England; (c) the Japanese plan for the invasion of the Philippines. Which?



8. This photograph shows part of a British tank. What is the name of the tank?
9. The new Deputy Supreme Allied Commander in Europe who takes over from Field-Marshal Lord Montgomery in September is (a) General Sir George Erskine; (b) Marshal of the Royal Air Force Sir Dermot Boyle; (c) General Sir Richard Gale; (d) Field-Marshal Sir Gerald Templer. Who?
10. Which regiment has the nickname "The Back Numbers"?
11. The Territorial Army was formed in (a) 1918; (b) 1808; (c) 1858 or (d) 1908. Which?
12. Who tolled the bell at Cock Robin's funeral?

(The answers and the name of the winner will appear in SOLDIER, September.)

MILITARY CROSS

by John Straiven Russell

Here is a new kind of crossword, the first of a series which will appear in SOLDIER.

The answers read only from left to right. When the puzzle is correctly completed the first and last columns, reading from top to bottom, will each spell the name of a regiment or a corps.

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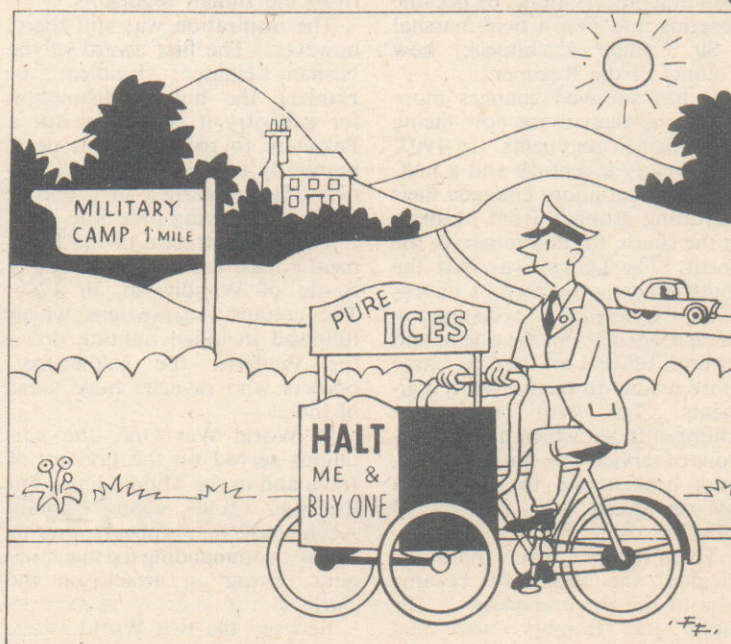
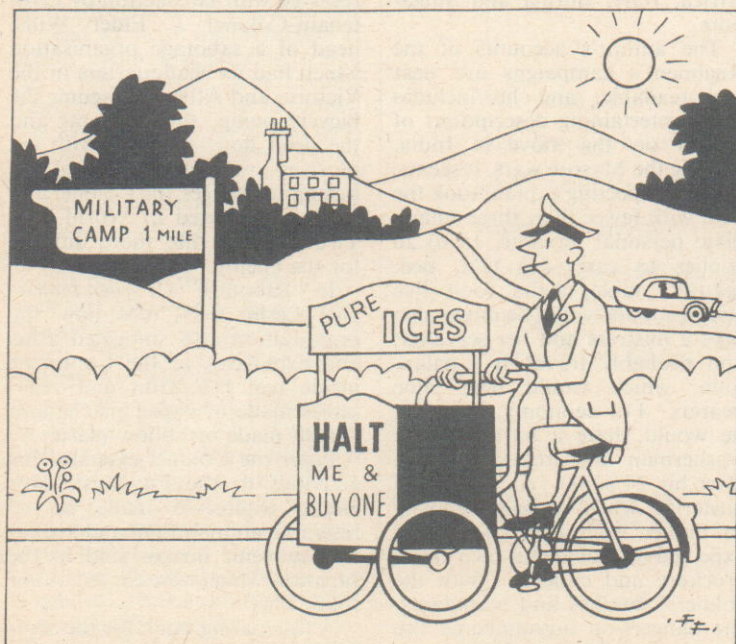
CLUES

1. The youngest fighting arm heralds a palm leaf.
2. Shellfish from the upset storey.
3. East Indies shrub fibre in gunlayer Cumbrian.
4. A vein of hesitation in being Bohemian.
5. Garage to bolt.
6. My operation begins short sightedness.
7. Indifference of a father with your old one.
8. Red start to a yokel.
9. Dingo and I are upset and feeling blue.
10. Sounds like an order to kiss the sailor, honey!
11. Pitch tent about the mean policeman.
12. Hush, boats, there's a big fish!

SOLUTION ON PAGE 38

HOW OBSERVANT ARE YOU?

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



A LEGION OF SPIES FOR D-DAY

NEVER was a mighty enterprise of war more thoroughly prepared than the Allied invasion of Normandy in June, 1944. The commanders of the British and Canadian forces, when approaching the beaches and after the landings, met scarcely anything they had not expected in the lay-out or the nature of the German defences. (The fact that the Americans on one of their beaches ran into a German division deployed for an invasion "stand-to" exercise was a grim coincidence that could not have been foreseen.)

For the mass of vital advance information on which the Allied planners had worked they, and the assault troops, largely had to thank the legion of French agents, outwardly ordinary men and women, who at peril of their lives during the previous two years in occupied France had secretly toiled to gather the countless

scraps of news of the activities of the Germans in their midst, and to transmit them to General de Gaulle's intelligence headquarters in London.

Many of those agents, particularly the organisers, worked from Britain, making hazardous trips at intervals to France, by air or sea; but most of the rank-and-file were everyday citizens living in Normandy and Brittany. The incredible story of their ice-cold courage and ingenuity is now told in "Ten Thousand Eyes" (Collins, 18s) by Richard Collier.

No thriller could be more exciting than this series of tales of exploits which paved the way to the resounding success of the D-Day venture. The networks of French amateur spies observing and reporting on Hitler's Atlantic Wall around the north and west coasts of France were spread widely through that country and beyond. This book is concerned mainly with the group of artisans and professional men who met in a café in Caen, to exchange information and receive instructions from Paris or London.

In the group were a house-decorator, an electrician, a garage owner, a port employee, a steeplejack, and a doctor, among others, who, as they went about their daily business watched and weighed up

what the Germans were doing, measured (simply by the eye or by pacing) and made calculations, and then noted down their observations on cigarette papers in invisible ink. Bits and pieces of information like that, often filled-in on sketch maps, were smuggled to Paris and then to London in an ancient fishing boat which, by secret wireless arrangements, used to meet a British trawler off the Breton coast. Carrier pigeons also shared in the service.

One of the most picturesque characters in that daring company was René Duchez, the house-decorator of Caen, who got himself called in to paint the offices of the Todt construction organisation there and coolly stole a copy of a detailed plan of the whole of the Atlantic Wall defences from Cherbourg to the Seine. This was later sent to London and proved of incalculable value to the Allies. Duchez lived to see the overthrow of the Germans. But not all the French men and women involved in those incredible networks of the Resistance came safely through.

The thousand-odd survivors in the invasion sector alone received between them more than 2500 decorations and awards for valour, yet their greatest reward was the chance to live and ply their trades peacefully in the towns where most of them were born.

From Wandiwash to Burma

"SAHIB, either the Japanese or myself today," said Subedar Ram Sarup Singh of the 1st Punjabis to his company commander in 1944. Then he led his platoon in an attack on a strongly defended Burmese hill.

By the time the action was over, Subedar Ram Sarup Singh lay dead. He was awarded the Victoria Cross. His gallantry, said the citation, "should inspire the Regiment for all time."

This was the 1st Punjabis' first Victoria Cross, but the Regiment, judged from "The First Punjabis" (Gale and Polden, 30s) by Major Mohammed Ibrahim Qureshi, does not seem to have lacked inspiration at any time.

Its story goes back to the beginnings of the British association with India. Its official year of birth is 1759, and it was senior to every other regiment of the old British-Indian Army. Of its commanding officers alone, 69 became generals and one a field-marshal—Sir Claude Auchinleck, now Colonel of the Regiment.

It has survived changes more shattering than those now facing some British regiments. In 1902, after nearly a century and a half, five of its battalions changed their recruiting grounds from Madras, in the south, to the Punjab, in the north. The reason was that the south was now pacified. Chances of active service and distinction came more often in the north, and so both officers and sepoy came more readily to the northern regiments. Ties with families in southern India, which had generations of service with the battalions, were broken and the battalions started afresh with soldiers of different races.

Then, in 1947, when India was divided, the Regiment became part of the Pakistan Army. The Sikhs and Rajputs, who had served it loyally for 45 years, were



Men of the 3rd Battalion go into action in the Libyan Desert in 1942. At the earlier battle of Sidi Barani the battalion captured more than 3000 Italian prisoners. The Regiment earned the second highest number of gallantry awards of any regiment in the Indian Army in World War Two.

transferred to regiments of the new Indian Army and their places taken by Punjabi Mussulmans from the Indian regiments.

The inspiration was still there, however. The first award of the Nishani-i-Haider (Emblem of Haider), the highest distinction for gallantry it is possible for a Pakistani to receive, went, posthumously, to an officer of the Regiment. It was earned in a border incident following partition.

The first battalion of the Regiment to see action fought at the Battle of Wandiwash, in 1760. The colourful campaigns which followed included hunting down the Pindaris, the soldier-freebooters who ravaged huge areas of India.

In World War One, the battalions served on the borders of India and in the Middle East. On the Suez Canal, young Captain Auchinleck first appears in this history, commanding the machine-guns during an attack on the Turks.

Between the two World Wars, the battalions were united in the

1st Punjab Regiment of today and in World War Two they saw service in the Middle East, East Africa, Italy, Burma and Singapore.

The author's accounts of the Regiment's campaigns are neat and readable, and he includes some entertaining descriptions of armies on the move in India. During the Mysore wars, it seems, no self-respecting captain took the field with fewer than three immediate personal servants, 15 to 20 coolies to carry his tent, bed, mattress, table, chairs, food (live and dead) and wine; he might also take a mistress and her servants; and probably travel in a palanquin, which would need nine bearers. For economy, however, he would share a barber and a washerman and ironer (to look after his 24 suits). As a mark of austerity, when he had company to dinner each guest would be expected to provide his own chair, crockery and cutlery. With the soldiers' families and attendants, the hangers-on outnumbered the fighting men by five to one.

Ingenious Devices

A GERMAN officer pumping up his bicycle tyre in a French town was killed by an inexplicable explosion.

The same day, many miles away, a dead rat was thrown into the furnace of a factory making war materials for the Germans. There was a tremendous explosion and the factory was gutted. Several days later a dead dog drifted into a river lock under the eyes of a German sentry. Again there was an explosion and the lock gates were destroyed.

In London, these reports were received with satisfaction by Lieutenant-Colonel J. Elder Wills, head of a sabotage organisation which had its headquarters in the Victoria and Albert Museum: the bicycle pump, the dead rat and the dead dog—all filled with explosives—were just a few of the ingenious devices the Colonel and his men invented in World War Two to make life more difficult for the enemy.

In "Sabotage" (Werner Laurie, 16s) Leslie Bells tells how the organisation also smuggled arms and explosives to the Continent inside real fish, fruit and vegetables made of papier mâché and "coal" made of hollow plaster.

Later the Colonel extended his activities to the Far East, providing explosives made up to resemble animal dung and snakes and souvenir images sold to the Japanese which were carved out of solid TNT.

A fascinating book for the arm-chair saboteur.

"Make Me Sweat For It," Said Hodson

THESE may have been more scientific sword fighters than William Hodson, but no one ever wielded the weapon with more gusto in battle.

Duelling to the death on horseback, he would egg on his opponent: "Try again! Do you call yourself a swordsman? Come along now! Make me sweat for it!"

So writes Barry Joynson Cork in his most capable biography of Hodson, "Rider on a Grey Horse" (Cassell, 21s).

The name of this demon-driven son of a Yorkshire clergyman was perpetuated after his death in the Indian regiment known as Hodson's Horse.

So long as there was action to be had, Hodson was happy. Yet his restless energy could be canalised into peaceable projects, always provided he was given a free hand. The author tells how the young subaltern, encouraged by Henry Lawrence, built at an Indian hill station an asylum for

the children of private soldiers. Until then such children, "permanently trapped on the plains, had died in droves during the blinding heat of the summer."

Hodson had to show his workmen how to make walls and doors. He built his own kilns. There was no string to tie bamboo, so he started a cottage industry to provide it. There were no nails, so he mined iron ore, smelted and wrought it.

One of Hodson's first active appointments was with the Corps of Guides raised by Harry Lumsden to gather intelligence on the North-West Frontier. It contained Gurkhas, Sikhs, Afridis, Wazirs and Pathans. They were a wild lot, but "could, on occasion, parade in orderly fashion and march a formal goosestep."

It was Hodson's idea to put them into khaki, then a novelty. Sir Charles Napier said that the Guides were the only properly dressed light troops he had seen in India. In due course, Hodson replaced Lumsden as commandant of the Guides.

Arrogant, unsociable, impatient with bumbling authority, Hodson made many enemies. Wrongly, in the author's view, he was accused of mishandling regimental funds and lost his appointment. Then the great Mutiny broke out and Hodson was one of the young men who saved India for the



Crown. He raised a new regiment of irregular horse, and in addition, while still a lieutenant, became acting Quartermaster-General, head of the Intelligence Department, and officiating commandant of the Guides.

After the fall of Delhi Hodson rode with 50 men to demand the person of the fugitive king, who still had several thousand followers with him—and got him. With equal audacity he then secured the capture of three princes guilty of atrocities. When it looked as if a mob might rescue them he personally shot the trio, an act for which he was much criticised.

On the day Lucknow was relieved Hodson, though wounded, was there, still looking for blood. And on that day the swordsman fell to a bullet.

One Man's War

JOHN LODWICK, one of the more gifted novelists of today, probably had a wider experience of gaols—French, Spanish and Greek, among others—than any other soldier in World War Two.

He was in France when the war began and joined the Foreign Legion. After the collapse of 1940 his career as escaper started; eventually he reached home via Spain. In 1943, as a British agent, he parachuted into France on a sabotage mission, in the guise of an ex-Zouave and valet, son of a Cairo ironmonger. In 1944, now a Commando, he was captured while blowing up enemy dumps in Crete. Four weeks before the Allies liberated Athens, Lieutenant Lodwick was there—in the Averoff prison. He became a free man in the Balkans when Chetniks cut the throats of his captors.

Mr. Lodwick tells the story of his war—or some of it—in "Bid The Soldiers Shoot" (Heinemann, 18s). It differs from most war reminiscences in being superbly written, with modesty, irony, humanity and a dash of scorn.

On one important issue the author sticks his neck out: he wants to know why so many prisoners of war allowed themselves to be carried to final captivity. "The road to the Reich from Libya is long. It is long even from Dunkirk. Opportunity must have waved a frantic hand on either itinerary; though few acknowledged it. . . . I would like to read at least one example of prison camp literature in which the protagonist will confess frankly—between bouts of tunnelling and excessive joy at the theft of some German uniform button—that he should not have allowed himself to be conducted towards terminal captivity in the first place."

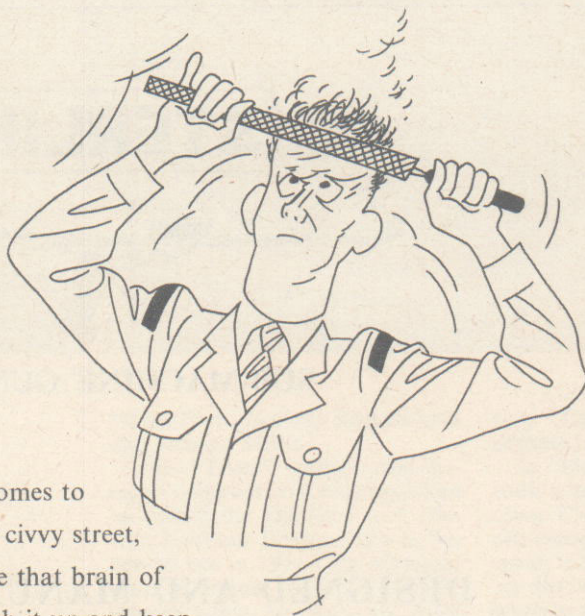
Still on this theme, Mr. Lodwick wants to know why so many shot-down airmen reached home safely, "and yet so few soldiers, trained to fieldcraft."

Special Operations Executive, on whose orders Mr. Lodwick jumped into France, rebuked him for too cavalier an attitude to Security; regretfully they decided that his peculiar talents were better suited to the Commandos. His heavy file reached the desk of Brigadier Laycock, who said, "This is no laughing matter, Lodwick. We are glad to have you, but

there must be no more of this nonsense." So Lieutenant Lodwick found himself learning rifle drill at the green beret training centre at Achnacarry, where, he says, he was known as the Charlie Chaplin of the North.

Not the least fascinating item in this book is the account of a German military instruction picked up by the author. It solemnly set out the special sugar rations to be issued to balloonists, graded according to the height of the balloon and the kind of weather.

Don't let your mind get rusty



When the time comes to look for a job in civvy street, you'll need to use that brain of yours. So burnish it up and keep it bright by reading. Books, magazines, newspapers and periodicals can be bought at the Forces Book Shop.

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BOXING

This is how his opponents see Lance-Corporal Dave Charnley, the 22-year-old British lightweight champion who may this year take a tilt at the world championship.

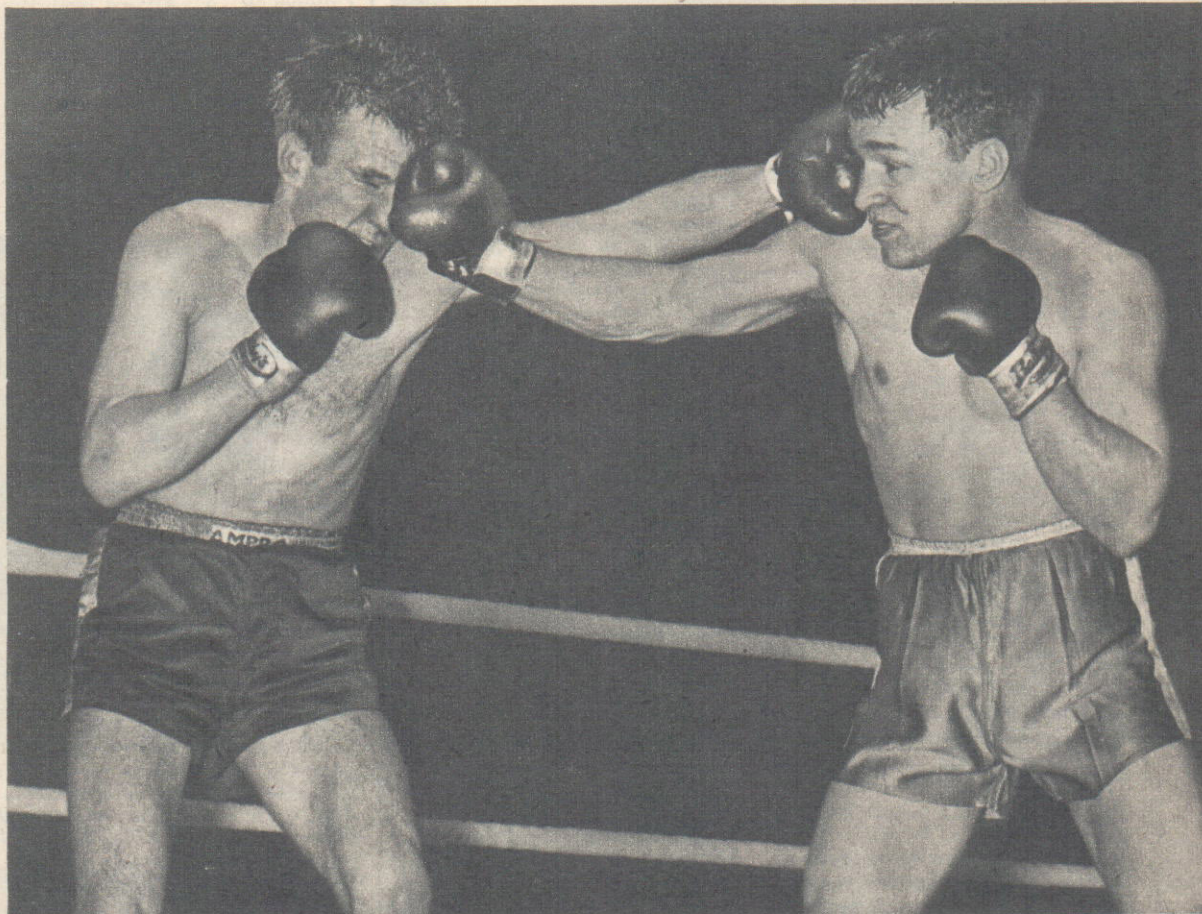
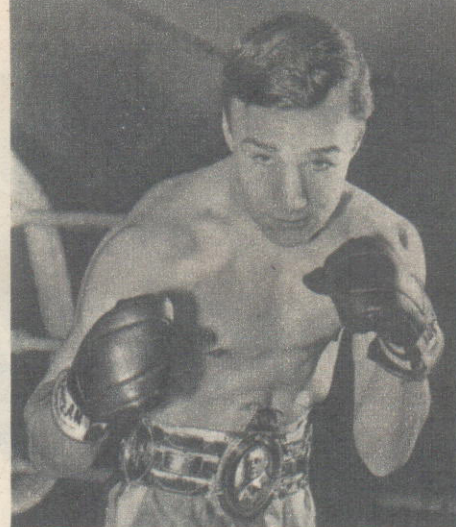
THE LITTLE SAPPER WITH THE BIG PUNCH

IN the Army he is No. 23391988 Lance-Corporal Charnley, D., a National Serviceman serving with 9 Training Regiment, Royal Engineers, as an assistant physical training instructor.

In the boxing world he is Dave Charnley, lightweight champion of Great Britain, and officially appointed challenger for the European title, who rejoices in such colourful nicknames as "The Killer Kid" and "The Dartford Destroyer."

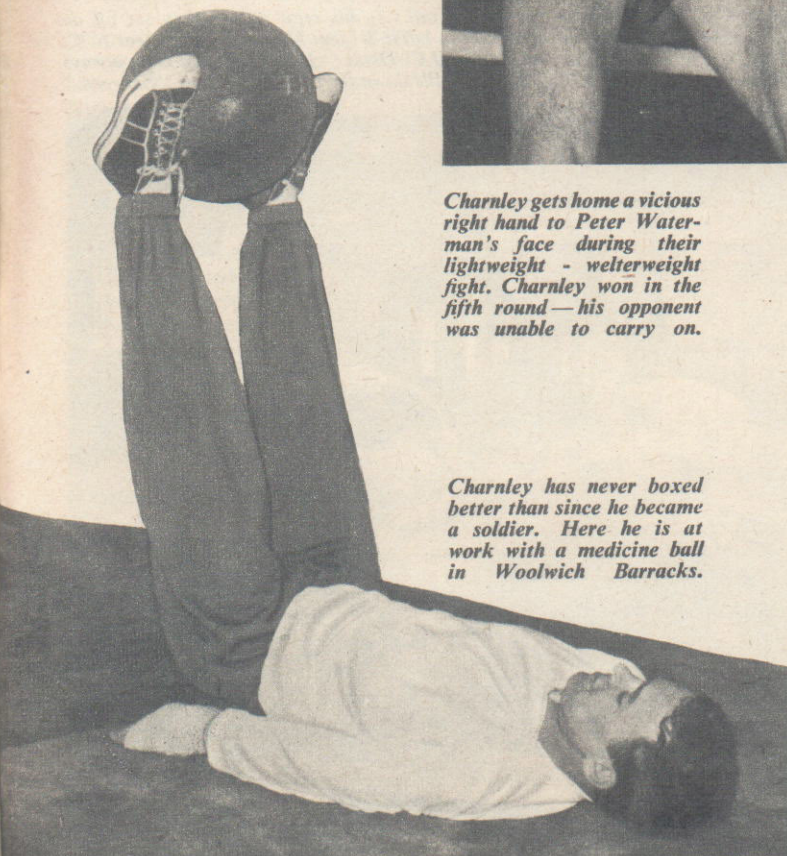
One sportswriter recently said of him "he has murder in his heart every time he steps into the ring" and all those who should know rate him as Britain's best boxing prospect for many years.

Not without justification is it said that his opponents are never the same after they have fought Charnley. Besides beating Peter Waterman to become the only lightweight champion ever to defeat the reigning national welterweight king (after that fight Waterman announced his retirement) Charnley has virtually put an end to the ring careers of Sammy McCarthy, Joe Lucy,



Charnley gets home a vicious right hand to Peter Waterman's face during their lightweight - welterweight fight. Charnley won in the fifth round — his opponent was unable to carry on.

Charnley has never boxed better than since he became a soldier. Here he is at work with a medicine ball in Woolwich Barracks.



Willie Lloyd, Johnny Butterworth and Johnny Miller.

This "killer" instinct first became apparent in Charnley when he joined the Dartford and District Amateur Boxing Club at the age of ten in 1946. He attracted real attention in the 1951-52 season when he won an ABA Youth title and in 1954 captured the ABA featherweight championship, one of his victims being Dick McTaggart who later became the Olympic champion.

Soon afterwards, Charnley became a professional and by the end of 1954 had chalked up four straight wins. In 1955 he went into action 13 times, winning eight contests inside the distance, and another three on points.

Because of the lack of featherweight opponents he was forced to take on lightweights as well. Willie Lloyd, then reigning Welsh champion, held him to a draw in Liverpool, and the Frenchman,

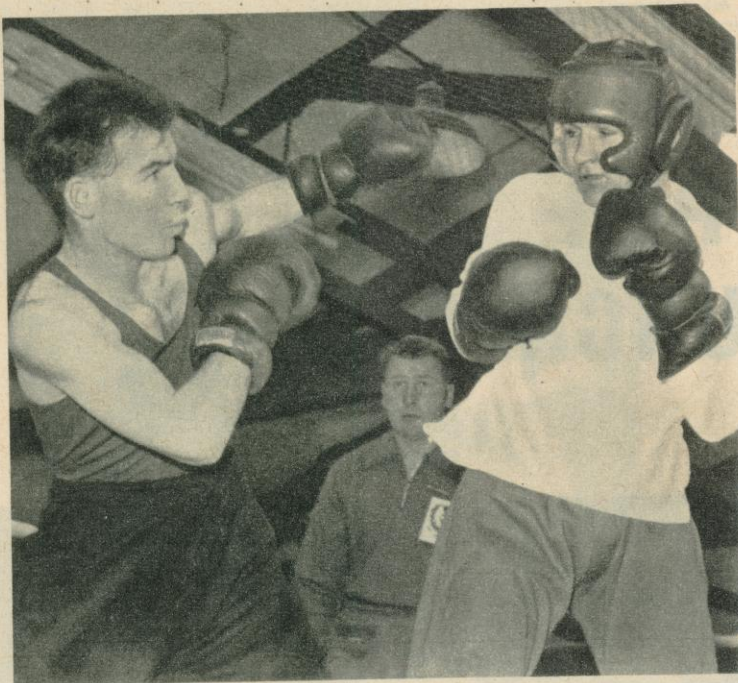
Guy Gracia, gained a hotly disputed decision over him.

In 1956 Johnny Butterworth took a terrific five-round beating from Charnley and immediately afterwards announced his retirement. Charnley went on to chalk up his best victory up to then when he easily out-pointed Sammy McCarthy.

After two more inside-the-distance wins Charnley fought a return match with Willie Lloyd. The Welshman won a close battle on points but Charnley entered the ring unfit. The next day he went into hospital with pneumonia and pleurisy.

On 22 January, 1957, the Royal Albert Hall was packed for the final eliminating bout between Charnley and Lloyd for Joe Lucy's British title. This time Charnley made no mistake. He gave an exhibition of such controlled savagery that the referee

OVER . . .



Wearing a headguard to protect him against accidental cuts, Charnley spars with the Army light-welterweight champion, Gunner Dave Higgins, at Woolwich Barracks. In the background is CSM Reg Marks, the Army's boxing coach.

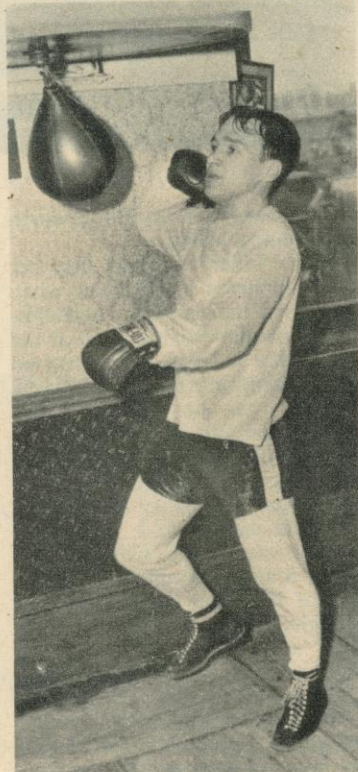
BOXING continued

had to stop the fight in the 12th round to save a much-battered Lloyd from further punishment.

Three months later Charnley had reached the top—in Britain—by beating Lucy in a 15-round contest. Lucy lasted the distance but took a number of long counts and finished a long way behind on points. After that Charnley defeated the American Johnny Gonsalvez in eight rounds and in July, the month he joined the Army, met Willie Toweel, the Empire title-holder. This was one of the finest lightweight encounters ever to take place in Britain (a return match is eagerly awaited by boxing fans) and Charnley was narrowly beaten.

Since he joined the Army Lance-Corporal Charnley has had five fights. Early this year he outpointed the highly rated American Don Jordan to gain universal recognition as a world title contender and stopped Tony Garcia in five rounds. He repeated this performance on Peter Waterman. Lance-Corporal Charnley has a golden future. He could earn at least another £15,000 this year in four title bouts. These would be a shot at the European title held by Duilio Loi of Italy, a return with Toweel for the Empire championship, a defence of his British title against Ron Hinson and a possible world title match with the American Joe Brown.

Charnley, who has never boxed so well or been so fit as during his Army service, trains daily for his fights. Every morning he is out on a road run an hour before reveille. He prepared for his recent fight with Waterman while taking part in a boxing instructor's course at Woolwich, his chief sparring partner being Lance-Corporal Dave Stone, of the Royal Electrical and Mechan-



At an Old Kent Road gymnasium the British champion trains for his fight with the American Joey Lopes.

ROWING

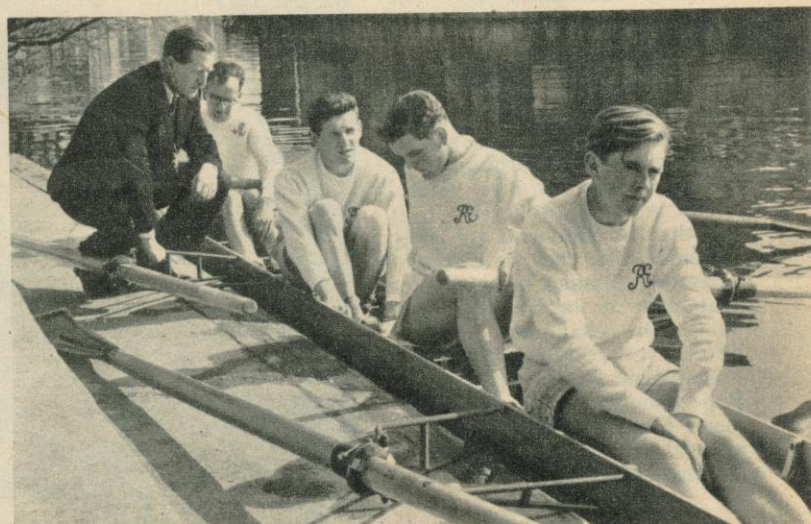
ALL SET FOR HENLEY

ROUND a bend on the Medway at Maidstone swept the shell of a racing four, the blades of the oars flashing in the sun in perfect rhythm. "Relax," shouted the coach through his megaphone to the superbly fit young men moving swiftly towards the boat club. He seemed pleased with what he saw, which is a hopeful sign for the Army at Henley Regatta this summer.

The coach was Lieutenant-Colonel P. A. Adams and the crew were members of the Royal Engineers Rowing Club (the only rowing club in the Army apart from Sandhurst) which represented Britain in the European Games in 1954 and may well be chosen to do so again in this year's Empire Games.

No other club has won the Wyfold Cup, a senior international event at Henley more than once since the end of World War Two. The Sappers have won it three times—in 1950, 1954 and 1956—and hope to add a fourth victory to their credit at Henley this month.

This year's fours crew, all National Servicemen, is led by



Lieut-Col. P. A. Adams, the coach, talks to his crew before they set off on a training spin. The crew are (right to left): 2/Lieut M. Baldwin, 2/Lieut R. C. Bate, L/Cpl J. F. Meeus and Corporal C. Ortner. Below: A good crew always keeps its boat clean. L/Cpl Meeus swills down the club's shell four "Salween."



HENLEY

Second-Lieutenant R. C. I. Bate, of 10 Trades Training Regiment and a former captain of Tonbridge, who rows at No. 3. Stroke is Second-Lieutenant M. Baldwin, of 12 SME Regiment, No. 2 Lance-Corporal J. F. Meeus, CRE, Kent and bow Corporal C. E. Ortner, also of CRE, Kent, who has rowed for Trinity Hall at Cambridge.

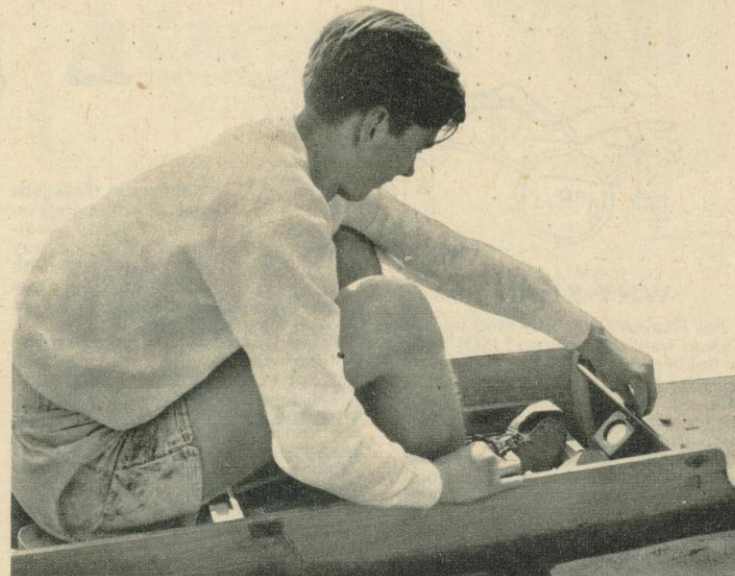
Rowing, mainly due to the enthusiasm of Colonel Adams, who is President of the Royal Engineers Club, was recognised as an official Army sport last year, but the Sappers' club is mainly

A shell such as the *Salween*, which was bought last year and which the crew is using this summer, costs over £200. The majority of the Royal Engineers Rowing Club boats are post-war and worth well over £1000.

Financially, rowing costs the individual very little, but in terms of hard work and self-discipline it demands a great deal. How many people, for instance, would go to bed never later than 10 p.m., cut out smoking and drinking, never visit the cinema and other smoke-polluted places, row at least 50 miles a week, and practise weight lifting, running and skipping every day in an all-out effort to reach peak form for Henley?

Second-Lieutenant Bate and his crew do just that, and even in winter, whatever the weather, they row twice a week and every day train in the gymnasium, building up the muscles needed for rowing.

This year the club competed in



Second-Lieutenant M. Baldwin sets the boat's stop watch which tells at a glance the rate of stroke. Note the shoes which are fitted in the boat for each rower.



The Royal Engineers' racing four at full speed during a work-out on the Medway at Maidstone.

financed by a subsidy from Corps and regimental funds. Members pay a subscription of £2 a year.

Most expensive items of equipment are the boats. The club has two shell fours (smooth "skin" light coxless boats) used for Thames regattas, including Henley; three "clinker fours" (the planks overlap) which are used for the Medway Head of the River and general practice; two "clinker pairs," one shell pair and a couple of sculling boats.

the Putney Head of the River race in a borrowed boat and finished 50th out of 290 crews. Members also rowed in the senior fours at Twickenham, took part in an invitation Service Fours at Ostend, and in the International Fours in Amsterdam, as well as in Walton, Reading and Marlow regattas and trials for the Empire Games.

In the Wyfold Cup at Henley Royal Regatta this month the

Sappers compete against 31 other crews.

Colonel Adams, a member of the Leander Club, hopes it will be possible to form an Army Rowing Club before long. He also has a scheme for constructing an international course, a long-felt need in rowing circles in England. There is at present no suitable stretch of water in the country where international regattas can be held with at least four boats

racing abreast. The length of such a course must be 2200 metres, straight, without current, at least 75 metres wide, and the bed must be level across the entire course at all points.

FOOTNOTE: Sappers from 25 Corps Engineer Regiment are to construct a rowing course in North Wales—at Lake Padarn near Snowdon—for the Empire Games.

A Soccer Record For REME

WHEN 4 Training Battalion, Royal Electrical and Mechanical Engineers, won the Army Soccer Cup for the second successive year, three members of the team—Craftsmen J. Ainsworth, R. Ironside and L. Hodgson—set up a record which may stand for ever.

They became the only National Servicemen ever to gain two Army Cup winner's medals. As

National Service is due to be abolished in 1960 no one is likely to emulate the feat.

All three have been in the Battalion team for the past two seasons, during which time they have also won the Craftsman's Cup, the Aldershot District Senior League championship and the Aldershot Major Units trophy. Ainsworth, who scored the winning goal in this year's Army Cup final, has played for Alton Town

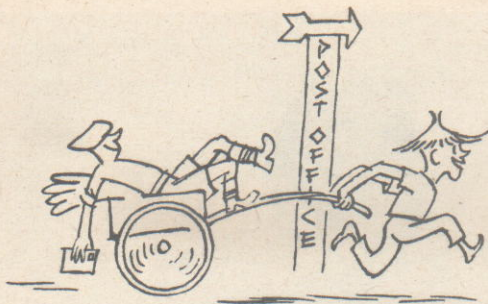
in the Hampshire League and Ironside, the goalkeeper, who has appeared several times for the Army, has kept for Rotherham United. Hodgson, the centre-half, has played for the Army's Amateur Eleven.

REME's victims in this year's Army Cup final were the Royal Army Pay Corps Training Centre who were also the losing finalists last year. It was the first time in the 69 years' history of the com-



They hold a record which may never be broken. Left to right: Craftsman J. Ainsworth, R. Ironside and L. Hodgson.

petition that the same two teams have appeared in consecutive finals. This year, as last, REME owed their 1-0 victory mainly to a stalwart defence.



WHY KHAKI?

For Heaven's sake why must we have a khaki walking-out dress? (SOLDIER to Soldier, May). Khaki is designed deliberately and successfully to blend with mud. It is a revolting colour. It neither sets off nor is enhanced by embellishments and accessories of any other colour. Admittedly it has camouflage potential but this quality is pointless for a uniform which is not designed to be worn in the field. Khaki has little traditional standing, having been in general use for less than 60 years. Major J. R. Neighbour, The Green Howards, Richmond.

★As SOLDIER went to press details were awaited of the new walking-out dress. It is understood that three or four different types of uniform—all similar to the Canadian Army khaki Service dress—will be issued for trials by a number of units. The prototypes vary slightly in style, material and colour shade.

TRADE UNION SOLDIERS?

The employment of soldiers at Ministerial establishments should be investigated. National Servicemen in these establishments find themselves in a Trade Union environment, with the output measured in terms of overtime and an emphasis on tea-breaks.

create the spirit necessary to induce them to make soldiering a career.

Those selected for such employment in future should come from a list of medically downgraded or surplus to establishment.—WO I H. Leversha, MBE, RA, 22 Gillian Avenue, Aldershot.

★Military appointments in Ministerial establishments are allotted because the duties are more appropriately performed by soldiers. Great care is taken to ensure that only the best soldiers are appointed. (See ACI 83/58.)

QUARTERING CHARGES

Of my recent pay rise of £1 18s 6d, which included marriage allowance, £1 6s 9d went back to the Government in income tax and increased rent. As I also anticipate spending an extra 6s per week on coal if I obtain fuel from civilian sources I am in reality only 5s 9d a week better off and that does not take into account the fact that virtually NAAFI discount has decreased.

It is said that quartering charges now compare favourably with civilian rents, and that the latest increase is an attempt to bring Service rents into line with the civilian. The Army, however, pays no income tax on its rents, as does the civilian landlord, pays no rates or purchase tax and has repairs done cheaply on a contract basis.

LETTERS

Should not all pre-war Army quarters be assessed as sub-standard on a sliding scale? Many houses have communal backyards, no outhouse or open fire, but an enclosed cooking range in the living room, are badly designed and small, being far below the standard of the average Council house. If a sliding scale was applied, those families prepared to "rough it" for the sake of a lower rent would live in the inferior type places and those used to better-type accommodation could pay more.—Staff-Sergeant A. R. Harper, REME, Bovington Camp, Wareham.

PAY INCREASES

Much has been made of the recent increases in Services pay which, we are told, are aimed at improving recruiting. Little or nothing has been said, however, of a number of measures introduced at the same time, which, in the case of senior married officers and other ranks, will have the opposite effect.

My husband is a major. His advertised pay increase is £91 a year. After tax at 9s 6d in the pound this amounts to some £47. Marriage allowance for a major had also increased by £118 a year. This too is taxable at 9s 6d in the pound so this gives us another £61.

Then we learn that the rent for our married quarter is to be increased from £100 per annum to £180. Thus, not only has the increased marriage allowance been wiped out but £19 of my husband's net pay increase goes as well.

Until recently occupants of married quarters had supplies of coal and coke at concessionary rates. This has now

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

Anonymous or insufficiently addressed letters are not published.

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

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

ceased. Furthermore, the NAAFI rebate has been reduced, which means that purchases from NAAFI will cost at least £5 a year more.

We also learn that the child education allowance granted in 1955 has in fact been granted to Civil Servants since 1950 and recent increases to them were back-dated two years.

I understand that when a minor Civil Servant travels on duty he gets roughly twice the amount of travelling allowance of a senior Army officer. They also receive a higher mileage allowance for using their cars on official journeys.

As a result of the chronic shortage of quarters numerous Army families have had to buy houses. When posted, all they get is the same disturbance allowance as if in quarters. On occasions, ownership of one's house can even debar this, but a Civil Servant is



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allowed, even encouraged, to sell his house, buy another and make up to 20 per cent profit on the transaction with all his legal expenses refunded by the Government.

In view of the examples I have given, I feel that it is misleading to highlight the pay increases when other items more than offset their net value.—*"Army Wife."*

★*SOLDIER is informed that, rank for rank, pay and allowances in the Army and the Civil Service are broadly equal.*

It was made clear in the Government White Paper that increases in marriage allowance and quartering charges would with few exceptions, roughly cancel out each other.

A major's net increase in marriage allowance is, in fact, £79 8s 6d a year, leaving a deficit of 11s 6d after deduction of the increased quartering charge. The net overall increase in pay and allowance is, therefore, £60 10s and not, as "Army Wife" claims, only £28.

"Army Wife" should also know that the standard rate of income tax is 8s 6d and not 9s 6d.

Our pay has gone up again. I do not begrudge the ladies their extra pennies and it is perhaps right that the private soldier ought to receive a little more. But more money will not necessarily make me work any harder, nor will it induce me to sign-on again. I think the authorities are "barking up the wrong tree" in their campaign to step-up recruiting.—*"Young Sergeant."*

"PREMETERING"

The two soldiers shown measuring liquid propellants (*SOLDIER, May*) are not, as stated, Gunners, but Royal Army Ordnance Corps personnel.

The establishment of the Workshop Stores Section RAOC, which is attached to 47 Guided Weapons Regiment (Field), RA, includes a Propellant Handling Team RAOC. It is the responsibility of this team to measure, from storage drums into large containers, the correct amounts of propellants required for the missile. The measurement has to be done with great

accuracy since the performance of the missile is partly dependent on its total weight when fired. This function of the team, known as "Premetering," is therefore an important one.

Other duties of the Propellant Handling Team RAOC within the Regiment include receipt, storage, and periodic sampling and analysis of the propellants. In short, the team ensures that the correct weights of propellant in pre-metered containers are handed over to the Gunners and that the propellants are serviceable and will function correctly within the missile.—*Brigadier J. C. Murphy, Headquarters RAOC, Greenford.*

HOURS OF PLEASURE

Once again I would like to congratulate you on the excellence of your publication and, in particular, on the series of articles "Hours of Glory." I sincerely hope that you will make these last a very long time, and also that you will not forget some of the great days of the Cavalry—Mudki, Assaye, Beaumont, Dettingen, Waterloo, Omdurman, Balaclava, Salamanca and many others. In these days of "push-button" soldiers it is particularly interesting to read of the campaigns of the past, and I trust that you will always devote a fair amount of space to them.—*L. Talliss, 40 Browett Road, Coventry.*

SOME SHOOTING

For an ordinary shot with a .22-inch rifle, hitting a target edgewise at 25 yards is not difficult (*SOLDIER, March*). I used to show-off to our recruits in 1910, using the Morris tube inserted in the Lee-Mitford rifle. What I found difficult, however, was to cut asunder a pull-through cord, stretched across the range at the same distance. I never did cut one in half, but managed to singe the upper or lower edge of the cord.—*W. T. Long (ex-Colour-Sergeant, Royal Sussex Regiment), 64 Orchard Avenue, Lancing.*

★*SOLDIER is anxiously awaiting news of the first soldier to succeed where Mr. Long failed.*

OVER...

A Career in Southern Africa

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YEOMEN OF THE GUARD

I was very interested to see your article and the excellent picture of the Queen inspecting the Yeomen of the Guard, in which I have had the honour to serve for 25 years (SOLDIER, May). I was surprised, however, and aggrieved that you should make the mistake of associating us with the Yeomen Warders of the Tower of London. We have no duties at the Tower and only turn-out on State occasions when the Queen is present. We do not like being mistaken for Tower warders.—F. Runcorn DCM, MM (late RSM, Royal Fusiliers), County Hall, Chelmsford.

To associate the Yeomen of the Guard with the Yeomen Warders of the Tower is a common error. The uniforms vary but slightly, one difference being that the Yeomen of the Guard wear a red, white and blue band round the hat and similar coloured rosettes in stockings and shoes.

Beefeaters are the Yeomen Warders and not the Yeomen of the Guard. You were quite correct in saying the latter are "commonly called Beefeaters" as the general public do not seem to be aware of the difference.—Malcolm Campbell (Ex-WOI, RASC), 9 Olven Road, Plumstead.

The Yeomen of the Guard are 100-strong and every man is an ex-Warrant Officer or senior non-commissioned officer, with at least three medals including, preferably, the Meritorious Service Medal. There is a waiting list of men wishing to become Yeomen of the Guard. Vacancies are filled only on the death of a member. The Yeomen do duty for a month or two at a time, during which period they sign the register at St. James's Palace once a week to indicate that they are available if required. The Yeomen receive a small salary.—Lieut-Col. A. Weston Reed, Orchard Close, Prestbury, Cheltenham.

★SOLDIER erred and offers its apologies. Other correspondents also pointed out the mistake.

BOXER RISING

SOLDIER stated (April) that "for the first time since the Boxer Rising in China 58 years ago, British and German soldiers fought side-by-side as allies in a recent four-day exercise in Rhine Army." The caption to a photograph in the Illustrated London News of 27 April, 1957, gave the following: "West Germany. In the field together for the first time since Waterloo, a German and a British soldier in the first British-German combined manoeuvres near Essen." Which is correct?—R. Lister, 63 Englewood Road, Balham.

★SOLDIER was correct. At the time of the Boxer Rebellion in 1900 a contingent of British troops in India was ordered to China to form part of the Allied Force, comprising Japanese, German, French, Russian, American, Austrian and Italian troops, for the rescue of besieged Europeans in Peking. The British contribution to this "international" army was 8000 men.

EXTRA RESERVE

I complete the six years' reserve service of a 12-year engagement in September. Can I re-engage in the Royal Army Reserve?—Sergeant D. G. Vail, Royal Signals, 59 Deer Park Gardens, Mitcham.

★Yes. Reservists of the technical corps can volunteer for further service in Section "D."

CLASP CONSCIOUS

When can I claim a clasp to my Efficiency Medal (TA)? I joined the Territorial Army in April, 1939 and, as war service counted double, I was awarded the Efficiency Medal in 1945. I was discharged in February of the following year and did not rejoin the Territorial Army until April 1949. I have been told that because of the

break in service I am not eligible for the clasp, but if this is so then how is it that in three years' time I shall be due for another Efficiency Medal?—"REME Sergeant."

★The information this NCO has been given is correct. Had he continued serving he would no doubt have received a clasp to his Efficiency Medal in 1951, since the qualifying period for both is 18 continuous years. When he rejoined in 1949 he began to re-qualify. He will not, however, receive a second Efficiency Medal in 1961—only a clasp to go with the first.

WHITE BEARSKIN

The packets which contain a well-known brand of cigarette show a drummer on a drum horse wearing a white bearskin cap. Has this white bearskin cap ever been worn on parade?—Trooper Mead, Royal Horse Guards, Knightsbridge.

★A white bearskin was given to the Royal Scots Greys by the Tsar of Russia when he was their Colonel-in-Chief before World War One. A drummer wore it on parade occasionally, although this was never authorised by the War Office. The practice has long since been discontinued.

"FOREIGNERS"

I have a pre-World War One coloured postcard showing a Long Guard of the Life Guards being inspected at the 4 o'clock daily parade in Whitehall. At one end of the line of cavalrymen are two men of the 21st Lancers. Can SOLDIER explain what these two "foreigners" were doing on a Household Cavalry parade?—"Curious."

★When Hounslow Barracks were used by the cavalry, two mounted orderlies had to report daily to Whitehall for duty in London. They paraded every afternoon with the Household Cavalry.

NAVAL MEDAL

Your article (SOLDIER, May) on the award to soldiers of the Naval General Service Medal, 1793-1840, is a reminder that, of the 121 medals to Army recipients, only one carried more than one clasp. This unique medal, with two clasps for the battles of "14th March 1795" and "St. Vincent," was awarded to Captain Caleb Chute, 69th Foot (which, with 41st Foot, became The Welch Regiment in 1881).

The 69th served afloat with the Royal Navy, with some few spells of active service and garrison duty ashore intervening, for 40 years from 1758 to 1798. The Welch Regiment now bears upon its Colours a Naval Crown, earned by the 69th at the Battle of the Saints, 12 April, 1782, being thus the senior holder of that distinction, shared with only four other Regiments.

During its service afloat the 69th was particularly associated with Lord Nelson, detachments of the Regiment having served under him on the ships Agamemnon and Captain; he had a

HOW OBSERVANT ARE YOU?

(See page 29)

The drawings differ in the following details: 1. Bottom right window of house. 2. Lower ray of sun. 3. "M" in "MILE." 4. Curve of road over hill. 5. Position of "PURE." 6. Motorist's hat. 7. Top curve of handlebar. 8. Rear reflector. 9. Saddlebag. 10. Width of "H" in "HALT."

MILITARY CROSS

1. R A F F I E R A
2. O Y E R T E R M Y
3. Y E R T E R C U R Y
4. A R T E R T E R Y
5. L O C K U P
6. M Y O P I A
7. A P A T H I C
8. R U S T I C
9. I N D I G O
10. N E C T A R
11. E N C A M P
12. S H A R K S

great regard for these officers and men, whom he liked to call his "old Agamemmons."—Colonel H. Morrey Salmon MC, Chairman, The Welch Regiment Officers' Association, Cardiff.

If Daniel Tremendous McKenzie was the son of Jane Townsend it would appear that she changed her name between 1794 and 1805, presumably by acquiring a new husband named Townsend who was posted to HMS Defiance. As to Daniel who "was not able to claim it until 1848" when else would he have claimed the medal? I have something in manuscript about Jane Townsend and if she is going to run out on me with another man I would like to know about it before it is too late.—J. R. Power, 3632 West 58th Place, Los Angeles, USA.

★Daniel Tremendous McKenzie was born to Mrs. McKenzie on board HMS Tremendous on 1 June, 1794, the day generally referred to as "The Glorious First of June" to commemorate Lord Howe's famous naval victory over the French off Ushant.

The infant Daniel was awarded the Naval General Service Medal but did not get it until the medals were issued in 1849, by which time he was 55 years old. Jane Townsend was aboard HMS Defiance during the Battle of Trafalgar in 1805 and she was the first woman to be awarded a service medal. She was not the mother of Daniel Tremendous McKenzie.

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Author, writing detailed account of D-Day operations, is very anxious to contact anyone who took part in the Normandy landings from midnight June 5th to midnight June 6th, 1944. Box 7, Cowlishaw & Lawrence (Advertising) Ltd., 14-16 Ludgate Hill, London, E.C.4.

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