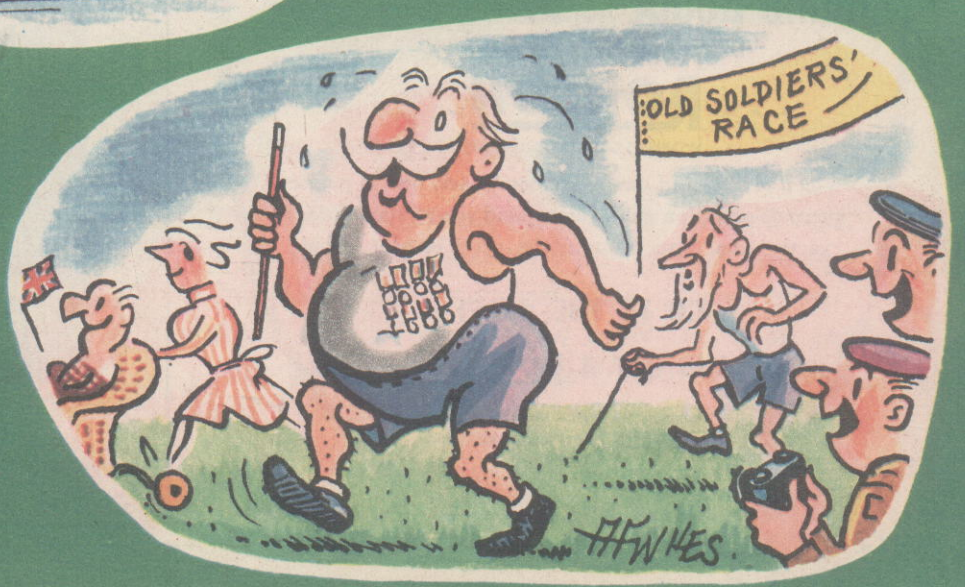
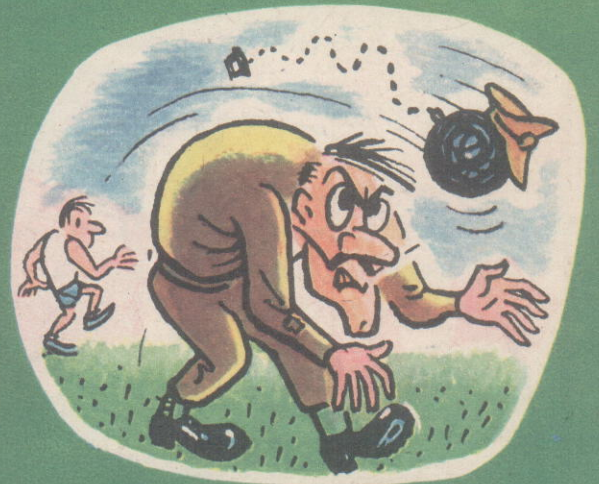


SOLDIER

THE BRITISH ARMY MAGAZINE
AUGUST 1956

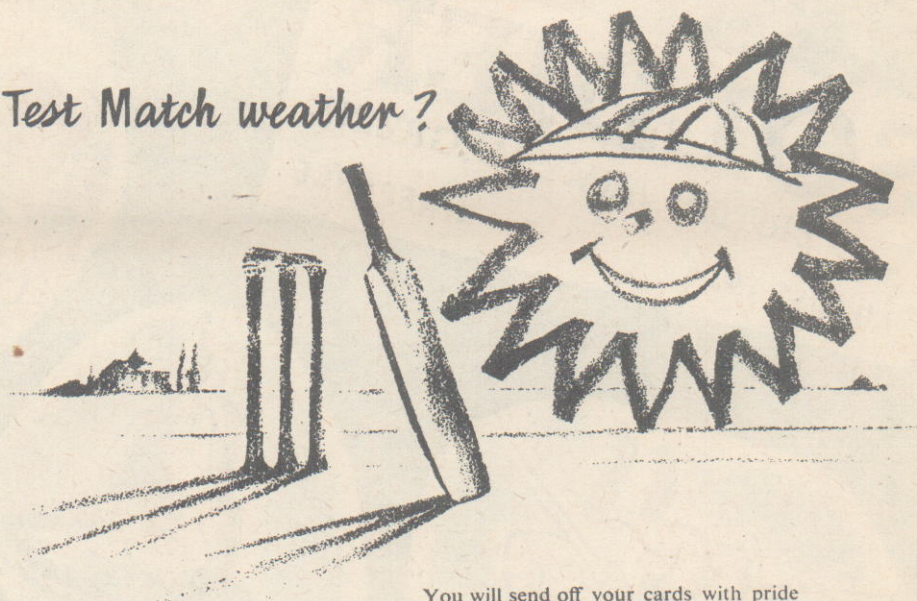


NINEPENCE



Why talk of Christmas Cards in Test Match weather?

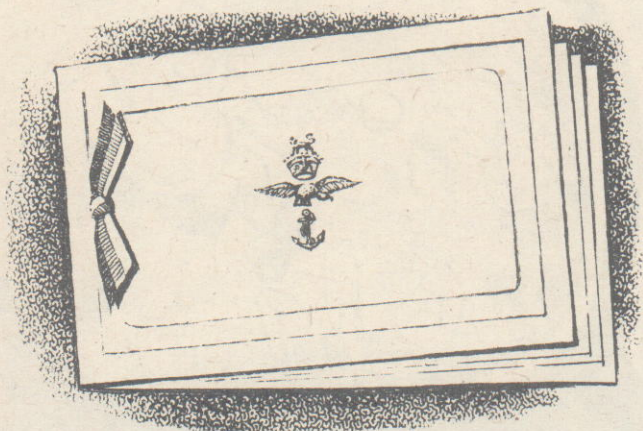
It does seem a little premature doesn't it? But the printing of over a million cards for regiments, ships and units all over the world takes time. Even in Naafi's own Printing Branch, a modern plant fully equipped for this specialised work, printing must begin months before Christmas. Naafi printers are unsurpassed in the quality of production of colour-embossed, crested cards, using only the finest materials and true heraldic colours, and bringing to their task the devoted care and skill of true craftsmen. By placing your orders early you help them to produce the finest Service Christmas cards in the world.



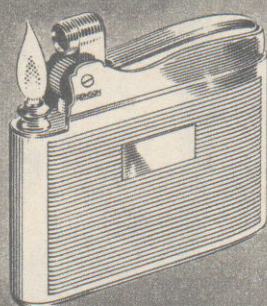
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Applications are invited from **YOUNG MEN** (preferably ex-national servicemen) under

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G.E.C. Ltd., East Lane, N. Wembley, Middx. quoting reference RLL/103

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335/343, Royal College Street, London, N.W.1.

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Remember that British Railways, already the busiest system in the world, is to be largely re-equipped in the course of executing a modernisation plan involving a total expenditure of £1,200,000,000 and extending over fifteen years.

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in a variety of work including many trades and professions in most parts of the country.

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WRITE TO The Manpower Adviser (for the attention of the Training & Education Officer) British Transport Commission, 222 Marylebone Road, London, N.W.1, stating the kind of work you would like to do and giving your home address, date of birth and expected date of release.

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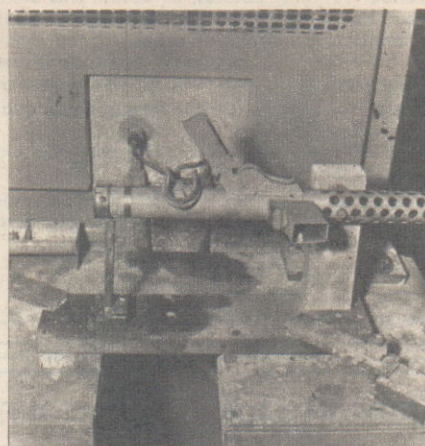
*Applicants should write to the Staff Managers,
54 Lombard Street, E.C.3, or apply to the
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An officer of the Parachute Regiment interrogates a villager. The interpreter, who speaks both Greek and Turkish, sits in the centre.

CYPRUS: THE GREAT COMB-OUT

ONCE upon a time, armchair strategists might have totted up the estimated numbers of terrorists in Cyprus, compared the total with the numbers of troops in the island and decided it was all over. Nowadays, few people underestimate the problem faced by the security forces.

True, Cyprus lacks the jungles and swamps of Malaya, or the spacious bush of Kenya, into which terrorists may disappear. It has no border over which fugitives can flee. But it has its own peculiar aids to terrorism. A blackened stretch of pine forest is a grim reminder of the fate of a party of British soldiers over-

taken by a hazard—perhaps man-inspired—which does not exist in, say, Malaya.

In the height of the Mediterranean's sticky summer, operations have been growing bigger. That one in which "Dighenis"—Colonel George Grivas, the Eoka terrorist leader—was forced

to flee, leaving behind his Sam Browne and his pistol, brought 2000 troops into action. Helicopters, naval vessels and radar have been playing their parts. A Gunner unit—188 Radar Battery—has had the task of setting up detachments at different parts of the island to search for suspicious ships and aircraft.

Because of the big-scale sweeps, the terrorists have lost many of their cave hide-outs, the fruits of much labour. Troops have found caves with boarded

walls, corrugated-iron roofs and timbered floors.

Inside the caves and at other points—including the now-notorious Kykko Monastery—troops have found much in the way of arms, ammunition, explosives, cartridge-filling machines, food and camp-kit. Most of this material will be hard to replace, especially as the operations have cut the terrorists' supply lines on the island and the Royal Navy has tightened its precautions against smuggling by sea.

Besides stores, the terrorists have left behind a good many secret documents of value to the security forces' intelligence organisation. These papers have helped to identify members of the gangs, a process which was



Scouring mountains and middens, troops have made important finds and captures in their terrorist-hunts. The gangs are kept on the run

OVER →



A task for the Royal Engineers is to flatten hedges and walls which have sheltered—or may shelter—terrorists in ambush. Troops had been attacked at this point.

CYPRUS

continued

Left: A parachutist lurks in ambush.

also assisted by the discovery of eleven rolls of undeveloped film which turned out to bear pictures of wanted men.

A typical operation began with information which led to the discovery of a number of terrorists' caves by men of 45 Royal Marine Commando and The Gordon Highlanders. Then a strip of land, extending 20 miles inland

from the coast, was picked for the next phase and the waters off it were banned to shipping and patrolled by the Royal Navy.

The troops permanently stationed in the district—Royal Horse Guards, King's Own Yorkshire Light Infantry, Gordon Highlanders and 40 and 45 Royal Marine Commandos—intensified

It's nearly time for breakfast. A cookhouse of The King's Own Yorkshire Light Infantry. Photographs: Sergeant J. F. Lawrence, Army Public Relations.



their normal operations, to keep gangs inside the area.

The Commandos set up ambushes, and the 1st and 3rd Battalions The Parachute Regiment moved in at night. They did so in unlighted vehicles, without a single accident—no mean feat on the narrow, winding roads in precipitous mountain country. For greater surprise they left their vehicles several miles from their objectives and made forced marches across broken country to their objectives. One party covered 20 miles in this way.

By the next morning the parachutists held 14 suspects. The following day, a patrol met a group of heavily-armed gangsters who dropped most of their weapons and fled. They were followed, and two days later two much-wanted "hard-core" terrorists were captured.

Information was now accumulating rapidly, more and more arrests were being made and more caves discovered. Then tactics were changed so that the force could scour a small area thoroughly, so thoroughly that shot-guns were found hidden in dung-heaps.

It was all done with the least possible inconvenience to the peaceful citizens, some of whom, indeed, benefited by it. One hamlet which sees a doctor only once a week had a daily "sick parade"

conducted by an Army doctor. An Army ambulance took a woman 50 miles to hospital.

This particular operation smashed two "hard-core" gangs, almost wiped out a third and accounted for the leader of a fourth, besides robbing other gangs of their bases and material.

Co-operating with the troops were the "choppers," helicopters of the Royal Air Force which, for spotting and liaison work as well as for evacuating casualties, have been a valuable asset on many a sweep. The commander of this operation, Brigadier M. A. H. Butler, DSO, MC of 16 Independent Parachute Brigade, had only one regret, echoed by other commanders—that he had no troop-carrying helicopters.

A man-hunt of this kind makes heavy demands on the men taking part. They may go up to a fortnight with little rest, beating through precipitous and heavily-wooded hillsides in temperatures well into the 90's. In places where troops have to climb on hands and knees, donkeys carry the water, rations and ammunition.

Besides scouring the wilderness, troops have to search villages and villagers. There are road-blocks, too, where an innocent-looking bus has been found to conceal automatic weapons and



"SX" chalked on the door means that this house has been searched. The bullet-pierced side of an Army vehicle. The driver was injured.



CONTINUED ON PAGE 25

Below: Padres go on operations, too. A service is held in Paphos forest.



A NEW note is being struck in Service recruiting advertisements.

Schoolboy readers of magazines like *The Wizard* and *Adventure* have had their attention diverted from the adventures of barrel-chested space-men by an advertisement headed "The Most Travelled Officer in the Army." It gives a stimulating outline of the career of Brigadier Bernard Fergusson who, since joining the Black Watch at 19, has been sent by the Army to more than 30 countries, from which he has been able to visit a great many more. Besides commanding a column behind the Japanese lines in Burma, the advertisement relates, the Brigadier "has piloted his own plane round half the world. He has sailed and paddled native boats and dug-out canoes . . ." and on top of this is a distinguished author and broadcaster. Then comes this passage:

"And what is his greatest ambition? He has no hesitation in saying he achieved it in 1948 when he was given command of that famous regiment, the Black Watch."

According to Field-Marshal Sir William Slim, a battalion is one of the four finest commands in the Army (the others being a platoon, a division and an army). Yet—until now—how many schoolboys have been encouraged to look on the command of a battalion as one of the prizes of life?

NOW let us look at a Royal Air Force recruiting advertisement. Boldly, in a popular magazine, it tries to "sell" the

SOLDIER to Soldier

idea of becoming a group captain, throwing emphasis on the appeal of command—"command of many men, control of many machines."

"Consider the typical group captain. He is in his early forties, still enjoying the adventure of flight. His command may be a station, virtually a whole township. His responsibility—several squadrons of aircraft, maybe 1500 men and everything that goes to keep the aircraft, the men and their families in the highest fettle. That responsibility is deep. It does not end with efficiency; it embraces the happiness, welfare and well-being of all in his sphere. His reward? *The satisfaction of an important job well done, the pleasures of judgment and action, the high regard of his colleagues . . .*" and only then is pay mentioned.

Those italics are **SOLDIER's**. Phrases like "the pleasures of judgment and action" are a refreshing change after so much talk of cash inducements.

The world is full of people who see no attraction in command, who are anxious to make no more decisions than they can help. These will shy away from the Royal Air Force advertisement, as soon as they read the bit about "high responsibility which demands the greatest effort."

Command does not mean sitting at a desk and pressing buttons. No Service wishes to attract those with an unpleasant urge to boss their fellow men. The man in command has a heavy responsibility towards those under him: loyalty should flow each way.

Commanders are not managers, just as sergeant-majors are not foremen. The day when Britain fails to produce commanders will be the day of her collapse.



A career in the R.A.F. starts with an exciting challenge to skill and character. And it can lead quickly to high responsibility which demands the greatest effort and offers the greatest reward.

WHY do you want to be an officer?"

It is one of the hardest questions in the world to answer convincingly. Every candidate who goes before an officer selection board rehearses what he believes to be a jolly good answer; but the board can usually spot those who think they have a jolly good answer.

The other day Lieutenant-General Sir Francis Festing told Winchester schoolboys that when he used to ask this question more than half the candidates would reply, "Because I want to have a pension at 50." Those young men, the General said, were heading prematurely for the grave.

According to a clever young man who contributed a chapter to the recent book *Called Up*, the "orthodox reply" to the question, "Why do you want to be an officer?" goes like this: "Well, Sir (short pause: slight embarrassment) I would like . . . to help my country (lowered lids) to the best of my ability, Sir." This last is blurted out rapidly and followed by a gaze, half-defiant but respectful, into the eyes of the interviewing officer.

It sounds dangerous advice.

What, then, is the right answer to the question? As the Ministers say in Parliament, "It would not be in the public interest to divulge this information."

IN the June issue **SOLDIER** printed a letter from an American correspondent who was anxious to track down a story that a British regiment under a Colonel Whittlesey had come unscathed through four years of war as a result of the officers and men memorising and repeating the words of the 91st Psalm ("the Psalm of Protection").

Thanks to a reader in Wallasey, **SOLDIER** is able to shed a little more light on the origin of this legend.

In World War One a number of claims of this kind emanated from an individual whom the *Daily Mail* attacked as the "King of Seers" and the "Holy Man of Regent Street." Since he is not available to speak in his defence, and since discretion is necessary when reviving the recent past, **SOLDIER** withholds his name. This King of Seers was said to be conducting "an enormous business in Divine healing on the astonishing system of prayer on a sliding scale of payment." Among his claims were that by

means of prayer he and his elect could divert bullets. He told the investigator of a Colonel Macgregor who, "fortified by prayer," had gone out to France. "The result was that he and practically the whole of his regiment—a Scottish regiment, by the way—bore charmed lives. The bullets and the shells went out of their way to miss them." When the reporter enquired "All of them?" the reply was "Very nearly all."

When the King of Seers told how a madman had tried to rain blows on him, but had been frustrated by strength of will, the *Daily Mail* investigator asked—in front of an audience—if he could try a punch. The seer did not receive the suggestion with enthusiasm, but seeing that the reporter meant business, he exclaimed, "You will not touch me," in "ringing tones." The reporter knocked him back into his chair with a straight left. Not long afterwards the "prayer shop" closed down.

It was a time of long-drawn slaughter on the Western Front and credulous relatives of soldiers were ready to clutch at shadows in the hope of saving their menfolk. The King of Seers was not the only one offering "comfort" to them.

This, without a doubt, is the background to the legend of "Colonel Whittlesey" and his charmed regiment. Probably the nonsense will live on as pertinaciously as the legend of the Angels of Mons.

CONGRATULATIONS to *The Snapper*, the regimental magazine of the East Yorkshire Regiment, which has published its jubilee issue.

To keep a regimental magazine going for 50 years is no light feat. To publish one monthly, with a full-colour cover, in these days of rising costs is a very commendable feat indeed.

The Snapper's special issue contains a curious photograph of a street scene in Bordon in 1908. A sergeant of the Regiment is standing on the kerb apparently reading an announcement from a sheet of paper. Beside him stands a rather camera-conscious drummer whose function appears to be that of drumming-up an audience. The picture is captioned "Crying Down Credit." Under King's Regulations of the day it was the duty of a commanding officer of a unit taking up new quarters to warn the inhabitants that if they gave credit to soldiers it was at their own risk.

AS these lines are written, the Soviet Army's zestful display of singing and dancing is taking London by storm.

Is it too much to hope that some day the Royal Tournament may be given the opportunity to take Moscow by storm? Or that the Edinburgh Castle Tattoo may be staged within the Kremlin?



FOR EVER WINDSOR

**THE QUEEN'S REVIEW OF HER GRENADIERS IN WINDSOR
ADDS A PROUD PAGE TO THE TOWN'S MILITARY STORY**

Beneath the Castle walls the Household Cavalry performs its Musical Ride. Below: The Life Guards' band leads the Procession of the Knights of the Garter.

ON the day the Household Brigade leave Windsor the walls of the Castle will collapse.

The citizens of Windsor who believe this improbable legend need have no cause for alarm. The Life Guards, the Blues and the Brigade of Guards, who have garrisoned the town for nearly 300 years, are still serving there side by side and are likely to do so as long as Windsor Castle remains a royal residence.

The most recent spectacle in Windsor's military history was the review this summer by the Queen of all three battalions of the Grenadier Guards. This was staged in the Great Park, as part of the Regiment's tercentenary celebrations.

The Life Guards first rode to Windsor as mounted escort to Charles II, shortly after they were formed in 1661. Today, although largely mechanised, the Life Guards and their sister regiment the Royal Horse Guards (the Blues) still train in Windsor both horses and troopers for State ceremonial duties in London. Once a year, wearing their resplendent full dress uniforms, they take part in that ancient parade of pageantry—the Procession of the Knights of the Garter inside Windsor Castle.

The Grenadier Guards also served at Windsor in 1661. Since then, every battalion of Foot Guards has taken its turn in providing the Castle Guard. There can be few present-day Guardsmen who have not marched up Castle Hill to take post in one of the sentry boxes beneath the Round Tower.

The Windsor Castle Guard is as much a tourist lure as any of the royal guards in London. Every morning at 10 o'clock—the people of Windsor say you can set your watch by the time—the guard (41 strong when

OVER →





A sight the tourist never sees: bearskins with battle-dress. Grenadier Guardsmen practise ceremonial arms drill in Victoria Barracks. Below: A sight the tourist sees every day: changing the sentries outside the State Apartments on the Castle's north terrace.



Scores of guard commanders have carved their names in the officers' guardroom.

An armoured car squadron of the Life Guards sets out from Combermere Barracks.



FOR EVER WINDSOR *continued*

the Sovereign is in residence and 20 at other times) marches out of Victoria Barracks, dressed in bearskins and scarlet tunics in summer and battledress and greatcoats in winter. Headed by the corps of drums, and on special occasions by the full regimental band, the guard marches in open order through the narrow streets to the Castle half a mile away.

The subaltern of the guard occupies the officer's guardroom in Salisbury Tower, former home of the Bishop of Salisbury in whose diocese Windsor once lay. This is one of the few guardrooms to which officers may invite guests. In 1940, as their signatures over the mantelpiece proclaim, the Queen (then Princess Elizabeth) and Princess Margaret were entertained there. Carved into the oak panelling are the names of guard commanders going back for 100 years.

Sentries at Windsor must always be on the look-out for members of the Royal Family and others who warrant a present-arms. Sometimes mistakes are made and more than one unassuming civilian has been startled to receive a salute from a sentry who mistook him for a high-ranking officer in plain clothes. To help the sentries, photographs of members of the Royal Family are kept in a prominent position in the guardroom.

Sometimes, at night, guarding Windsor Castle can be an eerie job, especially for those on duty at the East Terrace where nervous sentries have been known to challenge the statues.

Ceremony plays a large but by no means all-important part in

the Army's activities in Windsor. Tens of thousands of Guardsmen have been trained for active service in Victoria Barracks. Sometimes they go into Windsor Great Park to practise battle-drill and fire there on the 30 yards range.

The regiment of Household Cavalry in Windsor is housed in Combermere Barracks (named after a former colonel of the Life Guards, Lord Combermere). The Blues were there until early this year when they went to Cyprus and the Life Guards are now in residence.

Today the only horses on establishment are some 60 mounts attached to the Household Cavalry Training Squadron which trains the troopers for State duties in London.

Only Regulars are allowed to volunteer for riding duties. They go through an eight-weeks' drill and weapon training course on the barrack square before entering the Riding School where they remain for five months. After a two-year spell on State duties at Knightsbridge they are then returned to their regiments to serve in an armoured car squadron but may rejoin the mounted squadron in London later. In this way, the Household Cavalry hope eventually to have all their armoured car squadrons composed of Regular soldiers.

After recruit training at Windsor, men of the armoured car squadrons go to Pirbright for technical courses in driving, gunnery and wireless operating and then join the armoured car regiments. Many go straight into the regiments as motorised Infantry.

Both barracks at Windsor are undergoing overdue rebuilding. Combermere Barracks (for long



This was Windsor 80 years ago: showing the band of the Grenadier Guards leading the old Guard back to Victoria Barracks from the Castle.

the subject of questions in Parliament) is to be completely rebuilt within the next six years. Already three new blocks have been erected and a new parade-ground laid.

Windsor is the home of the most ancient military brotherhood in existence—the Military Knights of Windsor—which was formed in 1349 as part of the Order of the Garter. Originally called Poor Knights, the members were "impoverished warriors, infirm of body or in needy circumstances" who received a pension of one shilling a day and were accommodated free inside the Castle. In return they had to attend divine service in the Windsor Chapel twice a day.

In 1833 the title was changed

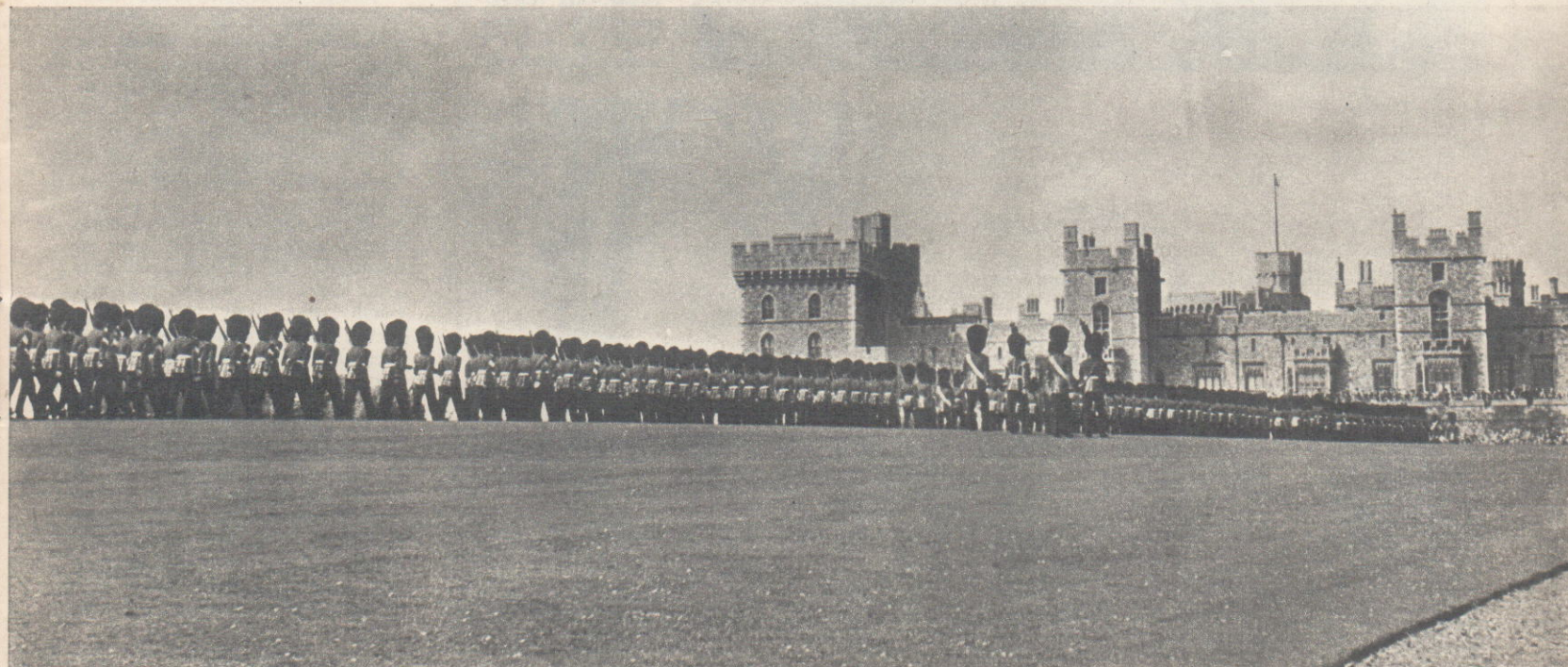
to Military Knights and members were given the full dress uniform of a Staff officer of that period, which is substantially the same as they wear today when, every Sunday morning, they leave their houses in the Lower Ward of the Castle, and walk across to St. George's Chapel.

Today's Military Knights, of whom there are 13, including the Governor, Major-General Edmund Hakewill-Smith, are all former Army officers selected for long and distinguished service. The appointment is approved by the Sovereign and is for life. The longest-serving Military Knight is Colonel R. Pennell, formerly of the King's Royal Rifle Corps, who was appointed 23 years ago.

E. J. GROVE

The 1st and 2nd Battalions of the Coldstream Guards form up on the East Terrace to receive their new Colours in 1951.

MORE WINDSOR PICTURES OVERLEAF

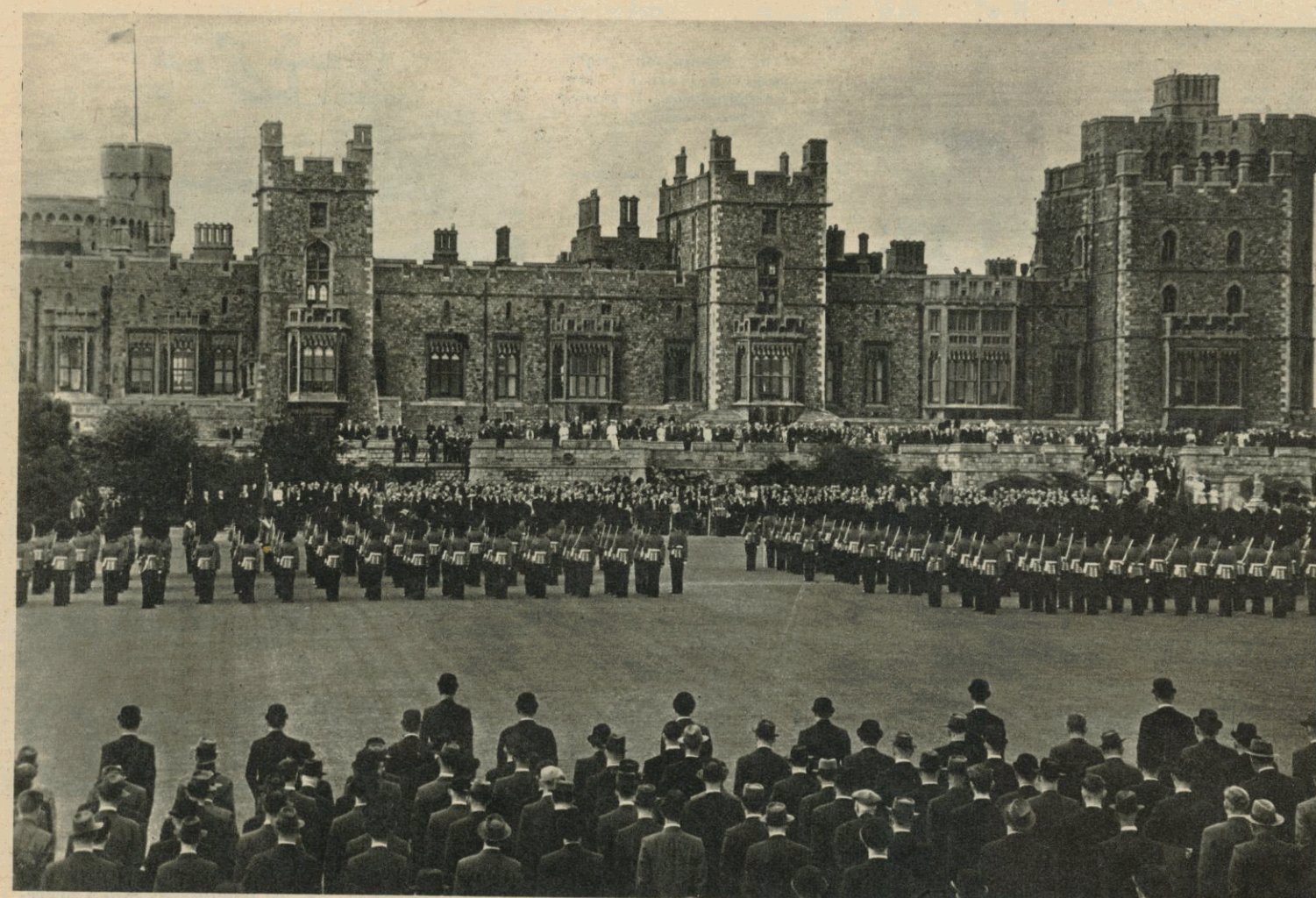
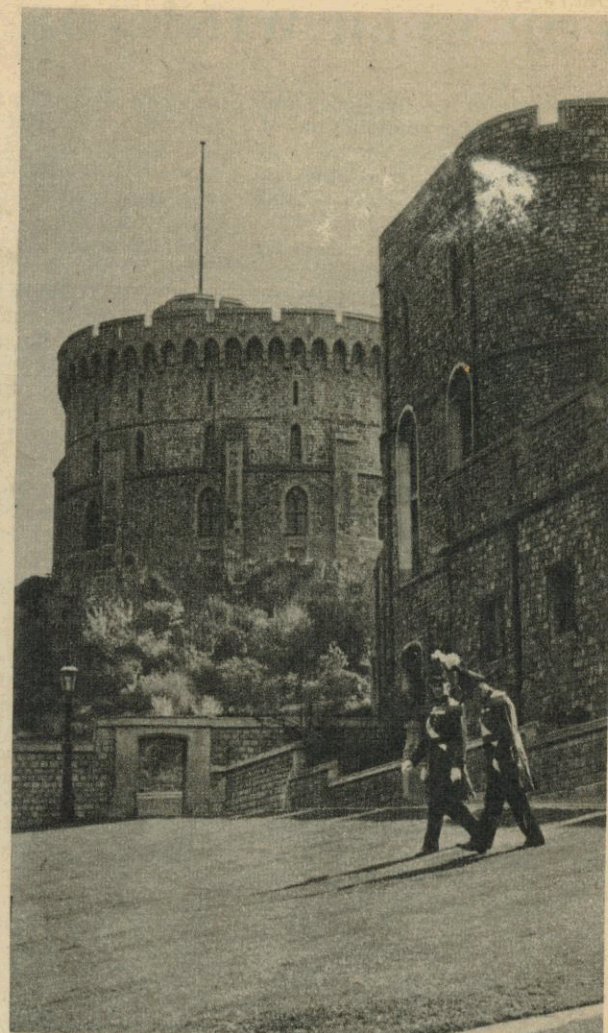


WINDSOR

concluded

Two Military Knights of Windsor on their way to St. George's Chapel. They are members of the most ancient military brotherhood in existence.

Below: New barrack blocks (right) are replacing the 100-year-old living quarters (left) in Combermere Barracks.



With regimental comrades in the foreground: the tercentenary review of the Grenadier Guards at Windsor Castle.



The horse on the trooper's left belongs to the Life Guards, the other to the Blues. The clue is in the way their manes fall.

Below: A riding lesson in Windsor Great Park for recruits to the Household Cavalry's mounted squadrons.



HE'S THE

ONE man with a paragraph all to himself in the Army List is Captain Walter Thompson DCM, of the Life Guards.

He is the only riding master in the Army.

Twenty-three years ago Captain Thompson, then a farmer's boy from Yorkshire, joined the Life Guards and was sent to Combermere Barracks at Windsor to learn to ride. Now, in the same barracks, he trains both riders and horses for the Household Cavalry's mounted squadrons.

Of old, the cavalry riding master had a tradition of tyranny to maintain. Often his sharp tongue and long whip made him the most-feared man in the regiment. His attitude towards his recruits was summed up in the cartoon in which a soldier being catapulted from his horse is asked by the riding master, "Who gave you permission to dismount?" As a young Hussar, Sir Winston Churchill served under a riding master known as "Jocko" whose natural fierceness had been sharpened by the appearance in the *Aldershot Times* of a joke advertisement reading: "Major

ONLY RIDING MASTER

—, Professor of Equitation, East Cavalry Barracks. Hunting taught in 12 lessons and Steeple-chasing in 18."

Captain Thompson, who has been riding master at Windsor since 1952, is content to let the old "tough" tradition sleep.

"In my young days the rough riders (as the instructors were then called) were overfond of using the long whip to correct mistakes that would have been more quickly and effectively rectified by patience and guidance. In the old days it took more than a year to train a man for the mounted squadrons. Today we train a man in about half that time and, I think, produce better riders."

Most recruits are novices to riding when Captain Thompson takes them in hand. He prefers them that way, for those who have ridden before have generally picked up bad habits which may well take a long time to eradicate.

When a recruit joins the riding school he learns, first, the anatomy of the horse. Only when he has managed to groom the animal and clean its equipment is he allowed in the saddle. For

several days he will ride round the school at a slow walk, gradually getting used to the "feel" of the animal and learning how to apply the movements which make it obey its rider. Later he learns how to trot, canter and ride in section and at the end of three weeks is allowed to take his mount on a road walk. (Before World War Two no recruit was allowed to take a horse outside the Riding School for the first six months.) After another three weeks he goes into Windsor Great Park for the first time and experiences the pleasure of riding in the open on grass. He may even do a little jumping over low hurdles.

Nearly six months are required to train a rider before he is fit to go to Knightsbridge, where the mounted squadrons are stationed, and it may be two more months before he puts on full State Dress and does his turn on mounted duty at Horse Guards Parade.

Twice as difficult as training the men, in Captain Thompson's opinion, is the task of schooling new horses. With the assistance of six NCO remount riders, he trains approximately 30 new

horses every year. They are four to six years old when they arrive, and may never have been saddled. Troop horses cost about £120 each and an officer's charger up to £200.

At the outset many of these animals are liable to throw a temperament when a saddle—or even a saddle cloth—is laid on their backs. Gradually they reach such a degree of sophistication that the blare of martial music (on the Riding School radio-gramophone), the screech of rattles and the sight of soldiers waving flags and newspapers fails to put them off their stride.

When a horse has been fully trained it is "posted," with Army and regimental numbers burned into its hooves, to one of the mounted squadrons.

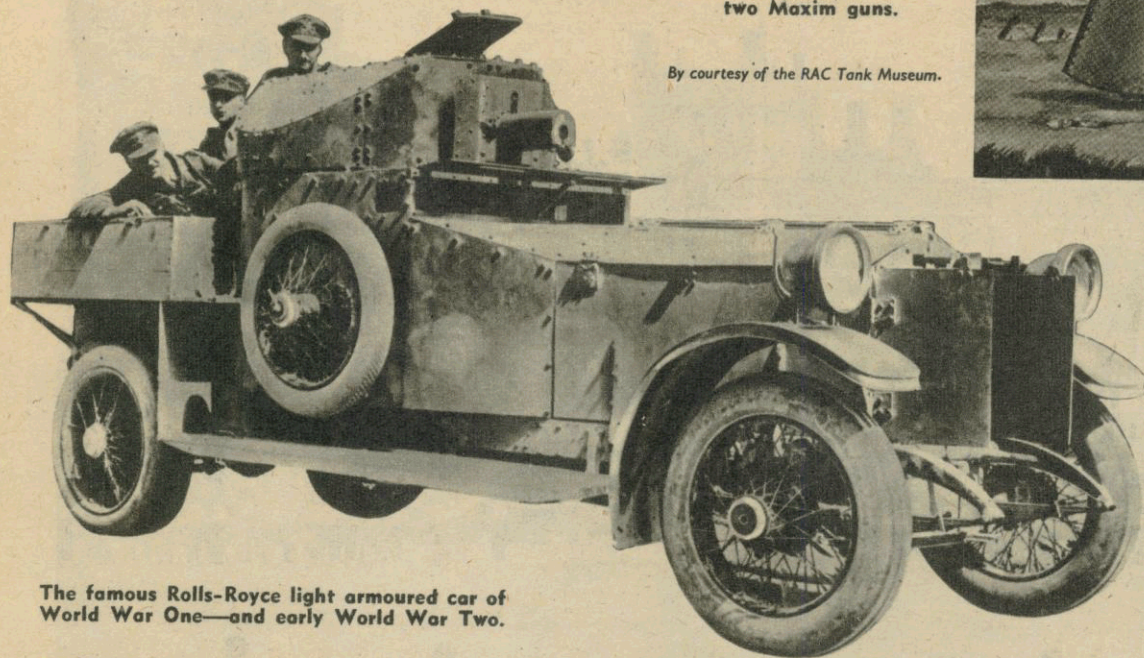
As a trooper, Captain Thompson rode in several State Drives in London, and was in the Sovereign's Escort on the State Drive of King George V and Queen Mary during the Silver Jubilee celebrations in 1935. In 1937 he was promoted Corporal of Horse and sent to Sandhurst as a riding instructor for two years. During the war he served as an armoured car commander



Captain W. Thompson DCM, of the Life Guards. He "is content to let the old 'tough' tradition sleep."

with the 2nd Household Cavalry Regiment and won the Distinguished Conduct Medal at Louvain, Belgium, in 1944.

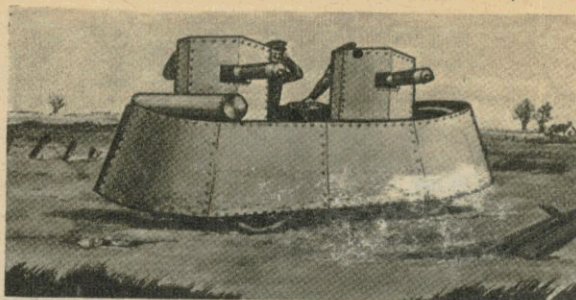
Captain Thompson has had many successes in competitive riding events. In 1949 and 1950 he won the King's Cup at the Royal Tournament; in 1950 he was fifth in the European Horse Trials at Badminton, riding the second-best British horse. Last year he won the Old Berkeley Hunt Point-to-Point and was placed in several jumping competitions. For many years he took part in the Household Cavalry's Musical Ride.



The famous Rolls-Royce light armoured car of World War One—and early World War Two.

The Pennington (right) was Britain's first armoured car. It carried two Maxim guns.

By courtesy of the RAC Tank Museum.



In Cyprus and Malaya the armoured car continues the task it carried out in Ireland, India and Palestine. Two world wars have done much to improve its speed and punch

THERE'S ALWAYS
A TASK FOR AN

ARMOURED

The Somme, 1918: Heavy armoured cars set out on reconnaissance. They had Austin lorry chassis. Photographs of armoured cars in both world wars by courtesy of Imperial War Museum.



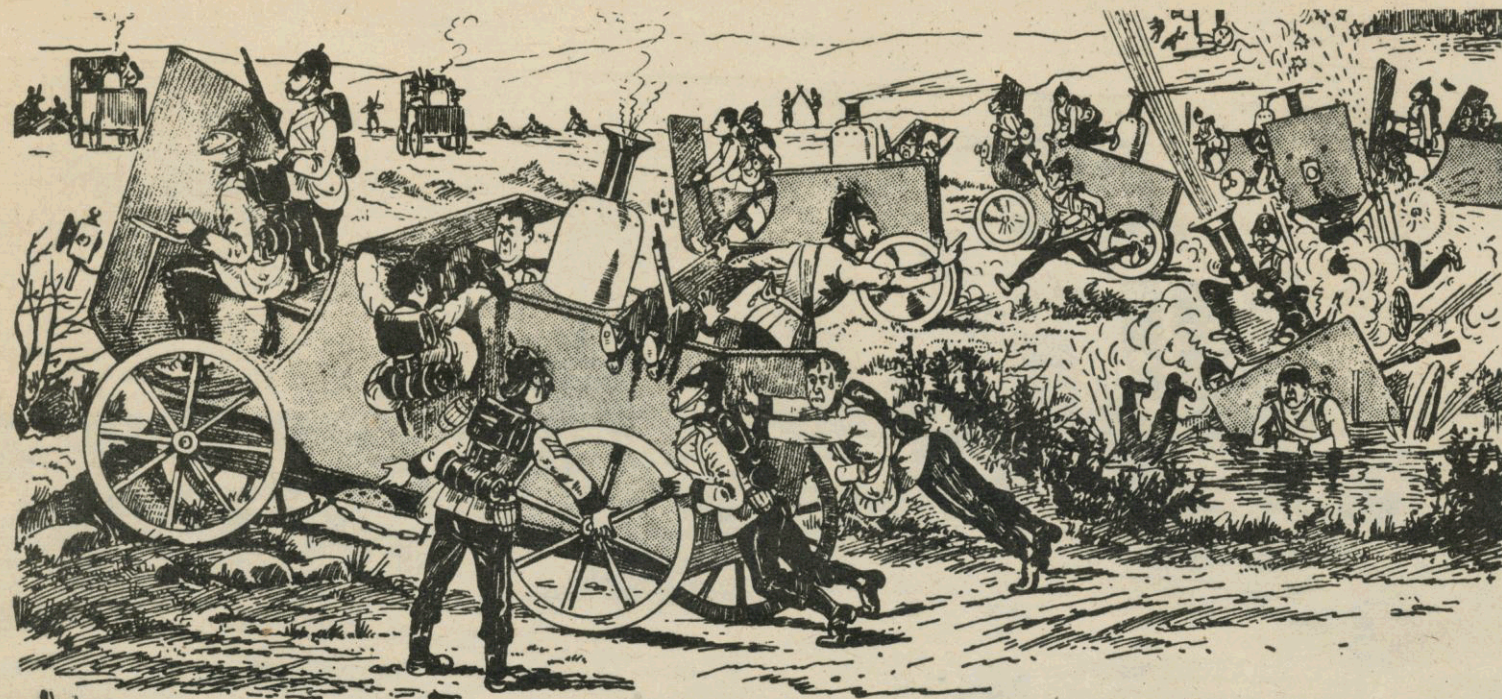
If any one thing can be guaranteed to turn a terrorist temporarily into a peaceful citizen, it is the sight of an armoured car.

In Malaya or Cyprus, the boldest of gun-men and bomb-throwers refrain from business when one appears. Ambushers melt quickly into jungle or rocks.

It has been the same for more than 40 years—in India, Ireland, Palestine and the other trouble spots to which the Army has been sent. Safe behind steel from sticks, stones, bottles, bullets and bombs, yet highly mobile and able to hit hard, armoured car crews have often brought peace to centres of disturbance.

Yet in full-scale war, the role of the armoured cars is usually to keep out of trouble, not to get into it. Their main task is long-range reconnaissance, and for that it is more important to bring home information than to engage the enemy. The same role takes them ahead of the rest of the army and well out on to the flanks. Thus they are usually the first units of an advancing army to enter a conquered town, to receive the flowers and wine of a liberated populace or the dubious, hostile stares of a beaten one.

The armoured car is the father of the tank. When it was invented, it brought a combination of mobility, protection and hitting power which soldiers had sought throughout history. World War One, however, proved that its hitting power and protection were not adequate for all purposes, and that there was need for a vehicle to go where wheels



The Advance of the Motor Cars, a "wild dream" of 1897, from *The Regiment*.

CAR

could not function. Hence the tank.

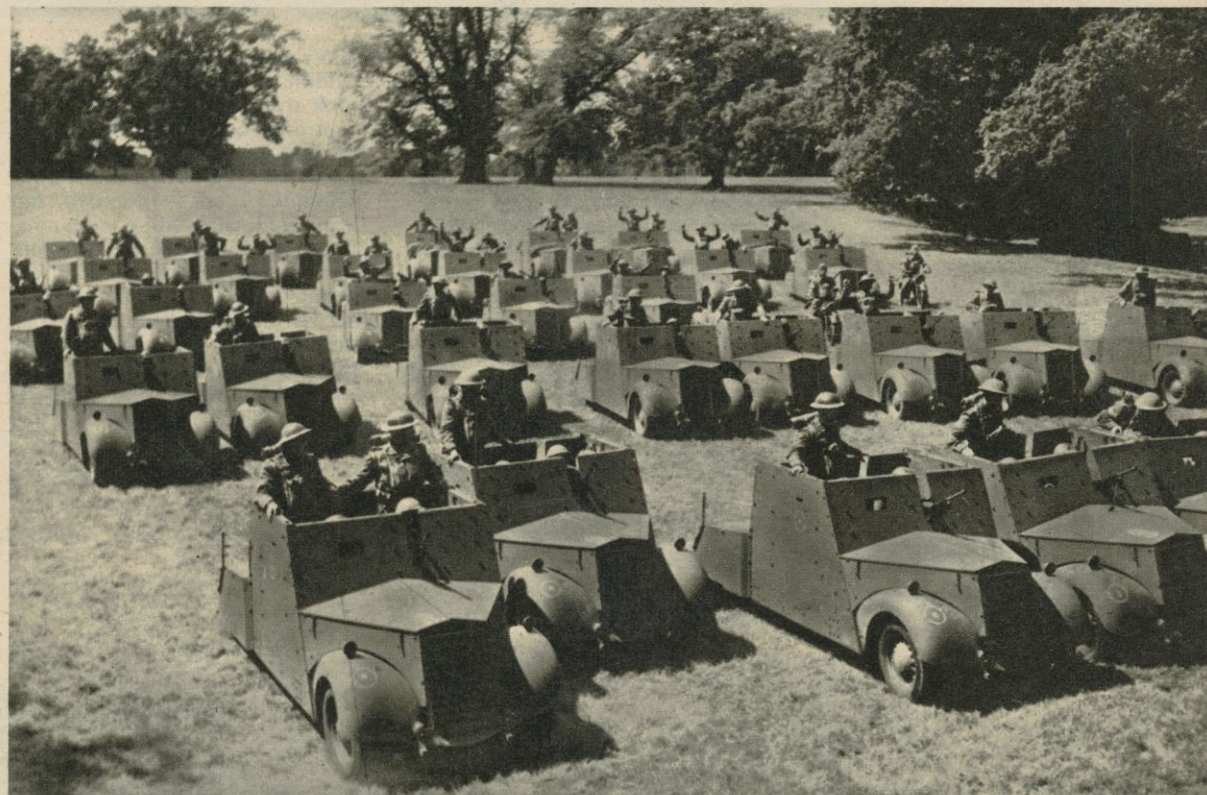
But the armoured car was by no means written off. It was light and could use roads and bridges too fragile for tanks; it was more economical and easier to maintain; and it was fast. For reconnaissance and pursuit, the tank has come near to rivalling it only once—just before World War Two.

Britain's first armoured car, the Pennington, was produced in 1900. It had a 16 horse-power engine, a skirt of armour which surrounded the chassis and two Maxim machine-guns protected by shields. Soon afterwards came the Simms War Car, which added a three-pounder gun to the Pennington's armament and had a skirt of chain-mail under the armoured hull, to protect the tyres. Then came another Simms with machine-guns in rotating turrets, the driver sitting amidships and steering with the aid of an unprotected periscope. These three were experimental cars.

It was left to the Admiralty Air Department to order 100 Rolls-Royce cars and armour them, when World War One broke out. The cars were to protect air bases and to rescue pilots shot down in enemy territory. After the Rolls-Royce came the Lanchester, the Delaunay-Belleville and the Wolseley, followed by a heavier vehicle, the Seabrooke armoured truck with a three-pounder gun and four machine-guns.

Trench warfare cut down the usefulness of the armoured car on the Western Front. The Royal

OVER



Military Dodgems: the Standard Beaverette was hastily improvised after Dunkirk, an early type of the fast, light reconnaissance car.

Troops of a Cavalry regiment dismount from Beaverettes in a war-time exercise.



ARMoured CARS

continued



Left: A Daimler Mark I fires its two-pounder. Below, left: In India, armoured hulls like this were fitted to Rolls - Royce and Crossley chassis in the 1920s and transferred to Chevrolets in World War Two.



Navy's vehicles were sent to the Middle East. In 1915 the Army took over all armoured cars except one squadron which helped to develop the tank.

In the Western Desert, nine armoured cars, with two unarmoured cars, all commanded by Major the Duke of Westminster, chased an unbroken Turco-Senussi army of several thousand across difficult country. When they came to easier ground, the cars formed line abreast and charged the enemy guns. Nearly every gunner was killed. A day

An historic picture: Marmion-Herringtons of The King's Dragoon Guards in the break-out from Tobruk, 1941.

or two later, the cars, with ambulances, made a spectacular dash over 120 miles of desert from Sollum to Bir Hachim to rescue the starving crew of a torpedoed ship, held prisoner by the Senussi.

In Arabia, more Rolls-Royce armoured cars served with Colonel T. E. Lawrence. They helped attack Turkish garrisons and an airfield, to blow up railways and bridges. After several

A captured German eight-wheeler in Libya. Allied eight-wheelers were developed too late.



months of desert work, with scanty maintenance, they could still touch 65 miles an hour over mud-flats. Like the men of Eighth Army a generation later, the crews chased gazelle in their cars and brewed their tea over a mixture of sand and petrol.

"The fierce difficulty of driving across country," wrote Lawrence, "gave the men arms like boxers, so that they swung their shoulders professionally as they walked."

Towards the end of the war, armoured cars came back into their own on the Western Front. During the advance in the spring of 1918, they went ahead of the Cavalry and opened fire on machine-gunners, thus easing the task of the Infantry. Later they drove into enemy territory, scattering and shooting up columns of troops and transport and at times catching the Germans at their meals.

Armoured cars were introduced into India when the demands of the fighting fronts thinned the garrisons in 1914. A mixed collection of touring cars, no two of the same model or year, were presented by or bought from private owners and given armoured bodies made from boiler-plate in railway workshops. Some were armed with ancient, hand-cranked, multi-barrelled Gatling guns. One of these cars, a 1911 Rolls-Royce presented by a rajah, served (with one change of body) until 1940, seeing several operations on the North-West Frontier.

After the war, while armoured cars were engaged on "Imperial policing" duties, designers were developing the breed. From 1917 a number had been built on Austin and Peerless lorry chassis, but the need for faster, more versatile vehicles led to the development of lighter types. Since road-blocks could hold up the cars, better cross-country performances were sought and six-wheeled chassis were used. The tyres had always been the weak spots of the armoured car, and various fillings were tried in place of air. These enabled the tyres to carry the vehicle even after they were riddled with machine-gun bullets, but they reduced the performance. (Today's solution to the problem is the "run-flat" tyre, filled partly with air and partly with a spongy substance; if punctured, it still allows the vehicle to travel far enough to get out of trouble.)

The rotating turret, which had proved itself in war, was developed. Doors and other openings were fitted with devices to keep out the "splash" of molten lead from bullets striking the crevices. One car had a gadget for electrifying the hull, to repel boarders by shocking them. Asbestos was used to line hulls as insulation against the heat of the Indian sun.

From World War One, armoured cars had been operated by the Royal Tank Corps. In the later 1920s, the first Cavalry

regiments said a mournful goodbye to their horses and took over. The displaced tankmen were given light tanks.

These light tanks, fast and easy to manoeuvre, were becoming serious rivals to the armoured car, which had been held back by the economic necessity of using commercial chassis. Just before World War Two, designers were getting down to short, rear-engined chassis with four-wheel drive, planned specifically for armoured cars. As a result, the up-to-date armoured cars of World War Two (a good many old ones, including 1918 veterans, also saw action) looked less than ever like conventional motor-cars. They were short of wheelbase and high in the body, which was all arcs, angles and protrusions, and their wheels seemed disproportionately big.

There were new names in the armoured car world: Meadows, Humber, Coventry, AEC and Daimler from Britain; Marmon-Herrington (with American chassis and British armour) from South Africa; Greyhound and

In an advance, it is generally the armoured cars which lead. This AEC is crossing the Kiel Canal bridge past German sentries, on 8 May, 1945.

Staghound from America. An officer sent to collect a still-secret Staghound is said to have brought a dog-collar and leash.

The Daimler had provision for driving at high speed in reverse, including a rear steering wheel. In the Humber Mark IV, the driver obtained his field of vision to the rear by using a hydraulic pump to lift the engine-cover and so uncovering an observation port. Cars which had no provision for reversing were unpopular.

The Germans produced an eight-wheeled monster and both in South Africa and Britain designers sought to provide a similar vehicle for the Desert war. But the Desert fighting was over before the Mark 6 Marmon-Herrington and the Boarhound (built in America to British specifications), both of eight wheels,

were ready. A Boarhound is now among the collection of armoured cars in the Royal Armoured Corps museum at Bovington.

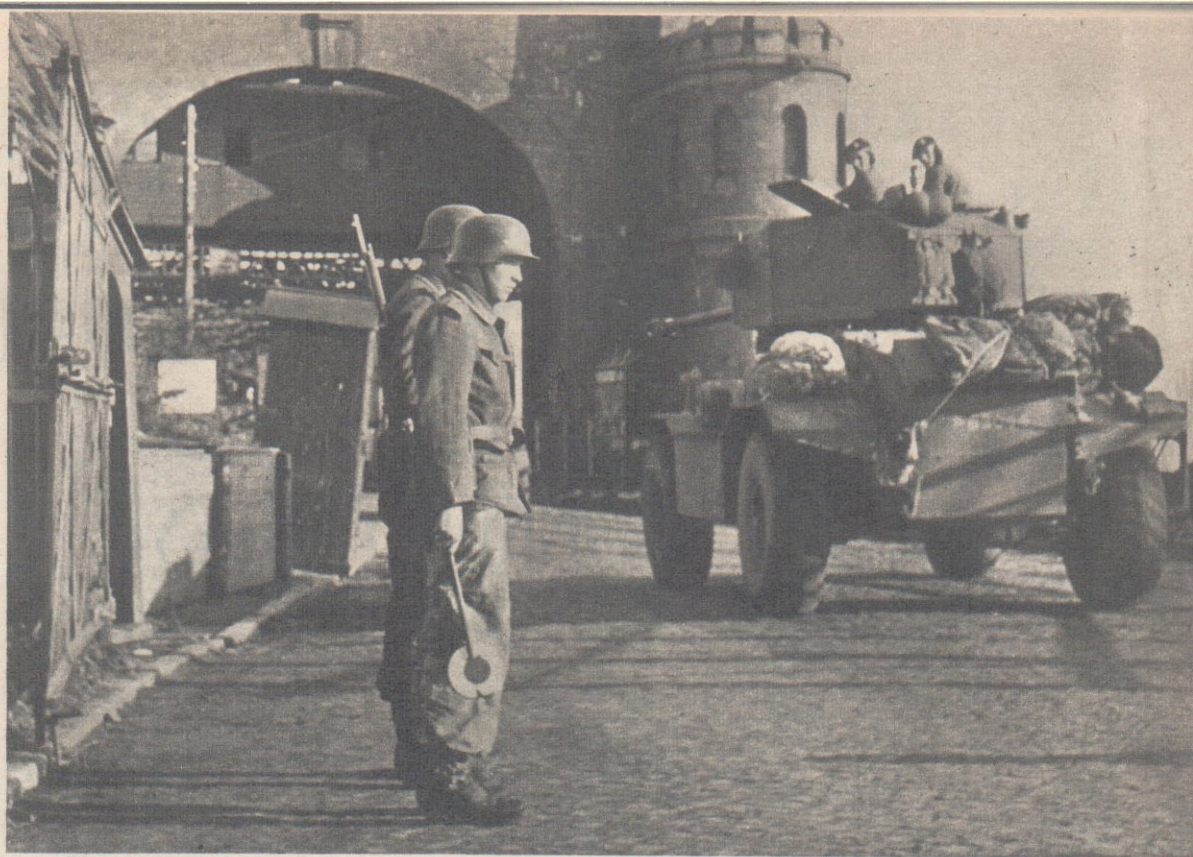
Armament increased. Boyes anti-tank guns were superseded and machine-guns became secondary weapons. The two-pounder anti-tank gun was now the pride of the turret, especially when it had been modified for a "super-velocity" charge. Then came six-pounders and 75-millimetre guns. Though the rule was still usually, "Keep out of trouble," a number of armoured cars had tank kills to their credit.

For close support of Infantry, some cars were armed with three-inch howitzers. Anti-aircraft Humber armoured cars, with four 7.92 millimetre Besa guns, were introduced to protect columns on the road, but later it was decided that every armoured car should carry a Bren gun for anti-aircraft protection.

A race of "junior" armoured cars appeared. First was the Daimler scout car, which started coming off the production line in 1938, and which was followed by the Humber. After Dunkirk, the Humberette and Standard Beaverette were hurriedly improvised as light reconnaissance cars. On these the Reconnaissance Corps trained before receiving full-sized cars. Other improvisations at that time included armoured lorries which stood on the South Coast prepared to throw flame across the breakers at invaders.

Today the Army is still using the Daimler and AEC cars, little modified since World War Two. But that does not mean that the armoured car story is coming to an end. There is yet room for a harder-hitting vehicle with a still better performance.

RICHARD ELLEY



High Commissioners often travel in Daimlers—but not often in this kind. General Sir Gerald Templer, with Lady Templer, during his tour as High Commissioner in Malaya.

The Royal Navy's decision to give up the Scapa Flow anchorage revives memories of the part played by the Army in the wind-battered Orkney Isles during Hitler's war

STORY WITHOUT PHOTOGRAPHS

LOOK," said one woman to another in the street of an Orkney town, "there's an officer."

"It's no' a real officer," said the other scornfully, "it's only Eric Linklater."

The period was August 1939. Major Eric Linklater, Royal Engineers, better known as the author of *Juan in America* than as a Territorial Sapper, had just received the order to mobilise his men. When a lean, weathered sailor came up the street the Major asked him if he would like to be the first man to be mobilised. The sailor, a Territorial too, said he could be ready in twenty minutes.

This (as told by Eric Linklater in *The Art of Adventure*) was the modest beginning of the Army's Orkney garrison of World War Two.

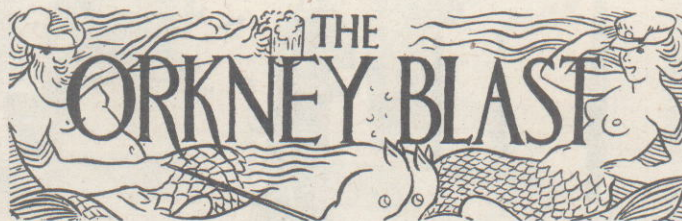
Primarily, the task of the Army was to defend the Royal Navy's Scapa Flow base, which is now to be abandoned as an economy measure.

News of the shut-down decision will have stirred the memories of many thousands of soldiers who served in those wind-buffed isles overlooking the historic anchorage. They will not quickly forget the spectacle of the Orkney barrage at full strength.

Scapa Flow was the base from which, in both world wars, the Royal Navy controlled the northern outlets of the North Sea. Beneath its slaty waters vanished, one by one, the grey castles of the German fleet in June 1919. In no other sheet of water, perhaps, has such a concentration of majesty gone to the bottom.

Hitler's war came early to the northern isles; the first bomb was dropped in the Shetlands and killed a subsequently famous rabbit. It became painfully clear that the Flow was not the place for any further concentration of majesty. Almost the first anti-aircraft Gunners in action were the Orkney Territorials. On 17 October, 1939, four days after the *Royal Oak* had been sunk in Scapa Flow by the U-boat commander Prien, they shot down a German bomber (the day before, on the Firth of Forth, heavy anti-aircraft guns winged a German raider which was finished off by a Spitfire). That Orkney air raid resulted in the crippling, though not the destruction, of the depot ship *Iron Duke*.

It was a grim week for the Royal Navy. Pending the



The title-picture of Orkney's Forces' newspaper. The mermaid's head-gear is a reminder that the Auxiliary Territorial Service were in Orkney.

strengthening of the Scapa defences the Admiralty withdrew its warships, distributing some among the Western sea lochs, sending others to Rosyth. Through that winter in the Orkneys were laid the concrete foundations for some 80 heavy and 40 light anti-aircraft guns, which were installed before the Fleet returned in the Spring of 1940.

From then on, the Orkney ground defences, which included searchlights and balloons, were strong enough to rattle the Luftwaffe. Because of the extreme importance of the targets the Gunners were allowed to fire a barrage, that is, to fill a selected area of the sky with metal rather than attempt to engage individual targets by predicted shooting. It was a costly form of defence—and a spectacular one.

The quick-on-the-trigger gunners of the Royal Navy also did their best to make every raid a "Brocks benefit."

For those bred in populous places life in Orkney was a shock.

The gunsites were small, lost communities in which men had to devise their own amusements. It took a long time to get used to the wind, which boxed men's ears mercilessly and occasionally induced a state verging on "wind-drunkness." For this, the spectacle of the Northern Lights was only partial compensation.

In those lonely sites men learned to be self-sufficient. Nor were they worried by frequent inspections. They could console themselves by the thought that in Iceland it was windier and in the Faroes it was lonelier.

During the summer of 1941 an invasion force, complete with tanks, appeared off Orkney. It was part of "Bumper," a major exercise of that year. The Orkney episode was something of a "shambles." Major - General G. C. Kemp, commanding Orkney District, had to be ordered to withdraw his defenders in order to allow the invasion to proceed. The anti-aircraft guns which, according to the rule-book, should have been landed

first were landed last.

As the war progressed Orkney became a highly organised garrison. It was served by its own eight-page newspaper, the *Orkney Blast*, founded by Major Linklater and conducted by three sergeants. The issue for 22 October, 1943 contains an editorial complaint that there is "too much on" in Orkney:

"What does the would-be music lover find in Stromness? That there is a meeting of the literary and musical society on Tuesday evenings, at which there will be musical programmes; rehearsals for the choral union on Wednesdays; and alternate lectures and debates on Thursdays."

This issue is crowded with reports of debating societies, choirs, dances, concert parties, orchestral concerts, band concerts, social evenings, evening schools, continuation classes and Sunday film matinees. But garrison life was not wholly cultural: there was also a paragraph about a ten-mile walking race organised by the Toughening School at Stromness.

A measure of the military importance of Orkney—a "protected area"—was that cameras were banned. In the photographic files of World War Two are pictures of soldiers in the Arakan, in Ethiopia, in the Bahamas and the Seychelles, but none—so far as SOLDIER can discover—of soldiers in those grey-green isles beyond the Pentland Firth.

WHO WAS HE?

HE asked to be removed from his public school when discipline was relaxed by a new headmaster;

... wanted to be a lawyer but had to give up when, after a quarrel, his father withdrew financial support;

... joined the Army as a second choice at 20;

... served seven years in the 95th (Rifle Brigade) then transferred to the 13th (Somerset Light Infantry) so that he might go to India;

... was strongly religious and regularly preached to his men, who were known in his regiment as "the saints" and could be relied upon to set an example of sobriety;

... saw his first action in Burma and wrote a history of the campaign;

... advanced the hour of his wedding so that he could attend a court of inquiry between the ceremony and the wedding breakfast;

... spent 26 years in India, fighting in the Sikh and Afghan wars, before, compelled by ill-health, he went home on leave;

... was 43 when he became a captain and wrote

that he was "purchased over by three sots and two fools";

... commanded a division in a Persian campaign immediately before the Indian Mutiny;

... won the first victory against the Indian mutineers (at Futtehpore) then, outnumbered nearly five to one, smashed the enemy at Cawnpore and followed this up with nine more victorious engagements in a month;

... successfully recommended his own son for the Victoria Cross, thereby giving rise to much controversy;

... was superseded in his command by a senior officer who, as a tribute to his services, restored command to him and accompanied his force in a civil capacity;

... led his troops to Lucknow, where they reinforced the besieged garrison;

... died on the march out from Lucknow;

... was created a baronet two days after his death, news of which had not reached England.

(Answer: page 38)

THE NIGHT CLUB SOLDIERS

Hong Kong jazz players switch from swing to Sousa when they change into battledress

PROBABLY the only Army band recruited mainly from night-club musicians is that of the Hong Kong Regiment.

The Regiment, part of the Royal Hong Kong Defence Force, the Colony's body of part-time soldiers, sailors and airmen, had no band two years ago. Then Major Francis Quah, a Chinese schoolmaster, who served with the Regiment against the Japanese and was seriously wounded, set to work to raise one.

His principal aide was Company Sergeant-Major P. Castillejos, a Filipino who fought as a guerrilla in Luzon. CSM Castillejos put word round in musical circles, that recruits were needed. He also gave up leading a night-club band and took over the "big fiddle" in an hotel band, partly to give more time to the regimental band and partly because he preferred playing classics to jazz.



Night-club bass and trombone-player M.A. Vilela plays the euphonium as a soldier. Below: Major F. Quah (left), the band president, and CSM P. Castillejos.



Bandsman R. M. Viana from the Philippines, a civilian saxophonist.



Bandsman Ng Che Keong, who plays the piccolo.

Soon, the first meagre parade of the corps of drums was held. Now, the band and corps of drums numbers 56. There are no Britons among them. Roughly half are Filipinos; Chinese make up most of the rest. They include a former Chinese Nationalist officer. There are also a number of Portuguese and a Panamanian.

Major Quah is now band president and CSM Castillejos looks after discipline and administration. Colour-Sergeant M. Reyes, a Filipino band-leader, is in charge of the musical side. Another Filipino, Corporal A. Arevalo, who is leader of the band in which CSM Castillejos plays and one of the best arrangers in Hong Kong, sees to the musical scores. A Chinese is in charge of the corps of drums, Drum-Major Ho Chi Ping, a 19-year-old wireless student.

Because most of the bandsmen work from eight at night until

two in the morning, the band can muster at full strength for daytime drill and practice. For the same reason, however, they are not often asked to parade early. For evening engagements, substitutes have to be engaged to take the places left vacant in night-club bands.

The Band plays at reviews and ceremonial parades in Hong Kong. It has twice beaten retreat, has played at race-meetings and was recently engaged to play at the arrival and departure of a Swedish luxury cruise ship laden with American tourists. It can, and does, supply first-class bands of eight or ten for dances. Besides normal band concerts, it has staged 40-man jazz-concerts.

Most of the bandsmen join because they like the musical side of their part-time soldiering, but they soon become equally keen on their military training. For the last two years, the band and drums have won the Regiment's

.22 rifle trophy. The musicians say their service with the Regiment keeps them fitter than most members of their none-too-healthy profession, and several boast they have lost paunches since they joined.

Bandsman S. Salazar. He plays a saxophone in a civilian band.





"I don't care if you can't read music—just count up to twenty and bash it."

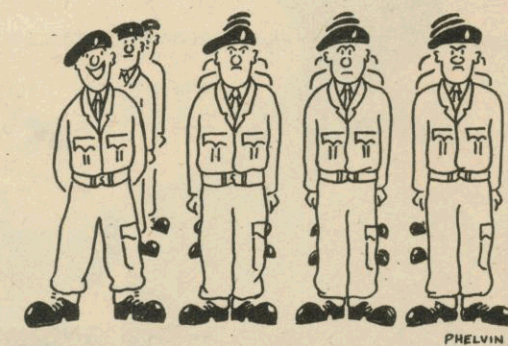
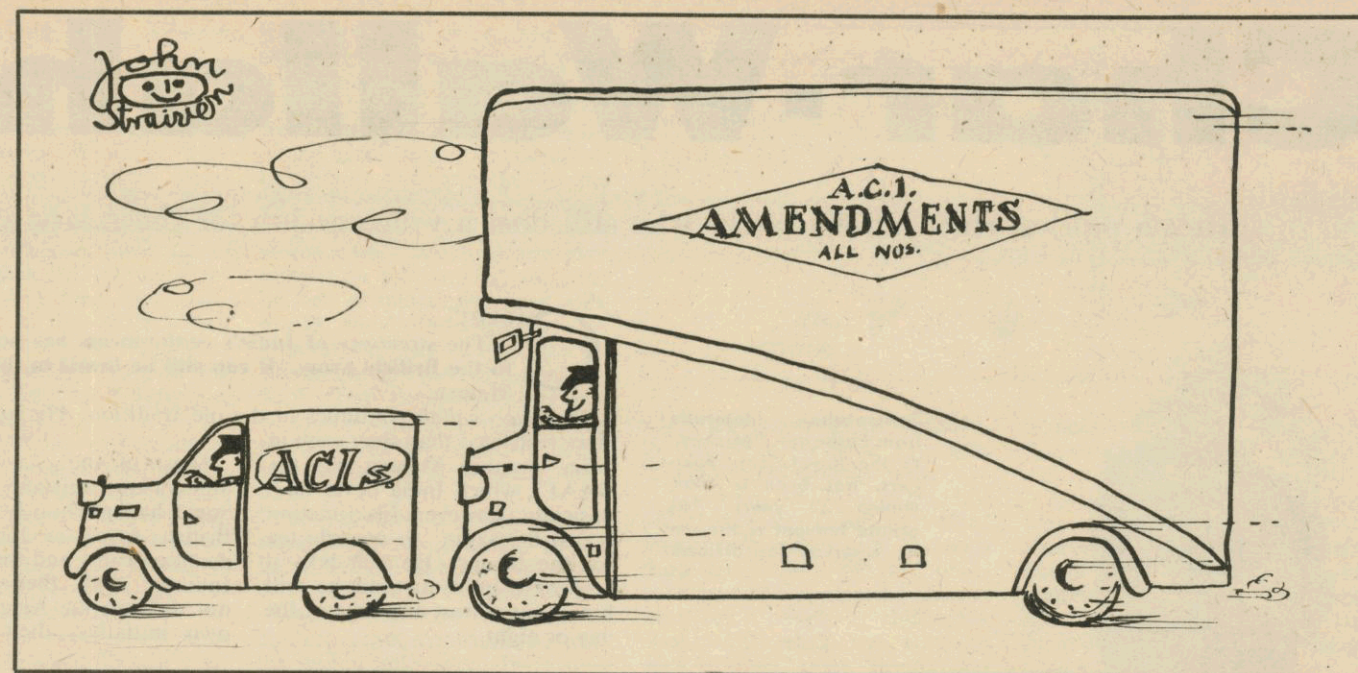
SOLDIER HUMOUR



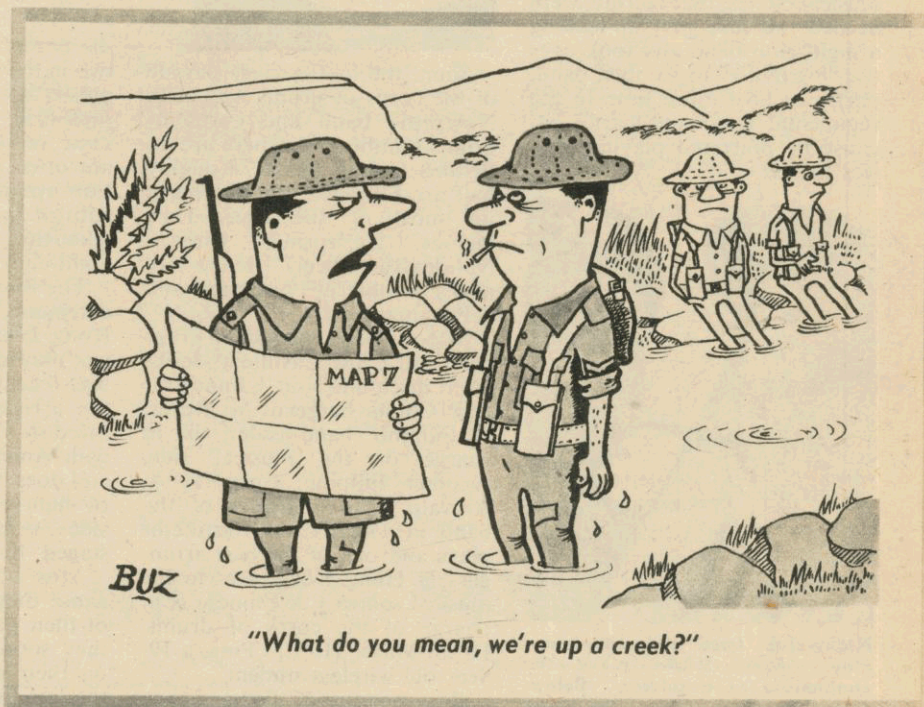
"Have you never scraped a broom handle before?"



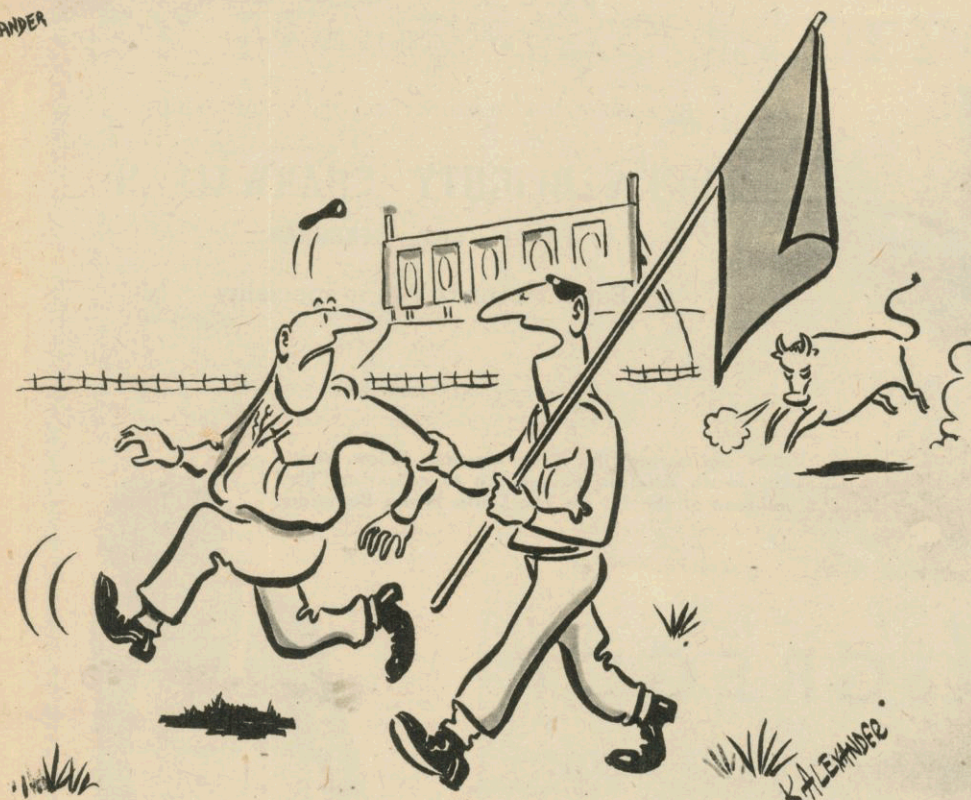
K. ALEXANDER



"Did you say something, sergeant?"



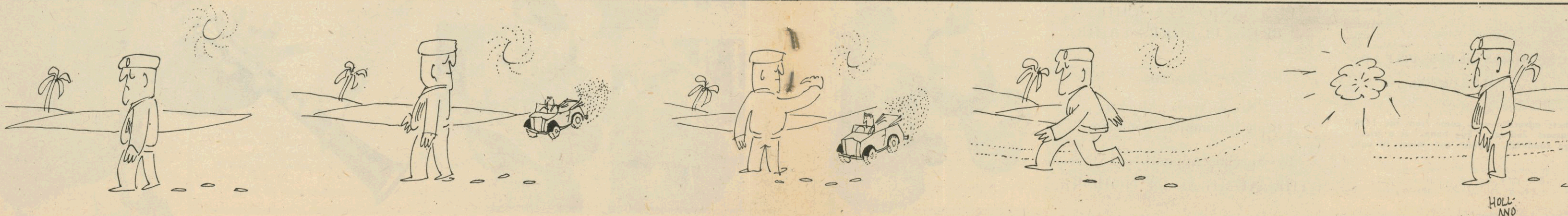
"What do you mean, we're up a creek?"



"Don't flap—they never start firing till the red flag goes up."



"What's going to happen if you get made up to 'sergeant?'"



HOLLAND

Char-Wallah !

He's a pukka, clued-up character who still does a welcome job for the Army



Rahmatullah Ramtulla from Peshawar, "Mickey" to the Royal Scots Fusiliers, has been a char-wallah 22 years. The ornate tea-pot is the one he reserves for officers.

"CHAR!"

The street-cry of India's cantonments has not been lost to the British Army. It can still be heard in the camps of Malaya.

The *char-wallah* continues in the old tradition. His activities are more restricted than they were in India, because Malaya has the NAAFI, which India never had. Basically, however, his function is just the same: to provide tea for the troops. He will take it anywhere in camp and he will brew it at almost any time of the day or night.

Most of the *char-wallahs* in Malaya are Pakistanis or Indians. Some had previously served the British Army in India. When partition came and the Army left India in 1947, they determined not to leave the Army. On their own initiative, they moved to

ALIF GUL

("Nick" to his friends)

By appointment to many chota and burrah sahibs

PUKKA BLIGHTY CHARWALLAH.

PAROI CAMP, SEREMBAN

Early Morning Tea a speciality

Our Slogan:—

"This is no 'played-out' tea"

Alif Gul served the 11th Hussars. Below, right: Shawkath Ali fills his tea-urn to cater for "his" platoon of the 1st Bn The South Wales Borderers.

A. M. ISAAC

Your

Faithful Charwallah

—o—

ESTABLISHED 75 YEARS

—o—

NOW SERVING

C SQUADRON 11th HUSSARS P.A.O.

KUALA LUMPUR.

These advertisements come from the 11th Hussars' Journal. "Egg banjo" is a fried-egg sandwich, popular but messy to eat.

McGREGOR

PUKKA CLUED-UP BLIGHTY CHARWALLAH.

JEMALUANG CAMP.

EGG BANJO, TEA, CHIPS—
I BRING IT BURRA SAHIB.

OUR MOTTO:—

"Not to Worry Mucker,
I Bring it Complete Tomorrow"

By Special Appointment to:—
THE ADMIRAL OF JOHORE.



Malaya, taking their tea-urns with them.

One pair who did this were Jamardar Khan and Andazgul Mohamed. These two ("Not brothers, but just the same," they say) have been partner *char-wallahs* more than 30 years. They first met in their native Peshawar, one a soldier's son, the other a farmer's. Back in Shillong, during World War Two, they were *char-wallahs* to the 1st Battalion The Queen's Royal Regiment. Now, at Simpan Rengam in Johore, they once again serve the same Battalion.

Another veteran is Mohamed Nabi, who started in the trade in Abbotabad in 1932, was with the Royal Air Force in Burma and went to Malaya when India was partitioned. He is now serving a platoon of the 1st Battalion The South Wales Borderers.

Some *char-wallahs* carry their tea round the camp; the urn may

be suspended from one end of a shoulder-pole and balanced at the other end by an urn of ice-cold fruit drink. Most *char-wallahs* set themselves up in small shops in the camp, either in *bashas* or in tents or huts provided by the units. There, tea and cold drinks are available all day and, if there is no NAAFI nearby, beer. Prominent on the counter, too, will be tins of much-advertised milk drinks which have grown very popular with soldiers in Malaya. The taste has been acquired, perhaps, from the self-heating tins of similar milk-drinks which are given to troops lying in jungle ambush, where they cannot light fires.

In addition, the *char-wallah* stocks cigarettes, soap and toothpaste, towels, lighters and cigarette-cases and gifts to send home—including the inevitable cushion cover embroidered with the regimental badge. If he does



not stock what a customer wants, he can be relied upon to obtain it. He is a universal provider.

The *char-wallah* is often, but not always, employed by a contractor who may run his own shop and supply the unit launderer and tailor; also the bearers who, for a couple of shillings a week, will make the soldiers' beds, polish their boots and

brasses and bring them early-morning tea. Most of these, too, hail from India or Pakistan.

Recently Army contractors from all over Malaya met in Kuala Lumpur to form an association to safeguard their trading interests. The *char-wallahs* were not far behind. A movement to form a *char-wallahs'* association is now afoot.

TV MECHANIC IS DEPOT SHEPHERD

LANCE-CORPORAL L. A. Morgan of No. 1 Supply Depot, Royal Army Service Corps (Malayan) has learned a new trade since he has been in the Army—but it is a trade which does not appear in official lists.

The Depot, which supplies 19 different ration scales (including one for war-dogs) has its own sheep-farm. It is not an extensive farm, consisting only of four large pens and a paddock in which the sheep obtain more exercise than food, but it normally contains about 200 sheep. They are held for the benefit of Gurkha units, to whom the beasts are supplied alive—except when the rations go in by airdrop.

Lance-Corporal Morgan is the Depot's shepherd. Before enlisting as a Regular two years ago, he was a television aerial mechanic in Nottingham. He had gained a certain amount of experience in handling animals on a relative's farm, and he received more instruction in the subject from a National Service officer who was a farmer.

Then he took charge of the sheep-farm in sight of the famous Batu Caves, just outside Kuala Lumpur. Each week, 88 new sheep arrive in contractors' lorries. They are vigorous wethers from Australia, each weighing from 96 to 140 pounds. It takes four Chinese or Malayan employees of the Depot to lift one into the sling in which the sheep are dangled from the weighing scale on arrival. Lance-Corporal Morgan, applying the shepherd's lift, can carry one himself.

So far, he has had no trouble with snakes, but the police who patrol the camp by night have



Weighing a sheep. It takes four or five local men to put one in the sling. L/Cpl. Morgan does it alone.

killed two cobras and a python attracted to the sheep-farm by the prospect of an easy meal of mutton.

Besides sheep, Lance-Corporal Morgan looks after the Depot's private flock of chickens, and also supervises Pauline and Shirley, two sows which recently farrowed and so provided the foundation of the Depot's pig-farm. Pauline and Shirley are more like pets than farm-stock. "He's a natural with animals," they say at the Depot.

The shepherd's lift demonstrated by Lance-Corporal Morgan with 100-odd pounds of mutton off-the-hoof.

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Left: The picnic basket terrorists took on ambush. It was complete with table-cloth.

Right: The sure-footed little Cypriot donkey is a welcome ally when there are mountains to search.

CYPRUS

concluded

ammunition, and where a pedestrian with a suspiciously large quantity of food in his bundle may have to answer searching questions about its destination.

One morning, two Land Rovers of 188 Radar Battery were going from Battery headquarters near Nicosia to an outlying detachment when the first vehicle, hidden by a bend in the hill-road from the second, was fired on and the driver slightly hurt. The officer in the second vehicle saw two figures rise from behind bushes and disappear over a crest.

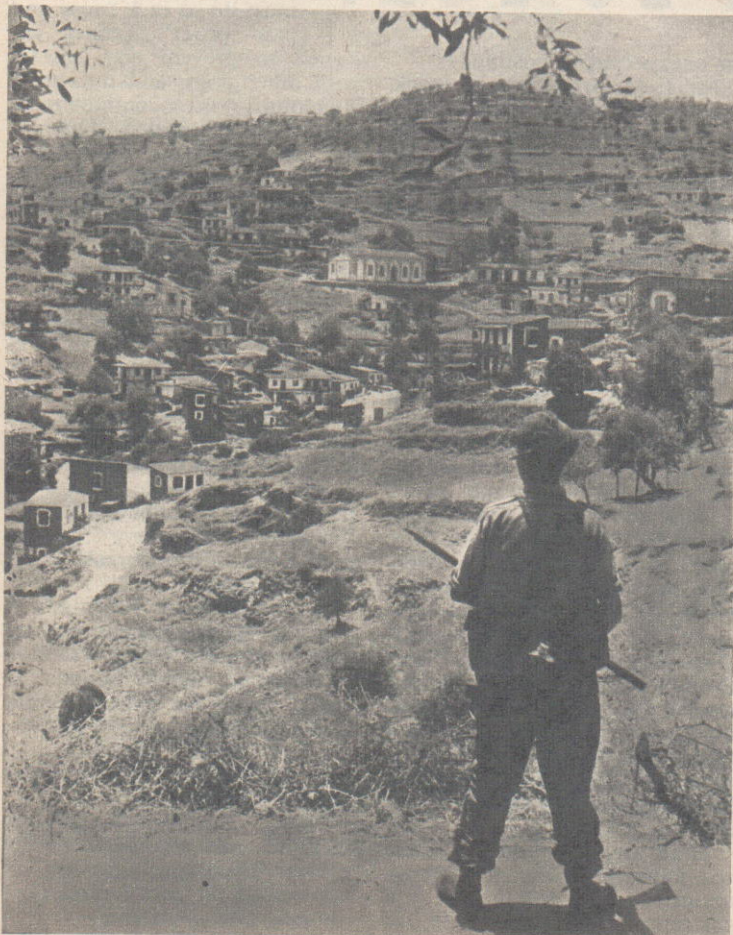
The crews of the two vehicles spread out and gave chase. From the crest over which the terrorists had disappeared, the Gunners caught a fleeting glimpse of them

and got in two shots. Then, hot in pursuit in more ways than one—the temperature was more than 90 degrees—they followed across wooded spurs and down the sides of steep re-entrants until they came to a stream. There the trail gave out. So they went back and began to search the area of the ambush.

It seemed the attackers had been prepared for a long stay. In the bushes was a wicker basket containing plates, knives and forks, bread and tinned food and even a red and white check tablecloth fit for a family picnic. Apparently the ambushers were used to a moderately good standard of living.

In the ambushers' position were also found four empty shot

A member of a cordon watches Galini village while his comrades search it.



cartridge cases, a home-made bomb and a box of matches. The bomb had so short a fuze that, had it been lit, the weapon would certainly have exploded in the thrower's hand.

Meanwhile, one of the Land Rovers had gone off to take the injured driver to hospital and as they waited for it to return the remainder of the party decided to improve the shining hour by setting up a snap road check. There was no chance of catching their assailants that way, but snap-checks have been known to yield weapons and wanted men.

They stopped 30 vehicles. "Firm but polite" is the rule for

such occasions, and the Gunners observed it, although they were smouldering with resentment at the injury to one of their comrades. Women and children sat down while their menfolk were searched, and were then given a helping hand to climb back into their overladen motors. Only two men showed any anger at the check; most joked; one took the opportunity to sell oranges to the thirsty Gunners.

That snap-check did not yield much, but it helped to prove one thing: that any soldier is likely to be turning his hand to a little terrorist-hunting when he least expects it.

FOR DISOBEDIENCE — A BULLET

"I give warning that I will shoot everyone who disobeys my orders because I think that in this way I serve the struggle and save the life of other members who are harmed by the attitude and conduct of those members who do not want to comply with my orders.

"Those who think that they cannot be members of the organisation and comply with its orders should leave as soon as possible and keep secret anything they know about it." From a general order signed by the Eoka terrorist leader "Dighenis."

Taking a dog overseas can be an expensive indulgence—and bringing it back even more costly

WOULD you spend £200 to take your dog with you on your military service?

Colour Sergeant Henry Hogben of the Queen's Own Cameron Highlanders has already spent more than that in moving his Alsatian, Rex, from Austria to Germany, thence to Britain (where Rex spent six months in quarantine) and Korea. Soon he will be paying out again, to take Rex to Malaya. "I would spend my last penny on him," he says.

But Colour Sergeant Hogben is a bachelor. Few married soldiers can afford to spend anything like the money Rex's travels have cost. So a posting often means parting from a pet.

Nearly every day, the post-bag of the Royal Society for the Prevention of Cruelty to Animals, the largest organisation dealing with pets, contains a letter or two from Servicemen asking for advice. "Some of the letters are heart-breaking," says an official of the Society. Advice is readily given by this organisation and others, but usually advice is all that can be given.

These are the main tips Servicemen are given:—

Think twice before deciding to take a pet overseas. A three-year tour is over very quickly, and at the end of it will come all the expense of taking the animal home and of six months quarantine.

Start making arrangements early and employ an officially-approved carrying agent. Formalities like port dues, bills of lading and import licences are so complicated that some shipping companies will not deal direct with owners.

To take a dog into Britain, an import licence is needed and this will not be issued until quarantine accommodation has been booked and an approved carrying agent engaged, to take the animal from port or airport to quarantine. Accommodation in the 15 or so approved quarantine kennels for dogs is scarce and must be booked well in advance. For cats, accommodation is even scarcer. Book at kennels near where you will be living.

A few years ago, things were a little easier for the soldier who wanted to take a pet into Britain. At the end of World War Two, the Army set up its own temporary quarantine station, with accommodation for 500 dogs which



Colour Sergeant H. Hogben with Rex, the Alsatian whose travels have cost more than £200. Master and dog are now in Korea.

a fox-terrier, £34 11s. for a Great Dane; Hong Kong, £30 for a small dog to £37 for a large one. Fares for cats are a little lower than for small dogs.

Air freight charges are higher, calculated on the volume of the dog's container or the weight, whichever produces the higher fee. British Overseas Airways Corporation calculated for SOLDIER that a dog in a container 3 ft 6 ins long and 2 ft 6 ins wide and high would cost £123 15s 3d to send to Singapore. The owner would have to provide the container.

Restrictions on the import of dogs and cats vary around the world. Cyprus will curtail its six months quarantine to 14 days if the dog has spent the last six months in Britain (or was born there in that period), and if it makes the journey in a ship which does not call anywhere else on the way, or travels in a sealed container in an aircraft which makes the journey inside 24 hours, always provided that a veterinary certificate (£2 2s in England) and an import permit have been obtained. The Gold Coast, rather bafflingly, will not admit a dog which weighs more than 25 pounds or is likely to do so when it reaches maturity (a fox-terrier weighs 20 to 22 pounds). At least one pet had to be slimmed and trimmed to qualify for entry.

A dog arriving in Britain must do so in a "nose and paw proof" kennel designed to prevent any contact with other dogs, and during its six months it must continue to be completely segregated. Quarantine fees vary from about 25s a week for small dogs to 50s for big ones. In the Blue Cross kennels, prices range from about 3s 6d to 5s a day at Servicemen's special rates. Quarantine for cats is about 22s 6d a week.

Mr. Grosvenor refutes a popular theory. "A dog," he says, "will not forget its owners in six months. It may be a little hazy at the first re-union, but it will suddenly realise who is talking to it." Most dogs settle down after a week or so; some will go off their food again after a visit from the owners. "I have never known a dog die of heartbreak," says Mr. Grosvenor.

Mr. Grosvenor has had 39 years in his department, and recalls that before World War Two he shipped many hounds to India, mainly for military hunts. That trade died in 1939 and the last hounds Mr. Grosvenor shipped overseas were for the 4/7th Dragoons in Germany.

Note: The British Government recently refused to accept rabies inoculation instead of quarantine, as inoculation does not guarantee immunity.

How Much Is Your Dog Worth To You?

were cared for by the Royal Army Veterinary Corps. The cost was low—from £5 for a private to £20 for majors and above, for the whole six months. It was not just sentiment which prompted this move. There was a risk that some determined men might smuggle their pets into the country and start an outbreak of rabies. Just after World War One, such an outbreak cost the country nearly £120,000 and thousands of people were exposed to a risk of the disease.

At the end of the last war, too, the RSPCA set up a Pets' Repatriation Fund, which saved large numbers of animals for their owners, but that fund was exhausted several years ago.

Today, the Canine Defence League can occasionally help soldiers of the rank of sergeant and below to take their pets across the sea and through quarantine, by appealing to members for donations—but this can be done for only a very few. The Blue Cross kennels of Our Dumb Friends' League will provide quarantine for Servicemen's dogs (which generally occupy 90 of its 100 vacancies) at reduced rates, and give "special consideration" in cases of hardship such as those caused by

an unexpected re-posting.

Mr. E. D. Grosvenor, livestock manager of Spratts Patent, Ltd., one of the approved carrying agents, told SOLDIER his department ships some 800 animals, mostly dogs, into or out of Britain every year. About a quarter of these belong to Servicemen. A few are expensive thoroughbreds; about half are mongrels.

Most Service pets travel to or from Germany, which is the cheapest station to which to take a dog. Animals cannot travel on troop-trains or troop-ships, but Spratts will send a dog from London to the Hook of Holland on the night on which the owner travels, and hand it over at the Hook for about £5 10s—a little more at week-ends when overtime has to be paid. From the Hook of Holland, the owner can make his own arrangements. Dogs may also be shipped direct to any town in Germany. To send a small dog by sea direct to Hamburg costs about £12, more for a bigger dog; this includes the price of a travelling kennel. By air to Hamburg, charges start at about £15.

Here are some other sample sea journey prices: to Cyprus, about £20 for a dog the size of a fox-terrier; Malaya, £27 11s. for

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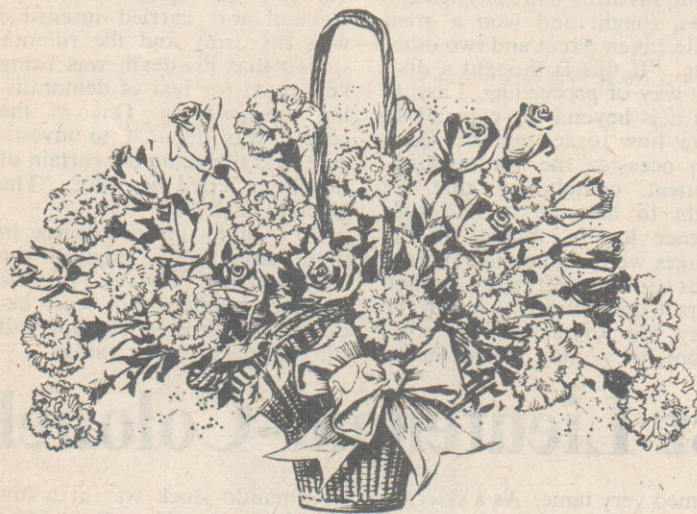
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'THIRD GREATEST GENERAL'

WHO was the third greatest British general—after Marlborough and Wellington?

According to Major E. W. Sheppard, the Army historian, the nomination should go to a soldier of whom the average person knows next to nothing: General Sir Eyre Coote. (Major Sheppard has excluded the generals of World War Two, on the grounds that we are too close to events to form an unbiased estimate.)

It was not until General Coote had been dead for 150 years that anyone bothered to write his biography. Now Major Sheppard's well-written study—"Coote Bahadur" (Werner Laurie, 25s)—does much to make amends for history's neglect.

General Coote, who was born in the same year as James Wolfe, was one of a brilliant handful of leaders who wrested supremacy from the French in India in the eighteenth century and imposed the King's peace on a murderous sub-continent. He was never defeated on the battlefield. Not least of his claims to distinction, according to Major Sheppard, was that he was the first commander to mention the names of private soldiers in his despatches (the credit for such a step has usually been given to General Sir Charles Napier). Coote was also the originator of the two-deep line which became the classic tactical formation for British Infantry.

The General's military career started badly—very badly. At the Battle of Falkirk, during the 1745 rising, he was an ensign carrying his regiment's Colours. The regiment was surprised by Prince Charles's fierce clansmen who hacked and hewed with such effect that they threw it into a panic. Fierce General Hawley thought his troops' conduct was "too scandalous to be borne" and decided to "make some necessary examples." After hanging several men out of hand he ordered five officers—one of whom was Coote—to be court-martialled on charges of cowardice in face of



Courtesy: National Portrait Gallery
General Sir Eyre Coote: An early court-martial "broke" him, but he became Commander-in-Chief, India.

the enemy. The court acquitted Coote of the main charge but, dissatisfied with his conduct on the field, ordered him to be suspended from the service. That would have finished most men; but Coote appears to have soldiered in Germany and re-established himself. In 1755 he transferred to the 39th Foot (now the Dorset Regiment) and sailed for India. From that point his star was in the ascendant.

Irish-born Coote was a "difficult" colleague, proud and touchy. At an early stage he clashed with Clive, who had something of the prima donna temperament, and with the short-sighted civilians who ruled on behalf of John Company.

After Coote's victory over the French at Wandewash, the Madras Council complained that he was not moving fast enough. To this Coote replied that in a month his army had marched 200 miles, fought and won a great battle, taken Arcot and two other forts. "If this is thought a dilatory way of proceeding, I assure you it is beyond my capacity to know how to act better." On a later occasion the Madras Government complained that he ought to be able to find subsistence locally, though all the villages were abandoned and the fields had been left fallow for two years. Coote offered to resign the army "to some one or other whom they may deem better

qualified than myself, or who may perhaps be more lucky in exploring from the bowels of the earth both money and provisions."

It took a very remarkable breed of man to impose his will on an Indian army, in which fighting men were outnumbered ten to one by camp followers, and the "tail" included sepoys' families, hucksters, goldsmiths, dancing girls and professional plunderers. Officers of junior rank might travel with as many as 20 servants; they took dozens of crates of claret and madeira, not to mention live goats and fowls. Horses, cattle, camels and elephants innumerable gave the army the appearance of a gigantic zoo, and it was necessary to have horsemen with long whips lashing the refractory into their proper places on the march. Needless to say, the whole army was constantly black with flies. Yet it was with the aid of armies like this that India was pacified.

Coote, like so many others, ruined his health in the candle-melting heat of India. "The sun has no more effect on me than upon an old board," he said. But a member of his staff replied: "You should recollect that it would not be the first old board the sun has split." Once the General was carried insensible with his army and the rumour spread that his death was being kept quiet for fear of demoralising the soldiery. One of the sepoys was deputed to investigate, and lifting up the curtain of the litter cried joyfully, "The General is alive."

To a quite unusual degree in those days Coote enjoyed the affection and loyalty of the ordinary soldiers, not least because he bestowed prompt and suitable rewards for valour.



Lieut.-Colonel Geoffrey Keyes VC: His school reports were "too good."

The Youngest Lieutenant-Colonel

THE Admiral of the Fleet was worried about his son's reports from Eton.

"Do you think he's all right?" he asked a friend. "Why, the other day he won a literature prize . . . [His brother's] reports I can understand; they are like the ones father used to get about me; but Geoffrey's are too good."

The subject of this conversation is now the subject of a book by his sister, "Geoffrey Keyes, VC of the Rommel Raid" (Newnes, 21s) by Elizabeth Keyes.

From Eton, young Keyes went to Sandhurst and thence to the Royal Scots Greys. With his still-horsed regiment he saw service during the Arab troubles in Palestine, but when Hitler's war broke out Palestine suddenly

seemed very tame. As a skier, he volunteered for the "winter war" in Finland, and found himself instead liaison officer with a French formation at Narvik. On his return from Norway, he volunteered for some mysterious form of "special service" and then discovered himself in a Commando and subject to the orders of his father, Sir Roger Keyes.

As second-in-command of 11th Scottish Commando, young Keyes took part in the Litani River operation in Syria. His party landed on the wrong side of the river and had to take their objective by a frontal assault across the water. For the operation, Geoffrey Keyes earned a Military Cross and at 24 was widely publicised as the youngest lieutenant-colonel in the Army.

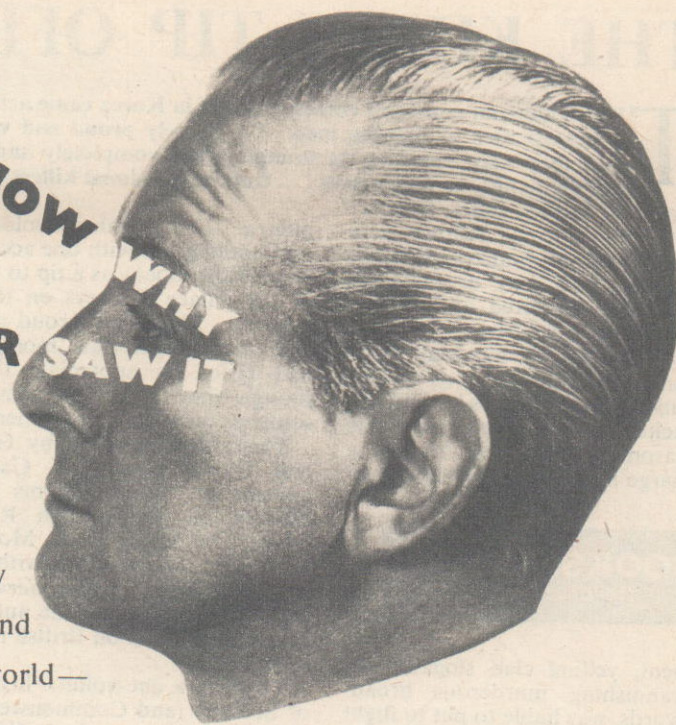
Commando stock was at a low ebb, however. Then the raid to "get Rommel" was planned.

Because of bad weather, not all the party could be landed from submarines on the Libyan coast, but Geoffrey Keyes pressed on with the attack. Two nights later, after killing the lone sentry himself, he led his party into the headquarters (which did not contain Rommel). They forced their way into a hall and found a room containing about ten Germans. Keyes opened the door for one of his companions to throw in a grenade. Before he could shut it, the Germans fired and a bullet struck him just over the heart, and he died as he was carried out of the building.

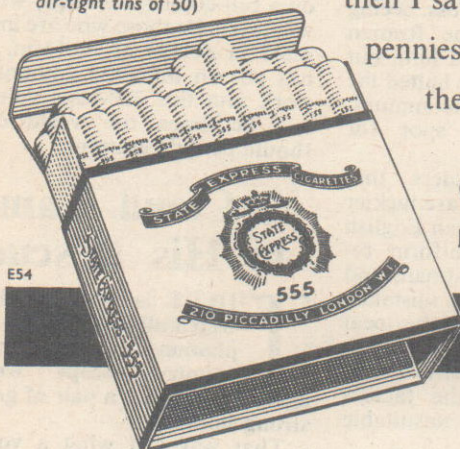
The Germans gave him a military funeral with full honours.

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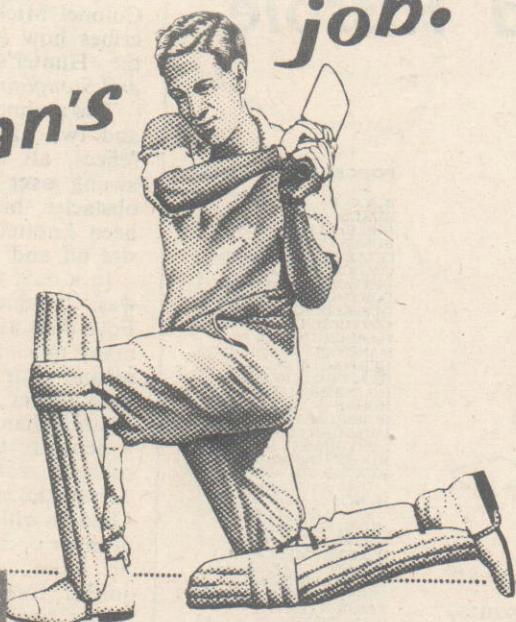
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THE KING'S TIP OFFENDED THEM

TWO American news-reel correspondents in Korea came across a strange race of fighting men. "A fiercely proud and wild lot," they were, speaking "a strange jargon completely understandable only to themselves . . . truly professional killers, the cream of service shock troops."

These ferocious fellows were the Argyll and Sutherland Highlanders, who may or may not have been flattered by this description of themselves.

A couple of hundred years earlier, the English used to describe Highland troops in similarly excited terms. They had some reason to be excited, because a charge by a hairy Highland regi-

ment, yelling clan slogans and brandishing murderous broadswords, was liable to put to flight all but the best-disciplined adversaries.

The English populace jostled for a chance to look at the first regular Highland troops, just as they jostled to see captured Red Indians. Even George II was anxious to see for himself what manner of men these Highlanders were and directed that representatives of them should be brought before him. His curiosity satisfied, he gave each man a

guinea. The Highland soldiers said nothing but with one accord handed the money as a tip to one of the palace flunkies on their way out. They were proud men and the Hanoverian monarch had failed to appreciate that, though they served as private soldiers, they were gentlemen.

This story, recorded by General David Stewart of Garth, appears in "The Uniforms and History of the Scottish Regiments," by Major E. R. Money Barnes in collaboration with C. Kennedy Allen (*Seeley Service, 30s*). Major Barnes is the author of a similar book on British regiments.

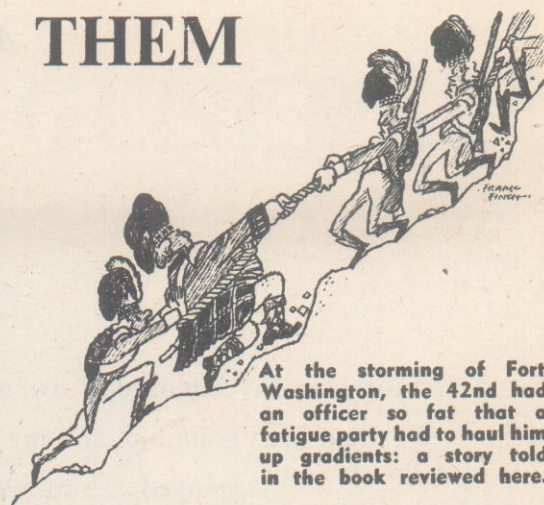
To write a one-volume history of Scottish (and Commonwealth Scottish) regiments, from Killiecrankie to Korea, calls for most ruthless selection; there is a risk of reducing campaigns to bald chronicles at the expense of colour and incident. Major Barnes, who is plainly in love with his subject, succeeds in maintaining the interest. Yet there are some passages he could have omitted. Why, for instance, spend precious space describing the enormities perpetrated by the

French Revolutionary mobs?

Among Major Barnes's anecdotes, the oddest is about a Canadian militia regiment, the Glengarry Light Infantry, which in 1813 took part in an assault on a fort at Ogdensburg. As the men advanced, under fire, across ice a Presbyterian minister marched on one flank, carrying a Bible, and a Roman Catholic padre on the other, bearing a Cross. Seeing one man hesitate, the Roman Catholic padre warned him, but as this had no effect he halted the man and sonorously excommunicated him on the spot for cowardice.

The author considers that Scots regiments today are luckier in their No. 1 Dress than English regiments, "whose uniform resembles that of a postman, and whose bands have been mistaken (at civil functions) for the local town band."

Incidentally, he lists radio-activity as one of the factors which makes the kilt unsuitable for active service!



At the storming of Fort Washington, the 42nd had an officer so fat that a fatigue party had to haul him up gradients: a story told in the book reviewed here.

Major Barnes illustrates his book with a large number of his own full-colour drawings, which will fascinate those who are interested in details of uniform. He has put an immense amount of work into this 350-page volume and Scotsmen the world over should be duly grateful.

A Cloud Came to His Rescue

THERE is just one thing which all prisoners of war planning a long cross-country escape would agree is essential: a pair of good, strong boots.

That was just what a young officer of the Sherwood Foresters lacked when he dropped into a ditch outside a German-occupied camp at Bologna. Lieutenant-Colonel Michael Blackman describes how it happened in "By the Hunter's Moon" (*Hodder and Stoughton, 15s*).

The author had climbed a wall and two nine-foot barbed wire fences, all illuminated. As he swung over the third of these obstacles, his boots, which had been knotted around his neck, slid off and fell inside the wire.

In a day, the barefoot escaper was 35 miles from the camp. Four days after that, and a good many miles away, he obtained a second pair of boots—from a Staff officer at the headquarters of an Italian division.

Several times he narrowly missed recapture, once after being kicked in the ribs by a German officer. On a hillside on another occasion, the author and an officer with whom he had joined forces were caught between two German patrols and the other officer was captured. The Germans began firing on the bushes in which the author was sheltering. Then a tiny white cloud floated slowly over the mountain and when it reached him he rose and ran in its billows to safety.

With a companion, the author reached the British lines in the Sangro Valley. He was awarded the Military Cross for his escape, and later earned a bar to the medal with the Special Air Service in France.

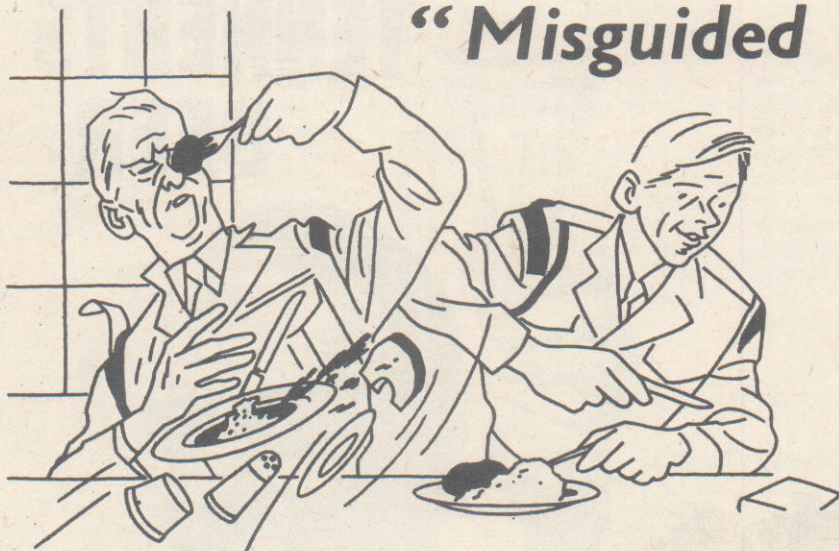
BOOKSHELF

(continued)

ment, yelling clan slogans and brandishing murderous broadswords, was liable to put to flight all but the best-disciplined adversaries.

The English populace jostled for a chance to look at the first regular Highland troops, just as they jostled to see captured Red Indians. Even George II was anxious to see for himself what manner of men these Highlanders were and directed that representatives of them should be brought before him. His curiosity satisfied, he gave each man a

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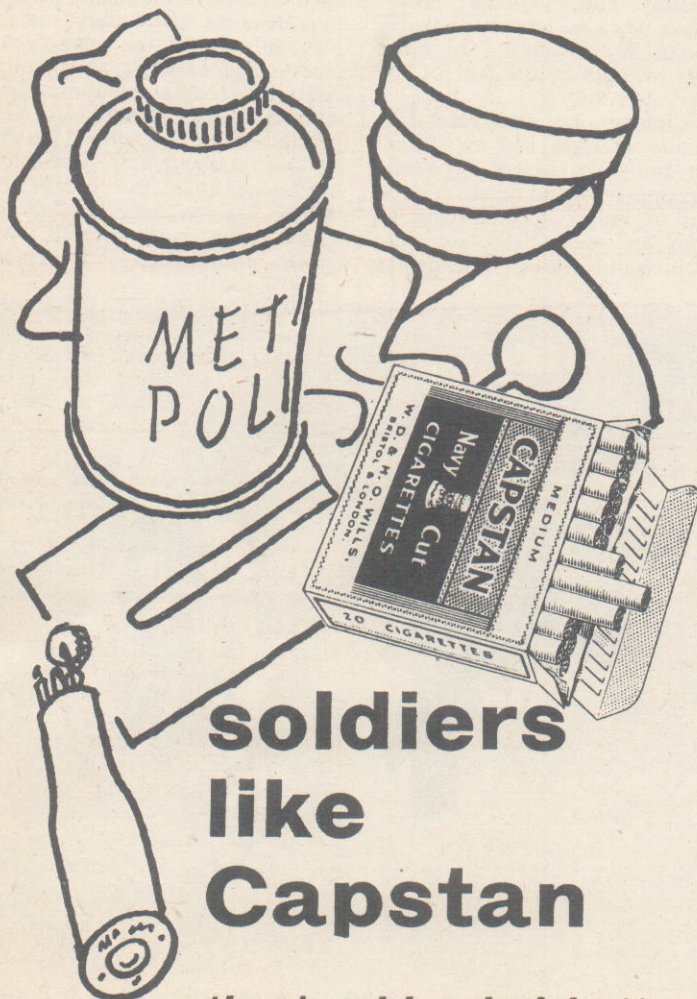
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AN OLYMPIC "POSSIBLE" IS THE ARMY'S CYCLING CHAMPION. . .

THE SOLDIER WITH FIVE

ANY day now a nursing orderly in No. 12 Company, Royal Army Medical Corps at Woolwich may be asking for special leave to go to Australia—to compete in the Olympic Games. He is 22-year-old Private Alan Jackson, one of the fastest and most versatile racing cyclists in the country. Now he is on the short list for the British team to ride in the mass-start road race and the track pursuit championship in Melbourne.

He made virtually certain of selection when he recently won the National Cyclists Union's Olympic trial mass-start race over 91 miles in the fine time of 3 hrs 40 mins 8 secs. It was not only his speed which pleased the officials. After the race the Olympic team manager said: "I was most impressed by Jackson, particularly with his team spirit."

A week before this triumph Private Jackson won the De Laune open 100-miles road time trial in his best time of 4 hrs 17 mins 51 secs. A week before that he was second in the international seven-days mass-start Tour of the Nine Provinces of Belgium. He was only 59 secs behind the winner, a Belgian, over the distance of 700 miles. His time for the course was 29 hrs 2 mins 33 secs—an average speed of 24 miles an hour.

Private Jackson is the national cyclo-cross (cross-country) champion and one of the 12 fastest short-distance riders in Britain. His best time for a 25 miles road

time trial is 58 mins 5 secs. He also holds four Army championships: the mass-start long-distance event, the three-days race, the 4000 metres individual track pursuit and the 25-mile road time trial.

Private Jackson did not take up cycling until he was 15 and then only because he was a duffer at all other sports. But he soon began to make a name for himself. At 16, in 1950, he romped home first in the Southern Counties' junior mass-start race over 31 miles and then won the 25-mile time trial.

His first important success came in 1953 when, competing against the best mass-start riders in the country, he won the Isle of Wight Grand Prix over 57 miles in 2 hrs 24 mins 37 secs.

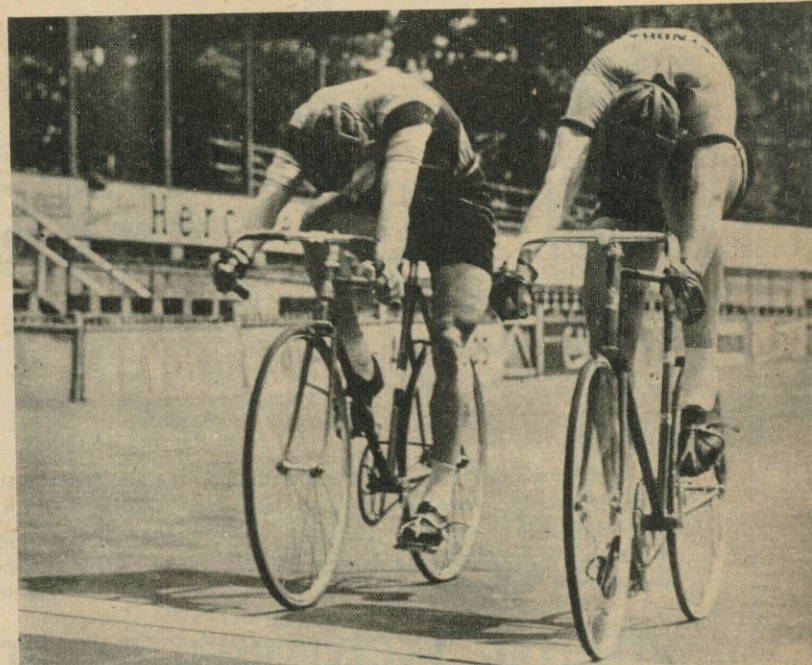
Soon after joining the Army last year, Private Jackson was busy gathering up cycling prizes. This year he has added further victories to an already long list, including the Haldon mass-start 90 miles race, in which he led the Army team into first place.

To keep in form, Private Jackson has to ride about 300 miles on training every week. The

TWO ARMY SPORTSMEN

ARE MAKING NAMES FOR THEMSELVES

BICYCLES



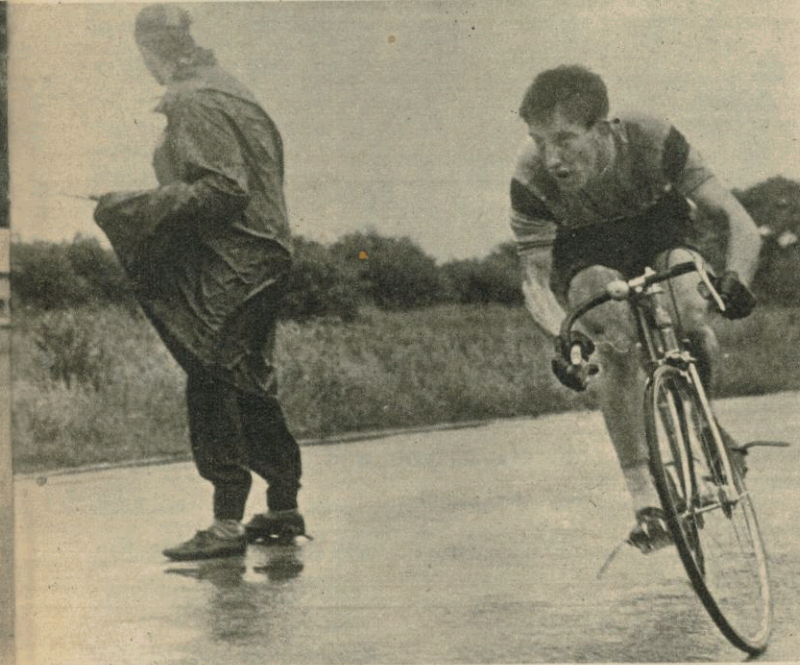
Private Alan Jackson (left) loses by a tyre's width in the 1955 final of the Army's 1000-metres individual pursuit championship at Herne Hill.

Army is a considerate employer and gives him special leave on Tuesday and Thursday afternoons, when he leaves Woolwich for an 80-mile spin. On other days he puts in the rest of the miles after duty.

A non-smoker and teetotaller, Private Jackson has no special diet, but he eats plenty of steak, eggs and fruit and drinks a good deal of milk. When racing he "tops up" with chocolate, date biscuits and oranges and drinks

diluted lemon juice and sugar.

He has five racing bicycles, each costing about £50. Two are long-distance mass-start machines, fitted with ten gears, two feeding flasks and a special pump containing compressed nitrogen which inflates a tyre in a quarter of the usual time. A third machine with a fixed gear, a shorter wheelbase than the mass-start cycles, and weighing only about 22 lbs, is for road time trials. The fourth, even lighter, is for track



Half-way there on a wet and windy morning: Private Jackson rounds the turn in the Forest 25-mile road time trial. Courtesy "Cycling."

riding. The fifth is for cross-country racing and is fitted with one very low gear for hill-climbing.

If Private Jackson is selected to go to Australia it will not be the first time he has been abroad to ride for Britain. In 1954 he went to Germany to compete in the world cross-country championships (but was unplaced) and last year flew to Luxor to ride with the British team in the Tour of Egypt. That time he did not

even start, for the British team withdrew and was back home again within 24 hours. He has ridden in Belgium twice.

Private Jackson won the All-London Plumbing Apprentices' Examination last year and proposes to return to that trade when he leaves the Army next year. The people of Peckham, where he lives, should not have long to wait for their pipes to be repaired if he conducts his business on a bicycle.

The Army's cross-country champion gets down to some serious training

HE WILL RUN 2250 MILES IN A YEAR

CORPORAL Ben Heatley, the Army's 22-year-old cross-country champion, has one ambition above all others: to become the fastest long-distance runner in Britain.

To achieve it he has set himself this year the formidable task of running, in training and in competitive events, a distance of 2250 miles—as far as from London to Leningrad and back. Already he has completed well over 1300 miles and has worn out three pairs of running shoes in the process.

Corporal Heatley, a Regular, is quartermaster's clerk at the Depot, Melton Mowbray. He is given no special leave for training. He piles up the miles by rising before reveille every morning and going for a five-mile road run.

These strenuous training tactics have already paid handsome dividends. Early in the year Corporal Heatley won the Army cross-country championship for the second year running, and in the Inter-Services event he was a close second to international



Corporal Heatley with the Army cross-country championship cup which he has won two years running.

Derek Ibbotson, of the Royal Air Force. Then, after winning the Midland Counties' six miles track race in a record time of 29 mins 7.8 secs, he set up a new record in the Midland Counties' Marathon of 2 hrs 36 mins 55 secs. It was his first attempt at a marathon.

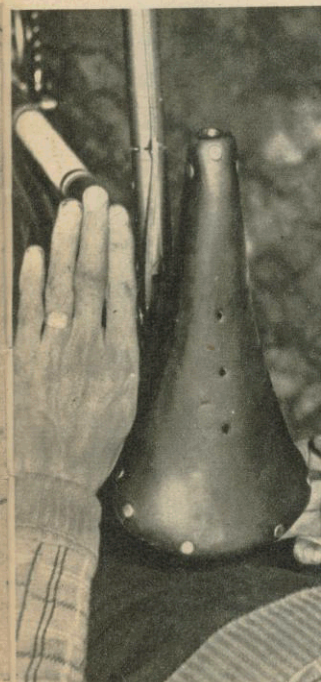
Corporal Heatley has run the mile in 4 mins 20 secs and the half-mile in 2 mins. 2 secs. At the White City this year he represented Warwickshire in the three miles and returned the fine time of 14 mins. 4 secs.



With the victor's bouquet which he received for winning a stage of the Belgian Nine Provinces race. He rode the 700 miles course at 24 m.p.h.



Cross-country racing is the toughest form of cycling. Here is Private Jackson winning the national event last year. Courtesy "Cycling"



His racing saddle is little bigger than a man's hand. Right: Adjusting the ten gears on his mass-start machine. Note nitrogen pump on down-bar.



Knocking off five more miles before breakfast: Corporal Heatley sets out for his early morning road run in Melton Mowbray.

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... even after my cooking!
says Bebe Daniels Lyon



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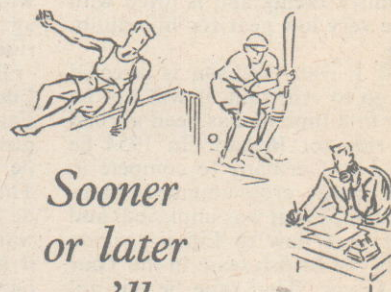
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Yes, ANOTHER Edrich

WHEN another cricketing Edrich turned out this summer to play for the Army and Combined Services, there must have been some who wondered just how many more Edrichs there are in the game.

Private John Edrich, of 20 Company, Royal Army Service Corps, is a cousin of the brothers Bill (Middlesex), Geoffrey (Lancashire), Brian (Glamorgan) and Eric (formerly of Lancashire).

In the Army's match against Hampshire he scored 54 in the first innings, and 100 not out in the second.

Last season he played 23 innings for Surrey second eleven in the Minor Counties Championship, made 762 runs, was six times not out and topped the averages with 44.82. Surrey officials think most highly of his professional prospects.

There are enough Edrichs to make a family team. In recent years they have performed together, once per season, on a village green in the farming community from which they sprang near the city of Norwich.

At these annual reunions one of the places in the team has gone automatically to the senior member, Mr. W. A. Edrich, father of the famous four. Sixty-six years of age, he regularly turns out on Saturdays for the village team at Ingham, while on more spacious fields three of his sons continue to boost that prodigious total of runs—well over 50,000—aggregated by them in first-class cricket.

It was Mr. Edrich who gave his sons their preliminary coaching. The lawn at the back of his house was the proving ground



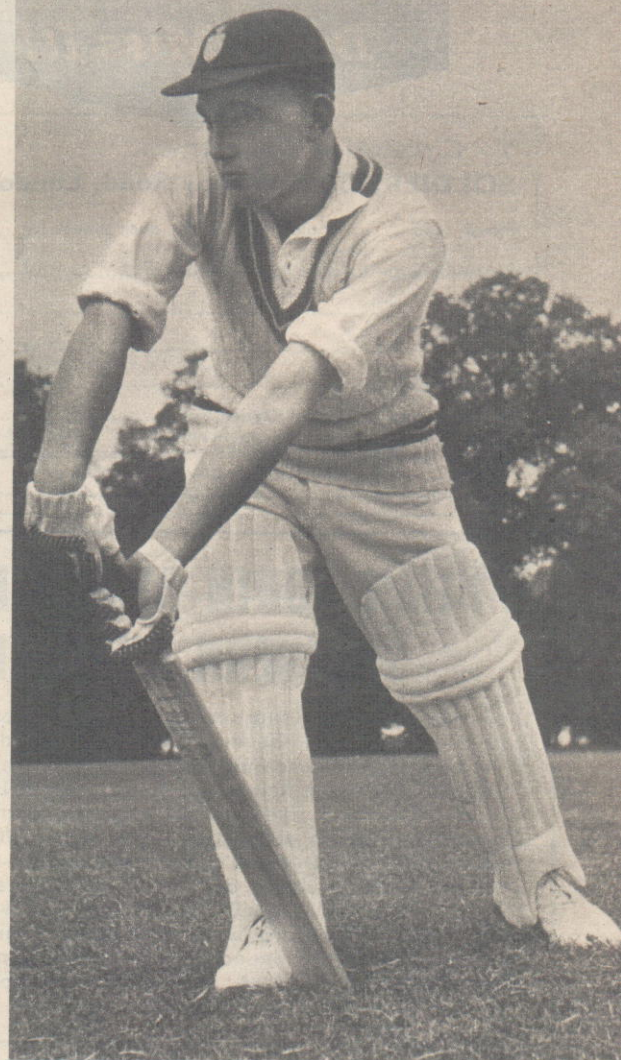
for Lord's, the Oval and Old Trafford.

Every Edrich who made his mark in senior cricket had to serve an apprenticeship with his native Norfolk in the Minor Counties competition. Bill was only 16 when he started playing for his county in 1932. Two years later he made his debut for the MCC. His first appearance for Middlesex was in 1937—before cousin John was born. Today Bill Edrich, who was a war-time squadron leader in the Royal Air Force, is captain of Middlesex, an honour he has held for five years. He has already distinguished himself this summer by scoring a double century in a county match. That was a few days before Private John Edrich made his debut in first-class cricket—as a member of the Combined Services team which played Warwickshire.

Bill Edrich has left a formidable record for the junior member of the family to emulate. When this season started he had knocked out more than 30,000

Private Edrich at the wheel: he is in the Royal Army Service Corps in London.

Ready for action: Private Edrich has a great family reputation to maintain. He is wearing his Surrey second eleven badge.

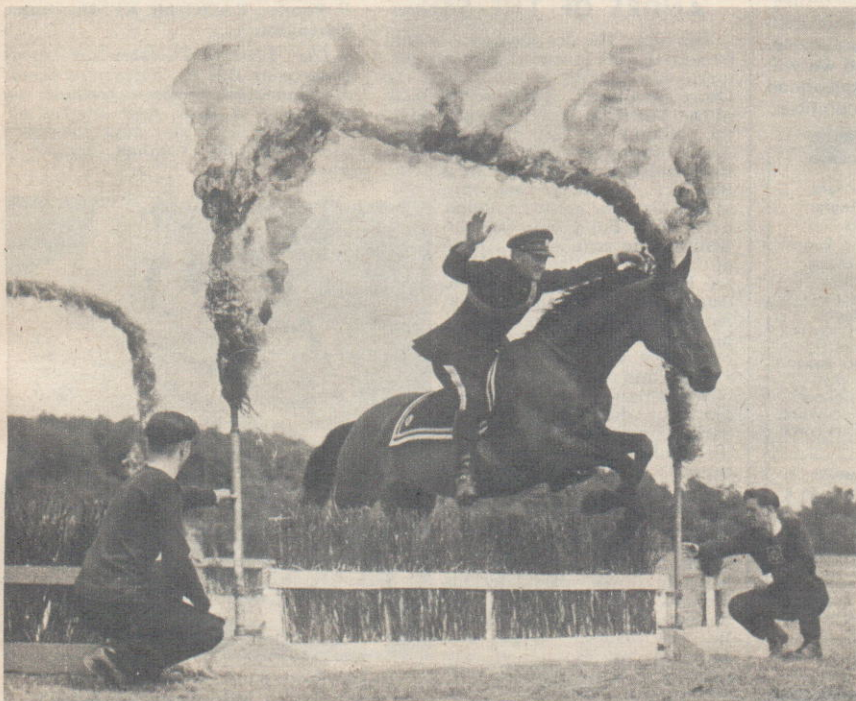


runs and 83 centuries; he had played for England against Australia, New Zealand, South Africa and India.

Neither Bill, who is 40, nor Geoffrey, 38, can have many more years to run in first-class cricket. It would seem that a great deal depends on Private

John Edrich to perpetuate the family legend. Like Brian, he is a left-handed batsman, but unlike Bill and Brian, he does not bowl.

So we shall never see the piquant spectacle of the up-and-coming Edrich bowling out his formidable elder relatives.



Capt. George Boon, international horseman, goes bareback through a fiery hoop.



Corporal Alan Oliver, a famous show jumper, takes a running jump at the White City's "fire engine."

RASC at Play

AMONG the few units which can still put on a dashing mounted display is the Horse Transport Training Company of the Royal Army Service Corps at Aldershot. The pictures show incidents in a musical ride which the Company performed at the Soldiers', Sailors' and Air-men's Families Association tattoo at the White City.

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LETTERS

SALUTING

Does one salute an officer when overtaking or being overtaken by him? —"NCO" (name and address supplied).

★Yes, in both instances.

RECRUITING OFFICERS

Why are only Regular officers permitted to take up appointments as recruiting officers? I am in my 37th year of service in the Royal Artillery and have held every rank up to major. My application for a post as recruiting officer has been turned down because I have not held a Regular commission. My decorations and medals include the MBE, MC, Mention in Despatches, Long Service and Good Conduct Medal and the Meritorious Service Medal. I served during World War Two in France, Africa, Greece and Italy.

I would have thought that consideration would have been given to officers from the ranks with qualifications similar to, or better than mine, who were especially unfortunate in not receiving Regular commissions because of the age limit.—Major (QM) (name and address supplied).

★Applicants for appointments as Army recruiting officers must be under 55 years of age, have at least 20 years service as a Regular officer on the Active List or have held a Regular quartermaster's commission and reached the substantive rank of major. Officers who have held short-service, extended-service or emergency commissions are ineligible.

QUICKEST "ROYAL"

The Royal Pioneer Corps was formed as the Auxiliary Military Pioneer Corps in October 1939, its designation being changed to "Pioneer Corps" the following year. The Corps was granted the title of "Royal" in November 1946.

Can any other regiment or corps of the British Army claim the distinction of acquiring the prefix "Royal" more rapidly, excluding corps like the Royal Signals and the Royal Electrical and Mechanical Engineers, which sprang from Royal Corps, and on formation carried the "Royal" with them?—Major E. H. Rhodes-Wood, 8 Downs Road, Coulsdon, Surrey, Hon. Sec. Royal Pioneer Corps Historical Committee.

ANDRÉ OF THE 54th

The film "The Scarlet Coat" should be seen by all lovers of military history, and especially by members of the Dorset Regiment. It tells of the birth of the American Secret Service and of the execution in 1780 of Major John André during the War of American Independence. An American general, Benedict Arnold, second only to Washington, plotted to hand over West Point Fort to the British, who sent Major André of the 54th Foot (later 2nd Dorset Regiment) to arrange the details. Returning through the American lines, André covered his scarlet coat under a civilian cloak, but was captured, tried as a spy and sentenced to death.

When Arnold heard that the plot was discovered, he embarked on a British warship in the Hudson river and "black-capped" his treason by surrendering his own boat's crew as prisoners-of-war. Washington offered André a pardon if Arnold was returned, but André spurned the offer and was hanged. Forty years later his remains were exhumed and buried in Westminster Abbey. In the Dorset Regimental Museum at Dorchester are many little items and relics connected with André.—J. E. Crisp, "Dilkoocha," 28 Norwich Avenue, Bournemouth.

●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.

★Mr. Crisp was an Army schoolmaster with the 1st Battalion The Dorset Regiment at Ferozepore in 1901-06. There is a memorial to Major André in Westminster Abbey (see illustration).

JAPANESE MONEY

Former prisoners-of-war in the Far East have so far received two payments from Japanese assets. The total, in my case, is £46. In May of last year a national daily newspaper announced that a further payment of £22 10s. would be made by the end of the month. In November I wrote to the Ministry of Pensions, who informed me that as soon as arrangements had been completed by the International Committee of the Red Cross an announcement would be made. Is there now some information of probable date of payment?—Warrant Officer G. J. Jones, Thiepval Barracks, Lisburn, Northern Ireland.

★The Ministry of Pensions are still waiting for the money. A House of Commons reply on 15 June 1956 indicated that it would be several months before the final checking of beneficiaries was completed by the International Red Cross.

GRADE III MEN

Now that the Government has decided no longer to accept Grade III men for National Service, will Grade III National Servicemen still have to do their Territorial Army or Army Emergency Reserve training?—Private F. Ponder, RAOC, att. REME, Derna, Cyrenaica.

★The Territorial Army or Army Emergency Reserve liability of Grade III National Servicemen remains, but the extent to which their services will be utilised when they have completed their full-time National Service is under discussion.



Major André's last plea: from the memorial in Westminster Abbey. (See accompanying letter)

UNDER WATER

In your article "Rapparees Knew All The Tricks" (July) you tell how nearly 300 years ago these Irish guerrillas hid themselves in streams with only their mouths and noses showing, to escape detection by English soldiers.

According to Sir Winston Churchill's *History of the English-Speaking Peoples*, this trick was used by British tribesmen under the Romans.

Sir Winston quotes Dio Cassius, the Roman historian, as saying that the Caledonians and the Mæatae in northern Britain "can bear hunger and cold and all manner of hardship. They will retire into their marshes and hold out for days with only their heads above water, and in the forest they will subsist on barks and roots."—"Commando" (name and address supplied).

CADETS SENIOR?

At the Queen's Birthday Parade at Aldershot this year I was surprised to find that in the line of march the Mons Officer Cadet School took precedence over the Royal Engineers and other units. I have been told that this honour is derived from an old "custom" of giving preference to Gentlemen Cadets over Other Ranks, originating at the old Royal Military Academy. How did the Mons Officer Cadet School receive this honour on this occasion and is it a fact that any officer cadet unit is senior to bodies of Other Ranks?—"Coveite" (name and address supplied).

★There is no authority giving officer cadets precedence when parading with other troops. It happened at Aldershot because the Mons establishment includes cadets of the Royal Armoured Corps and the Royal Artillery and as these had seniority it was considered that the association of the two gave the School precedence. The decision was unrelated to the customs of the old Academy.

LONG SERVICE

I consider that SOLDIER is out of touch with the present-day views of Regular officers as to the desirability of a long-service award (Letters, June). Several of my old colleagues in the ranks delay obtaining their commissions so that they can first obtain a Long Service and Good Conduct "gong."

Ranker officers stand very little chance of gaining the high ranks which seem to feature in the Honours Lists and a little outward sign of long service would be appreciated, particularly in the Royal Army Medical Corps by the non-medical officers.

I have found in the Service that ribbons always command respect and one more ribbon, conferring the title of "old soldier" on a Regular officer, would be appreciated by most of those who would qualify.—"Ex-TA, ex-Regular, ex-SR, now AER" (name and address supplied).

OLDEST REGIMENT

The oldest armed body in the world (Letters, June) is neither the Honourable Artillery Company nor the Swedish Royal Life Guards, but the Queen's Bodyguard of the Yeomen of the Guard which was formed after the Battle of Bosworth in 1485 and has an unbroken record of service from that time.—Major F. Riddiford (retd.), Yeoman of the Guard, Elmhurst, Hilperton Road, Trowbridge, Wilts.

I do not think one can regard the Bodyguard of the Yeomen of the Guard as a regiment in the present accepted sense of the word. Pride of place must go to the Pontifical Swiss Guard, which celebrated its 450th anniversary this year and is the personal bodyguard of the Pope. Although the Guard is called upon to perform many duties which are purely ceremonial it also carries out modern Infantry training. All members must be Swiss subjects and have completed National Service with the Swiss Army. They enlist for 10 years, but a man may leave at any time after giving short notice. Only officers are allowed to marry while serving. A small pension is paid after 10 years service.—Sgt. R. E. Clowes, Headquarters 7 Armoured Division, BAOR.

Careers in Electricity Supply

This is an extract from a recorded interview with F. P. Harwood, a third year student apprentice with the London Electricity Board.

"...and I should like to see myself
in his position
at his age."



Har.: After I passed in physics at Advanced level I wasn't sure what I wanted to do—chemical, electrical or mechanical engineering. Then my father got hold of the training scheme of the London Board, and that seemed to me a very comprehensive training.

Q.M.: And so you started training at North Western Sub-Area?

Har.: Yes. I was fortunate in being with a man who was a natural instructor. Later I found that work outside interested me more than in the office and since then I have had about 7 months with an Assistant Distribution Engineer who had himself been a graduate trainee. He knew what I wanted from his own experience, and he has done well for himself—he's not 30 yet—and I should like to see myself in his position at his age.

Q.M.: Weren't you chosen to go to France last summer?

Har.: Yes, with a party of apprentices. We went out to Electricité de France. Very interesting.

Q.M.: Strenuous?

Har.: Very! 3,000 miles in 17 days. We were the guests of the French Electricity Authority who made us feel very much at home.

Q.M.: You find the training flexible?

Har.: Oh yes, I asked if I could have more time—in basic mechanical training—and I was able to. You are not being trained to do the job, but to know how to do it; how, later on, to expect other people to do it. We have a period in a domestic repair shop and I'm hoping to spend two months in a cable factory, two months in switchgear and two months in another factory.

We'd like to publish more of this interview, but there isn't space. For details of the many careers in Electricity open to you, and the salaried training schemes available, please write to:

The Education and Training Officer,
Central Electricity Authority,
8 Winsley Street, London, W.1.



more letters

ABOVE THE CLOUDS

Good luck to the "Gunners in the Clouds" (SOLDIER, May).

You may like to know that 156 Independent Heavy Anti-Aircraft Battery, East Africa Artillery, during Operation Dante fired from the height of 10,500 feet from the South Kinan-kop, in Kenya, in July 1955. On behalf of all ex-156 Gunners I would like to stake the claim of being, at that time, "Gunners Above The Clouds."—BSM A. Doel, 27th HAA Regt., RA, Stanley Fort, Hong Kong.

UNSUITABLE BOOKS

Recently in the suggestions book of an Army library I saw, entered against a proposed title, the remark: "This book is not considered suitable for Army libraries."

Who decides whether a book is suitable or not? On what authority? And for what reasons?

One can readily understand that some books are unsuitable for display on the shelves. But why can this type of book not be held by the librarian and issued only when a specific request for it is made by a reader, with a note as to the nature of its contents, if likely to be unpleasant to certain readers?—BM/SJTR (name supplied).

★The policy of the Army Library Service (operated by the Royal Army Educational Corps) is to respect the sensibilities of the majority of borrowers, including Service families overseas. For this reason works which stress sex and sadism are excluded. This is the policy of most civilian libraries. Where a special case for borrowing a book is made out—for example, to further social studies—every effort is made to meet the request.

SIGNALS WERE FIRST

In your interesting article "Who Dares, Wins" you say that the first motor vehicle to reach the top of Snowdon was one of the Special Air Service Jeeps.

This overlooks the fact that Snowdon has been climbed by motor-cycles on several occasions, the first being a BSA venture in the early 1920s. I have a copy of *Motor Cycling* dated 17 June, 1943, which describes a successful ascent made by a party of those incredible eccentrics—the Royal Signals dispatch riders.—L. Talliss, Browett Road, Coundon, Coventry.

FILMS COMING YOUR WAY

The following films will shortly be shown in Army Kinema Corporation cinemas overseas:

ALEXANDER THE GREAT: In Spain, an American company has made a film about the petty Greek king who conquered the great Persian empire, brought Egypt and Syria under control and penetrated to India (See *SOLDIER*, September 1955). There was a cosmopolitan cast which included 350 Cavalymen and 6000 Infantrymen of the Spanish Army, hired for nearly six months (then they went off to make another film.) Stars: Richard Burton, Fredric March, Claire Bloom.

THE MAN WHO KNEW TOO MUCH: The story of an American couple who become involved in international skulduggery in Morocco and London. It culminates in a plot to assassinate the Prime Minister during a concert at the Albert Hall. With James Stewart, Doris Day, Brenda de Banzie.

ANYTHING GOES: Bing Crosby, Donald O'Connor, Jeanmaire, Mitzi Gaynor and Phil Harris in some cheerful theatrical fooling in Paris and on the Atlantic. Plenty of music and dancing.

CAROUSEL: One of those American musicals which drew the crowds to London theatres, memorable for the tune "June is bustin' out all over." The story is a piece of whimsy about a father who comes back from the dead. Cast: Gordon MacRae, Shirley Jones, Cameron Mitchell.

THE SEARCHERS: Murderin' Injuns, Texas Rangers, United States Cavalry and a good ration of fighting. John Wayne is the star.

CANADA-BOUND

I am due for discharge soon, having completed 22 years service. As I mean to reside permanently in Canada how can I draw my pension?—"Immigrating Pensioner" (name and address supplied).

★If a pensioner takes up permanent domicile in Canada, Army Pensions Office will arrange payment by the Ministry of Pensions in Ottawa.

50 YEARS AGO

Am I entitled to the Efficiency Medal (Territorial)? I joined the Volunteer Army in February 1906 and served with my unit until and after it became a Territorial one, finishing four years service in March 1910. In September of the following year I joined another London unit and served until August 1916, when I was discharged after service in Flanders. In February 1922 I joined the 1st Battalion (C) The Royal West Kent Regiment and after four years transferred to the Territorial Army Reserve of Officers, resigning in 1931.—"Exile" (name and address supplied).

★There can be no award in this case as the necessary 12 years continuity of service is lacking. Service with the Territorial Army Reserve of Officers gives no entitlement to the award.

"THE OLD FIRM"

You say (SOLDIER to Soldier, June) that the Worcestershire Regiment has never been called "The Old Firm." Lieutenant-Colonel H. A. Carr DSO, who commanded 1/8 Battalion in 1916, told us that not only was the Regiment nicknamed "The Old Firm" but also "The Saucy Greens."—Dr. Shirley Jones, Ashlea, Droitwich.

BOUNTYLESS

My husband has been told that he will not receive any grant from the Army when he leaves. Can SOLDIER give the reason for this? He served as a volunteer from 1940 to 1946, was demobilised and re-joined after six weeks on a short-service bounty engagement for four years. His discharge was deferred because of the war in Korea and he re-enlisted in 1951 for five years with the Colours and seven on the Reserve. His engagement ends this year and as we intend to emigrate we were counting on some sort of grant. Can we expect something or was the Orderly Room right after all?—"Cash Conscious" (name and address supplied).

★This soldier was not eligible for a bounty on re-enlistment as he did not hold the rank of corporal or above, nor did he have a trade classification. These were necessary conditions at the time. He did not serve long enough to earn a gratuity.

ARE YOU AN ARTIST?

HOW can a soldier-artist tell whether his work is "any good"?

Not by listening to what his friends tell him, but by entering for the annual exhibition of the Army Art Society, which is now ready to consider offerings for its 25th annual exhibition, to be opened by the President of the Royal Academy.

All ranks of the three Services, past or present, permanent or temporary, may enter.

Particulars from: Honorary Secretary, Army Art Society, 1 Durham Place, London SW3. Closing date for receipt of entry forms is 24 September, 1956.



RANK REVERSION

In 1958 I am due to finish my service after 25 years. As the terminal grant is based on rank and service I know what mine will be under the new code. There is, however, the possibility of my being offered continuity under the "careers to 55" scheme but in a lower rank, possibly that of sergeant. If I accept further service as such will my terminal grant be calculated for the rank I held when I had completed my engagement as a warrant officer, second class, or the rank I will be holding when I decide to leave, even if it is before I reach the age of 55? There is considerable difference in the rate by virtue of rank and service.—Warrant Officer J. Tomkins, RASC, Claims Commission, GHQ FARELF.

★Where a soldier has earned a pension and is allowed to stay in the Army on the understanding that he reverts to a lower rank, his terminal grant may, if more beneficial, consist of the amount for which he would have been eligible had he been discharged together with additions for further service at the rate for the lower rank.

BOER WAR BADGE

My uncle, Mr. Francis Read, who served with the 2nd Battalion Essex Regiment from 1891 to 1910, retiring with the rank of colour-sergeant, died recently. His medals, plus a silver badge, have been passed on to me. The badge consists of an anchor (vertical) and cannon (horizontal), forming a cross, and a rifle and sword superimposed in the shape of the St. Andrew's Cross. This badge is the exact width of the medal ribbon. I have been told that it was presented for an obscure action during the Boer War and that only half-a-dozen were struck. Does anyone know the history of the badge and where it was worn?—M. Read, Bewsbury Cross, Whitfield, near Dover.

WIDOW'S GRATUITY

You were asked (Letters, June) whether the terminal grant on the death of a sergeant while serving passes to his widow. I know not whether I have misread either the letter or the reply, but the latter does appear to be in direct contradiction to appendix III of the Government White Paper "Forces Family Pensions" issued in 1953. Perhaps you could clarify the situation or, if a mistake was made, reassure "Sergeant" and others who may as a result be feeling rather dispirited.—Major W. Key RE, 2 CESD, Darlington.

★The White Paper was also published as Army Order 157 of 1953. A widow does not receive her late husband's terminal grant or part of his 22-year pen-

sion, but she may be granted a gratuity based on his length of service. For a sergeant who would have been eligible for both pension and terminal grant after 22 years reckonable service the gratuity is £165. If the period is less than 22 years the gratuity is calculated at the rate of one twenty-second of £165 (in this instance) for each year of reckonable service or £75, whichever is the greater.

BELGIAN RESISTANCE

I am a British subject by birth, but as my father is a Belgian I was also considered to be a Belgian and in 1937 I was called up to serve with the Belgian Army. I have been resident in that country from an early age.

In 1940 I was made a prisoner-of-war by the Germans, but escaped the same year. In 1941 I joined the Belgian Resistance and three years later was again imprisoned by the Germans. Once more I escaped and later saw action with the Belgian Resistance at the liberation of Antwerp, Merxem, Brasschaet, Wyneghem, Turnhout and Essen.

The Belgian Government granted me for active service the Médaille Commémorative de la Guerre, with two crossed swords, and two bars, the Médaille de la Résistance and the Reconnaissance Nationale, the latter for underground work during enemy occupation.

In February 1945 I volunteered for the British Army, was commissioned the following year and discharged in 1947 with the rank of lieutenant, without a single British award.—R. P. Fryters, 71 Avenue Flora, Mortsel, Belgium.

★The general policy agreed by the war-time Allied governments was that there should be no interchange of any medals regarded as equivalent. Therefore, the British War Medal 1939-45 cannot be awarded to this reader, although he served the necessary qualifying period in the British Army. Similarly, service with the Belgian Resistance Movement is not a qualification for British campaign stars or medals.

THAT JOKE

Please explain the joke in your July issue in which a military policeman asks a chairborne officer: "Is Tubby in?" I keep waking up in the night trying to puzzle it out.—"More Than Baffled."

★Soldier apologises. The wrong caption inexplicably crept under this drawing. In later copies of the magazine the caption ran: "I've narrowed down the 135 suspects, sir. It could have been only one out of 134."

The joke "Is Tubby in?" will appear later. Order your copy now.

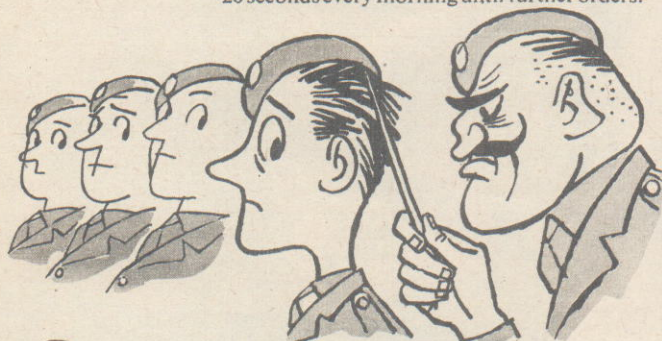
HE was Major-General Sir Henry Havelock. (See page 18)



Oh-oh Dry Scalp!

SAR' MAJOR: "So you're the blighter who's been littering the parade ground with dandruff! How many times have I told you—hair can't be in inspection order when its natural oils have 'gone absent'—that's Dry Scalp.

"Proceed to the NAAFI now—and purchase bottles of Vaseline Brand Hair Tonic, one. Massage a few drops into your scalp for 20 seconds every morning until further orders."



HAPPY ENDING: Now Private Atkins' hair is the pride of the platoon (and the girls!) Take his tip: Vaseline Hair Tonic helps oil-starved hair roots, checks Dry Scalp—keeps hair well-groomed all day.

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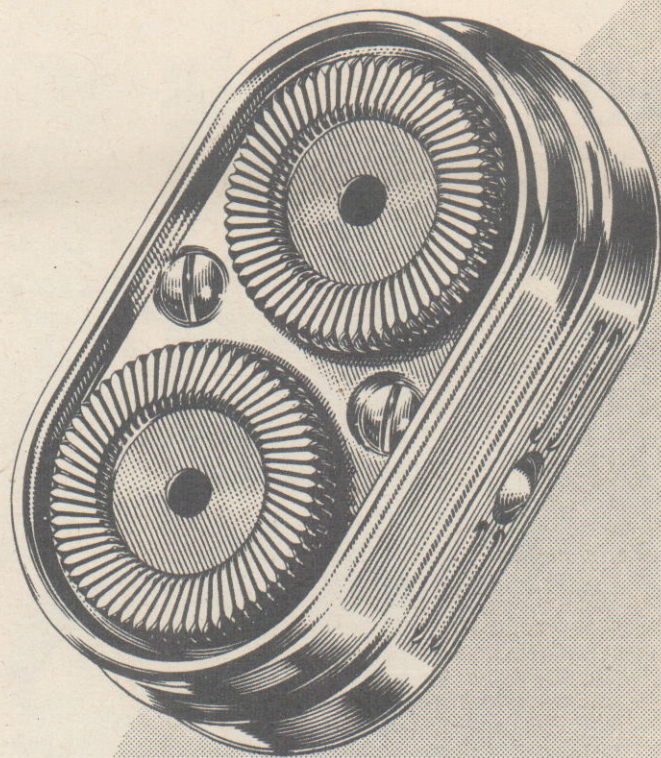
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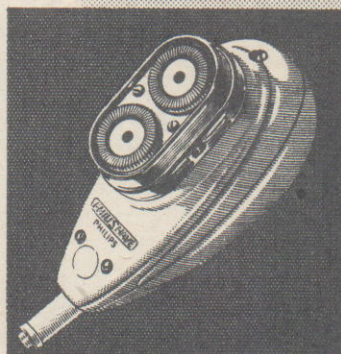
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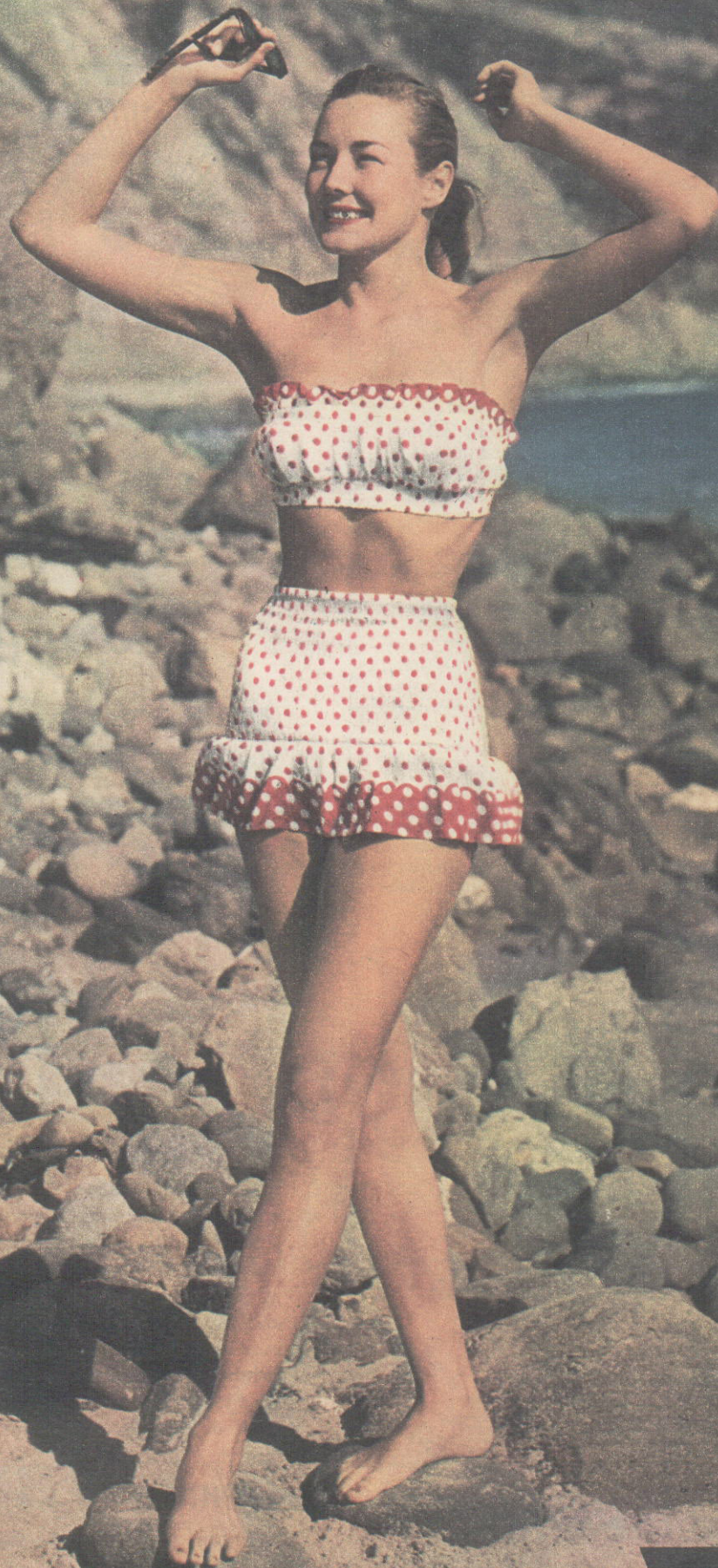
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