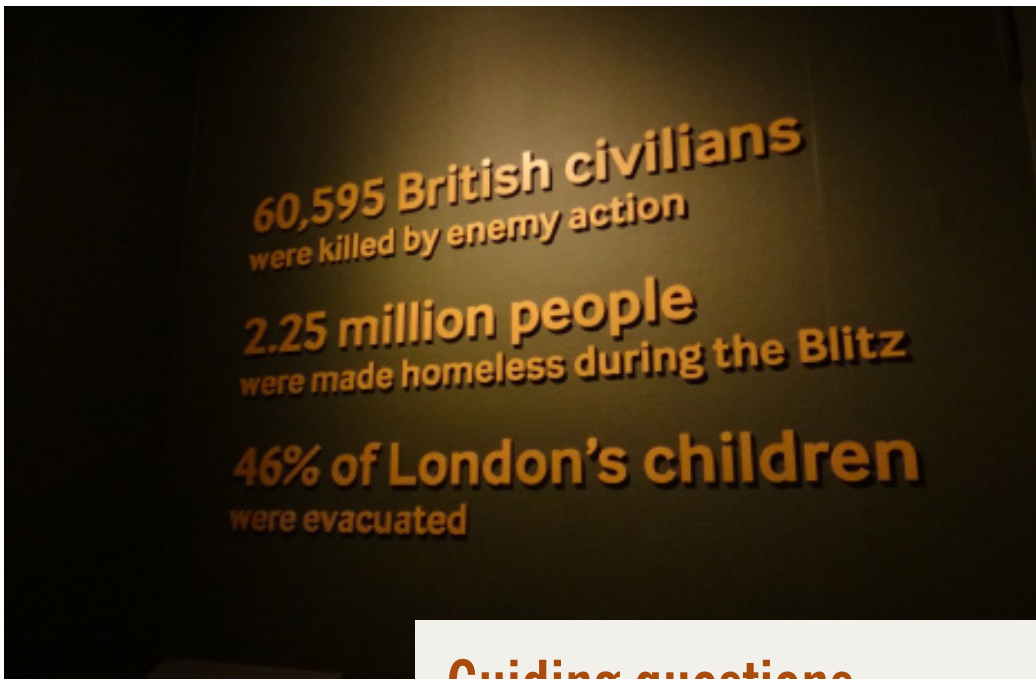




UNDERSTANDING
SACRIFICE

Activity: Bombs and Bomber Boys: The Bombing of Britain and the American Friendly Invasion



Guiding questions:

- What were the roles of the American service members stationed in Great Britain prior to the Normandy invasion?
- What impact did the German Vengeance weapons have on the civilian population in Great Britain?

DEVELOPED BY AMANDA KORDELISKI

Grade Level(s): 6-8

Subject(s): Social Studies, English/Language Arts

Cemetery Connection: Cambridge American Cemetery

Normandy American Cemetery

Fallen Hero Connection: First Lieutenant Homer R. McClure

First Lieutenant Gale Bernard McGowan

First Lieutenant William Simmons



Overview

Students will investigate the role of American service members in Great Britain before the Normandy invasion and the impact the V-1 and V-2 vengeance weapons had upon the British civilians at the close of the war. Students will write from the perspective of either a British civilian enduring a bombing raid or an American pilot conducting a raid.

Historical Context

Between 1942 and 1944 over 1.4 million American servicemen were stationed and trained in Great Britain. These servicemen flew bombing missions to continental Europe and trained for the eventual invasion at Normandy. Many American servicemen lost their lives training for the invasion and flying bombing missions over the continent that played a vital role in the eventual Allied victory. American service members had to adjust to living in a country ravaged by war and facing great shortages of food and material goods. Shortly after the Normandy invasion, soldiers and civilians alike faced a new terror: the German Vengeance weapons. V-1 flying bombs, followed quickly by V-2 rockets, began a new wave of destruction and fear among the British people. As the Air War over Europe raged, aircrews operating from bases in England continued to fly missions. Many, like First Lieutenant Homer McClure of the 386th Bomber Group, never returned and are buried or memorialized at Cambridge American Cemetery.

“I became fascinated with the V-1 flying bombs after reading the books Code Name Verity and Rose Under Fire. As I researched my fallen hero and learned the details of his death, I also became interested in the Bomber Boys and the vast number of Americans stationed in Great Britain in the buildup to Normandy.”

—Amanda Kordeliski

Kordeliski is the librarian at Irving Middle School in Norman, Oklahoma.

Objectives

At the conclusion of this lesson, students will be able to

- Understand the importance of the large number of Americans in Great Britain prior to the Normandy invasion;
- Describe the destruction in both life and property caused by bombing raids over Great Britain; and
- Analyze and describe the impact the “friendly invasion” had on British civilians.

Documents Used ★ indicates an ABMC source

Primary Source

A Short Guide to Great Britain, 1943

U.S. War and Navy Departments

archive.org/details/AShortGuideToGreatBritain

Secondary Sources

Battle of Britain Online Exhibit

Imperial War Museum

iwm.org.uk/events/battle-of-britain

Cambridge American Cemetery and Memorial Visitor Brochure ★

American Battle Monuments Commission

abmc.gov/sites/default/files/2021-02/Cambridge%20American%20Cemetery%20%282019%20brochure%29.pdf

Cambridge American Cemetery and Memorial Visitor Book ★

American Battle Monuments Commission

abmc.gov/sites/default/files/2020-12/EN_Cambridge_Booklet_20181120%20%28Small%29.pdf

“German V-Weapons: Desperate Measures”

National Museum of the U.S. Air Force

nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196145/german-v-weapons-desperate-measures/

Kikuchi, Ian, “The Terrifying German Revenge Weapons of the Second World War”

Imperial War Museum

iwm.org.uk/history/the-terrifying-german-revenge-weapons-of-the-second-world-war

Klier, Chester P, "Wednesday, January 26, 1944 - 386th Bomb Group, an Aborted Mission"
b26.com/historian/chester_klier/aborted_mission.htm

London Blitz Online Exhibit
Imperial War Museum
iwm.org.uk/history/the-blitz-around-britain

First Lieutenant Homer R. McClure Fallen Hero Profile ★
National History Day
nhsilenthheroes.org/profiles/homer-r-mcclure/

First Lieutenant Gale B. McGowan Fallen Hero Profile ★
National History Day
nhsilenthheroes.org/profiles/gale-bernard-mcgowan/

First Lieutenant William Simmons Fallen Hero Profile ★
National History Day
nhsilenthheroes.org/profiles/william-russell-simmons/

"The Sound of WWII Air Raid Sirens and V1 Flying Bomb"
BBC News
bbc.com/news/magazine-20407283

Wein, Elizabeth. *Rose under Fire*. New York: Hyperion, 2013.

Materials

- Teacher computer access
- Student computer access for alternate activity or virtual post-it note site. Free virtual post-it sites include padlet.com and linoit.com.
- Paper or access to a word processing program for writing assignments
- Coordinate with your librarian to obtain at least one copy of *Rose Under Fire* (more copies will be needed if students are reading independently).

Lesson Preparation

- Turn on computer and load website with link to V-1 attack. Make sure speakers work.
- Gather sticky notes ready to hand out to students or a virtual sticky note website set up for use.
- For background knowledge on these weapons, read Ian Kikuchi, “The Terrifying German Revenge Weapons of the Second World War” from the Imperial War Museum or “German V-Weapons: Desperate Measures” from the National Museum of the U.S. Air Force.

Procedure

Activity One: Air Raids (45 minutes)

- Turn out the lights and play the BBC clip of the air raid siren and V-1 Flying Bomb attack.
- Discuss how it would feel to be a Londoner during an air raid.
 - *What would you worry about first?*
 - *What items would you always keep with you in case you lost your home?*
 - *How do citizens living in a country at war for years cope with constant bombing?*

Activity Two: Fallen Heroes (30 minutes)

- Invite students to explore the Fallen Hero narratives and documents for First Lieutenant Homer R. McClure, First Lieutenant Gale B. McGowan, and First Lieutenant William Simmons.
- Engage in a class discussion:
 - *Do Americans remember and recognize the sacrifice of servicemen killed before the Normandy invasion differently than those killed after the June 6, 1944 landings? Why or why not? How can or should they be honored?*

Activity Three: The Ethics of Bombing (45 minutes)

- Read pages 124-129 from *Rose Under Fire*. This excerpt describes the main character, Rose, an American POW at Ravensbrück, who realizes she is building V-1 Flying Bombs for the Germans and refuses to continue her assigned job.
 - Students can explore the ethics of Allied bombing of German factories where Allied prisoners of war are tasked with creating war material.
 - Students will debate two sides of the argument, one from the perspective of an Allied commander and the other from an Allied POW.

Assessment

- For this writing assessment, students can choose one of the following prompts:
 - Imagine you are a Londoner living through the bombings. Write a letter to your American cousin describing your daily routine and where you go, what you do during a bombing raid. How have the Americans changed your country? Remember to include historical details.
 - Write three journal entries of a United States pilot stationed in Britain. You are flying bombing missions to France and Holland and also training for the Normandy invasion. What is it like in a different country? How do the American living conditions compare to the British civilians conditions? What do you do in your free time? Why is your mission important?
- This assignment can be scored using the Final Project Rubric.

Methods for Extension

- Teachers can use the booklet, *A Short Guide to Great Britain*, and have students explore the hardships faced by both American servicemen and British citizens during the Friendly Invasion. The pamphlets are available in PDF form online or as a booklet from online bookstores.
- Students can research the Slapton Sands incident and investigate American non-combat casualties in Britain.
- Students can research the V-1 and V-2 Vengeance weapons
- Students can explore the Imperial War Museum online exhibit on the London Blitz and the Battle of Britain.
- The American Battle Monuments Commission maintains U.S. military cemeteries overseas. These cemeteries are permanent memorials to the fallen, but it is important that students know the stories of those who rest here. To learn more about the stories of Americans who made the ultimate sacrifice, visit abmc.gov/education and NHDSilentHeroes.org.
- Teachers can enhance students' interest in specific operations of World War II by exploring these related lesson plans:
 - [A Blitz Through the Ardennes: Using the Battle of the Bulge to Practice Reading and Analytical Skills](#)
 - [Horror in the Hedgerows: Technology, Tactics, and Teamwork](#)

Adaptations

- Teachers can use the audiobook excerpt of the fictional accounts by Elizabeth Wein, *Rose Under Fire*, for English language learners, struggling readers and auditory learners.

Americans in Britain Final Project Rubric

Category	Advanced	Proficient	Basic	Emerging
Historical Accuracy	All historical information appeared to be accurate and in chronological order	Almost all historical information appeared to be accurate and in chronological order	Most of the historical information was accurate and in chronological order	Very little of the historical information was accurate and/or in chronological order
Knowledge Gained	Can clearly explain several ways in which his character "experienced" a bombing raid either as a civilian or pilot and the importance of those events in relation to the war.	Can clearly explain several ways in which his character "experienced" a bombing raid, either as a civilian or pilot event.	Can clearly explain one way in which his character "experienced" a bombing raid, either as civilian or pilot.	Cannot explain one way in which his character "experienced" a historical event.
Journal entries/Letter can include primary source photographs of surroundings, aircraft. Sources are cited.	Ideas were expressed in a clear and organized way. Student uses a historical photograph to illustrate the topic.	Ideas were expressed in a fairly clear manner but organization could have been better.	Ideas were somewhat organized, but were not very clear.	The letter/journal seemed to be a collection of unrelated sentences. It was very difficult to figure out what the letter was about.

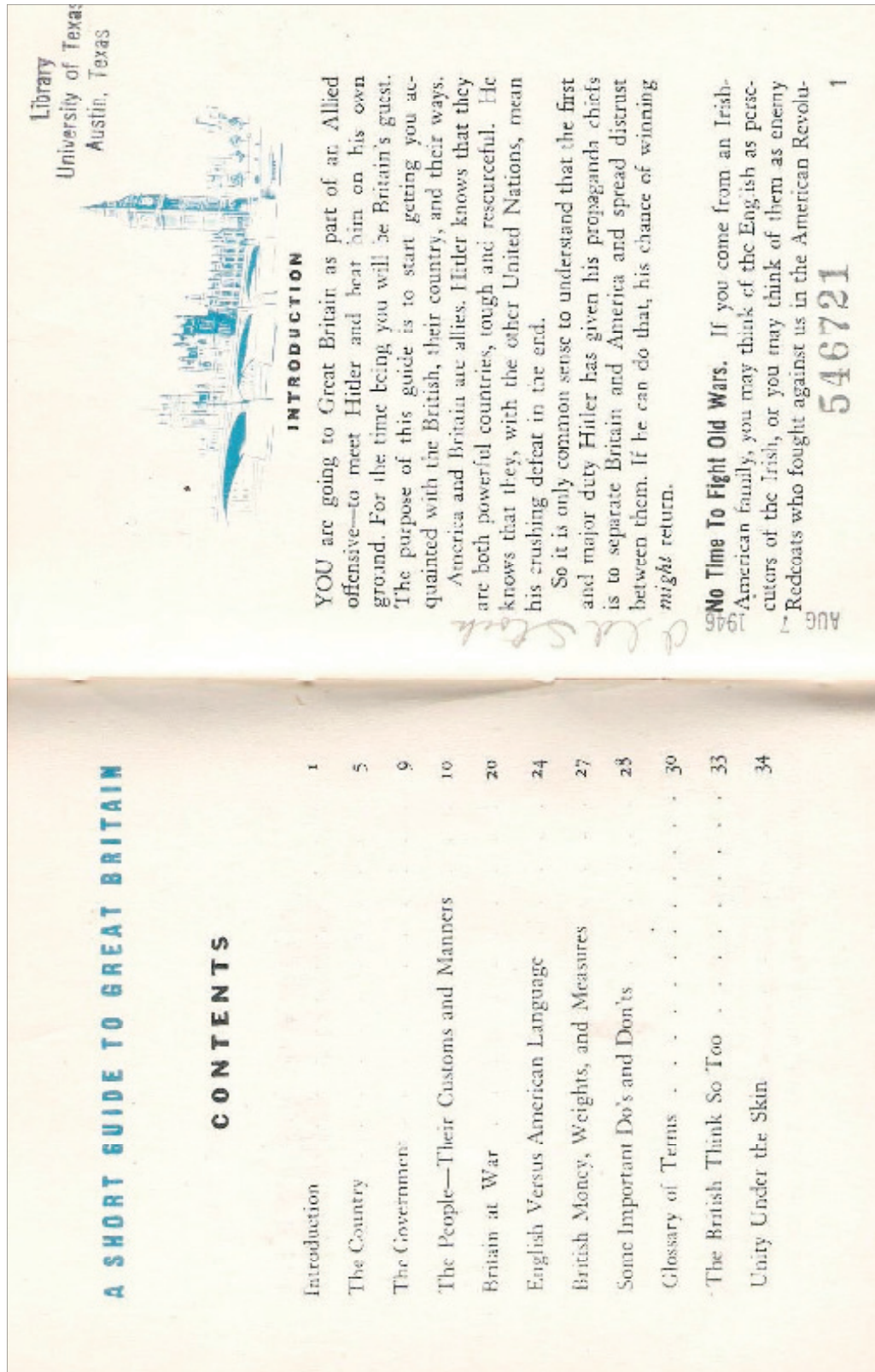
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tion and the War of 1812. But there is no time today to fight old wars over again or bring up old grievances. We don't worry about which side our grandfathers fought on in the Civil War, because it doesn't mean anything now.

We can defeat Hitler's propaganda with a weapon of our own. Plain, common horse sense; understanding of evident truths.

The most evident truth of all is that in their major ways of life the British and American people are much alike. They speak the same language. They both believe in representative government, in freedom of worship, in freedom of speech. But each country has minor national characteristics which differ. It is by causing misunderstanding over these minor differences that Hitler hopes to make his propaganda effective.

British Reserved, Not Unfriendly. You defeat enemy propaganda not by denying that these differences exist, but by admitting them openly and then trying to understand them. For instance: The British are often more reserved in conduct than we. On a small crowded island where forty-five million people live, each man learns to guard his privacy carefully—and is equally careful not to invade another man's privacy.

So if Britons sit in trains or busses without striking up conversation with you, it doesn't mean they are being

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haughty and unfriendly. Probably they are paying more attention to you than you think. But they don't speak to you because they don't want to appear intrusive or rude. Another difference. The British have phrases and colloquialisms of their own that may sound funny to you. You can make just as many boners in their eyes. It isn't a good idea, for instance, to say "bloody" in mixed company in Britain—it is one of their worst swear words. To say: "I look like a bum" is offensive to their ears, for to the British this means that you look like your own backside. It isn't important—just a tip if you are trying to shine in polite society. Near the end of this guide you will find more of these differences of speech.

British money is in pounds, shillings, and pence. (This also is explained more fully later on.) The British are used to this system and they like it, and all your arguments that the American decimal system is better won't convince them. They won't be pleased to hear you call it "funny money," either. They sweat hard to get it (wages are much lower in Britain than America) and they won't think you smart or funny for mocking at it.

Don't Be a Show Off. The British dislike bragging and showing off. American wages and American soldier's pay are the highest in the world. When pay day comes, it would be sound practice to learn to spend your money according to British standards. They consider

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you highly paid. They won't think any better of you for throwing money around; they are more likely to feel that you haven't learned the common-sense virtues of thrift. The British "Tommy" is apt to be specially touchy about the difference between his wages and yours. Keep this in mind. Use common sense and don't rub him the wrong way.

You will find many things in Britain physically different from similar things in America. But there are also important similarities—our common speech, our common law, and our ideals of religious freedom were all brought from Britain when the Pilgrims landed at Plymouth Rock. Our ideas about political liberties are also British and parts of our own Bill of Rights were borrowed from the great charters of English liberty.

Remember that in America you like people to conduct themselves as we do, and to respect the same things. Try to do the same for the British and respect the things they treasure.

The British Are Tough. Don't be misled by the British tendency to be soft-spoken and polite. If they need to be, they can be plenty tough. The English language didn't spread across the oceans and over the mountains and jungles and swamps of the world because these people were panty-waists.

Sixty thousand British civilians—men, women, and children—have died under bombs, and yet the morale of British is unbreakable and high. A nation doesn't come through that, if it doesn't have plain, common guts. The British are tough, strong people, and good allies.

You won't be able to tell the British much about "taking it." They are not particularly interested in taking it any more. They are far more interested in getting together in solid friendship with us, so that we can all start dishing it out to Hitler.

THE COUNTRY

YOU will find out right away that England is a small country, smaller than North Carolina or Iowa. The whole of Great Britain—that is England and Scotland and Wales together—is hardly bigger than Minnesota.

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England's largest river, the Thames (pronounced "Tems") is not even as big as the Mississippi when it leaves Minnesota. No part of England is more than one hundred miles from the Sea.

If you are from Boston or Seattle the weather may remind you of home. If you are from Arizona or North Dakota you will find it a little hard to get used to. At first you will probably not like the almost continual rains and mists and the absence of snow and crisp cold. Actually, the city of London has less rain for the whole year than many places in the United States, but the rain falls in frequent drizzles. Most people get used to the English climate eventually.

If you have a chance to travel about you will agree that no area of the same size in the United States has such a variety of scenery. At one end of the English channel there is a coast like that of Maine. At the other end are the great white chalk cliffs of Dover. The lands of South England and the Thames Valley are like farm or grazing lands of the eastern United States, while the lake country in the north of England and the highlands of Scotland are like the White Mountains of New Hampshire. In the east, where England bulges out toward Holland, the land is almost Dutch in appearance, low, flat, and marshy. The great wild moors of Yorkshire in the north and Devon in the southwest will remind you of the Badlands of Dakota and Montana.

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Age Instead of Size. On furlough you will probably go to the cities, where you will meet the Briton's pride in age and tradition. You will find that the British care little about size, not having the "biggest" of many things as we do. For instance, London has no skyscrapers. Not because English architects couldn't design one, but because London is built on swampy ground, not on a rock like New York, and skyscrapers need something solid to rest their foundations on. In London they will point out to you buildings like Westminster Abbey, where England's kings and greatest men are buried, and St. Paul's Cathedral with its famous dome, and the Tower of London, which was built almost a thousand years ago. All of these buildings have played an important part in England's history. They mean just as much to the British as Mount Vernon or Lincoln's birthplace do to us.

The largest English cities are all located in the lowlands near the various seacoasts. (See the map in the center of this guide.) In the southeast, on the Thames, is London—which is the combined New York, Washington, and Chicago not only of England but of the far-flung British Empire. Greater London's huge population of twelve million people is the size of Greater New York City and all its suburbs with the nearby New Jersey cities thrown in. It is also more than a quarter of the total population of the British Isles. The great "midland" manufacturing cities of Birmingham, Sheffield, and Coventry (some-

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GOVERNMENT

ALTHOUGH you'll read in the papers about "lords" and "sirs," England is still one of the great democracies and the cradle of many American liberties. Personal rule by the King has been dead in England for nearly a thousand years. Today the King reigns, but does not govern. The British people have great affection for their monarch but they have stripped him of practically all political power. It is well to remember this in your comments and goings about England. Be careful not to criticize the King. The British feel about that the way you would feel if anyone spoke against our country or our flag. Today's King and Queen stuck with the people through the blitzes and had their home bombed just like anyone else, and the people are proud of them.

Britain the Cradle of Democracy. Today the old power of the King has been shifted to Parliament, the Prime Minister, and his Cabinet. The British Parliament has been called the mother of parliaments, because almost all the representative bodies in the world have been copied from it. It is made up of two houses, the House of Commons and the House of Lords. The House of Commons is the most powerful group and is elected by all adult men and women in the country, much like our Congress. Today the House of Lords can do little more than add its approval to laws passed by the House of Commons. Many

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times called "the Detroit of Britain") are located in the central part of England. Nearby on the west coast are the textile and shipping centers of Manchester and Liverpool. Further north, in Scotland, is the world's leading shipbuilding center of Glasgow. On the east side of Scotland is the historic Scottish capital, Edinburgh, scene of the tales of Scott and Robert Louis Stevenson which many of you read in school. In south-west England at the broad mouth of the Severn is the great port of Bristol.

Remember There's a War On. Britain may look a little shop-worn and grimy to you. The British people are anxious to have you know that you are not seeing their country at its best. There's been a war on since 1939. The houses haven't been painted because factories are not making paint—they're making planes. The famous English gardens and parks are either unkept because there are no men to take care of them, or they are being used to grow needed vegetables. British taxicabs look antique because Britain makes tanks for herself and Russia and hasn't time to make new cars. British trains are cold because power is needed for industry, not for heating. There are no luxury dining cars on trains because total war effort has no place for such frills. The trains are unwashed and grimy because men and women are needed for more important work than car-washing. The British people are anxious for you to know that in normal times Britain looks much prettier, cleaner, neater.

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of the "titles" held by the lords (such as "baron" and "duke" and "earl") have been passed from father to son for hundreds of years. Others are granted in reward for outstanding achievement, much as American colleges and universities give honorary degrees to famous men and women. These customs may seem strange and old-fashioned but they give the British the same feeling of security and comfort that many of us get from the familiar ritual of a church service.

The important thing to remember is that within this apparently old-fashioned framework the British enjoy a practical, working twentieth century democracy which is in some ways even more flexible and sensitive to the will of the people than our own.

THE PEOPLE—THEIR CUSTOMS AND MANNERS

THE BEST WAY to get on in Britain is very much the same as the best way to get on in America. The same sort of courtesy and decency and friendliness that go over big in America will go over big in Britain. The British have seen a good many Americans and they like Americans. They will like your frankness as long as it is friendly. They will expect you to be generous. They are not given to back-slapping and they are shy about showing their affections. But once they get to like you they make the best friends in the world.

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In "getting along" the first important thing to remember is that the British are like the Americans in many ways—but not in *all* ways. You will quickly discover differences that seem confusing and even wrong. Like driving on the left side of the road, and having money based on an "impossible" accounting system, and drinking warm beer. But once you get used to things like that, you will realize that they belong to England just as baseball and jazz and coca-cola belong to us.

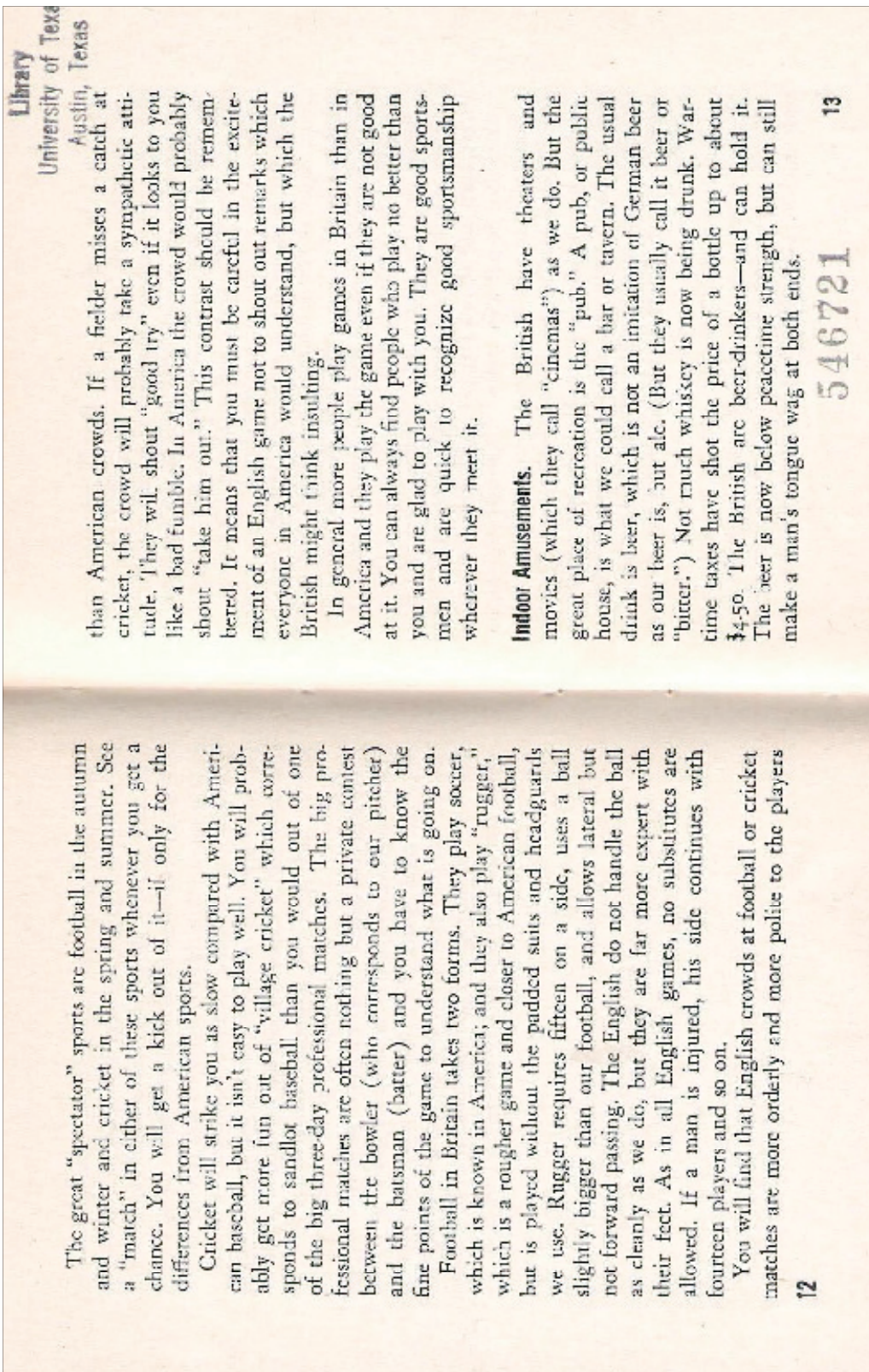
The British Like Sports. The British of all classes are enthusiastic about sports, both as amateurs and as spectators of professional sports. They love to shoot, they love to play games, they ride horses and bet on horse races, they love fish. (But be careful where you hunt or fish. Fishing and hunting rights are often private property.)



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You will be welcome in the British pubs as long as you remember one thing. The pub is "the poor man's club," the neighborhood or village gathering place, where the men have come to see their friends, not strangers. If you want to join a darts game, let them ask you first (as they probably will). And if you are beaten it is the custom to stand aside and let someone else play.

The British make much of Sunday. All the shops are closed, most of the restaurants are closed, and in the small towns there is not much to do. You had better follow the example of the British and try to spend Sunday afternoon in the country.

British churches, particularly the little village churches, are often very beautiful inside and out. Most of them are always open and if you feel like it, do not hesitate to walk in. But do not walk around if a service is going on.

You will naturally be interested in getting to know your opposite number, the British soldier, the "Tommy" you have heard and read about. You can understand that two actions on your part will slow up the friendship—swiping his girl, and not appreciating what his army has been up against. Yes, and rubbing it in that you are better paid than he is.

Children the world over are easy to get along with. British children are much like our own. The British have reserved much of the food that gets through solely for their children. To the British children you as an American

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will be "something special." For they have been fed at their schools and impressed with the fact that the food they ate was sent to them by Uncle Sam. You don't have to tell the British about lend-lease food. They know about it and appreciate it.

Keep Out of Arguments. You can rub a Britisher the wrong way by telling him "we came over and won the last one." Each nation did its share. But Britain remembers that nearly a million of her best manhood died in the last war. America lost 60,000 in action.

Such arguments and the war debts along with them are dead issues. Nazi propaganda now is pounding away day and night asking the British people why they should fight "to save Uncle Shylock and his silver dollar." Don't play into Hitler's hands by mentioning war debts.

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Neither do the British need to be told that their armies lost the first couple of rounds in the present war. We've lost a couple, ourselves, so do not start off by being critical of them and saying what the Yanks are going to do. Use your head before you sound off, and remember how long the British alone held Hitler off without any help from anyone.

In the pubs you will hear a lot of Britons openly criticizing their government and the conduct of the war. That isn't an occasion for you to put in your two-cents worth. It's their business, not yours. You sometimes criticize members of your own family—but just let an outsider start doing the same, and you know how you feel! The Briton is just as outspoken and independent as we are. But don't get him wrong. He is also the most law-abiding citizen in the world, because the British system of justice is just about the best there is. There are fewer murders, robberies, and burglaries in the whole of Great Britain in a year than in a single large American city.

Once again, look, listen, and learn before you start telling the British how much better we do things. They will be interested to hear about life in America and you have a great chance to overcome the picture many of them have gotten from the movies of an America made up of wild Indians and gangsters. When you find differences between British and American ways of doing things, there is usually a good reason for them.

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British railways have dinky freight cars (which they call "goods wagons") not because they don't know any better. Small cars allow quicker handling of freight at the thousands and thousands of small stations.

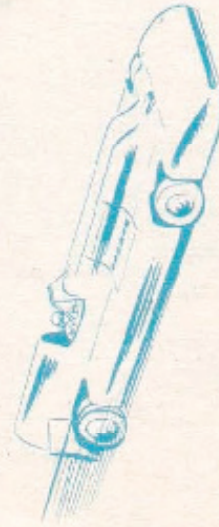
British automobiles are little and low-powered. That's because all the gasoline has to be imported over thousands of miles of ocean.

British taxicabs have comic-looking front wheel structures. Watch them turn around in a 12-foot street and you'll understand why.

The British don't know how to make a good cup of coffee. You don't know how to make a good cup of tea. It's an even swap.

The British are leisurely—but not really slow. Their crack trains held world speed records. A British ship held the trans-Atlantic record. A British car and a British driver set world's speed records in America.

Do not be offended if Britishers do not pay as full respects to national or regimental colors as Americans do. The British do not treat the flag as such an important



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symbol as we do. But they pay more frequent respect to their national anthem. In peace or war "God Save the King" (to the same tune of our "America") is played at the conclusion of all public gatherings such as theater performances. The British consider it bad form not to stand at attention, even if it means missing the last bus. If you are in a hurry, leave *before* the national anthem is played. That's considered alright.

On the whole, British people—whether English, Scottish, or Welsh—are open and honest. If you are on foreign and puzzled about directions, money, or customs, most people will be anxious to help you as long as you speak first and without bluster. The best authority on all problems is the nearest "bobby" (policeman) in his steel helmet. British police are proud of being able to answer almost any question under the sun. They're not in a hurry and they'll take plenty of time to talk to you.

The British will welcome you as friends and allies. But remember that crossing the ocean doesn't automatically make you a hero. There are housewives in aprons and youngsters in knee pants in Britain who have lived through more high explosives in air raids than many soldiers saw in first class barracks in the last war.

BRITAIN AT WAR

AT HOME in America you were in a country at war. Since your ship left port, however, you have been in a

war zone. You will find that all Britain is a war zone and has been since September 1939. All this has meant great changes in the British way of life.

Every light in England is blacked out every night and all night. Every highway signpost has come down and barrage balloons have gone up. Grazing land is now ploughed for wheat and flower beds turned into vegetable gardens. Britain's peacetime army of a couple of hundred thousand has been expanded to over two million men. Everything from the biggest factory to the smallest village workshop is turning out something for the war, so that Britain can supply arms for herself, for Libya, India, Russia, and every front. Hundreds of thousands of women have gone to work in factories or joined the many military auxiliary forces. Old-time social distinctions are being forgotten as the sons of factory workers rise to be officers in the forces and the daughters of noblemen get jobs in munitions factories.

But more important than this is the effect of the war itself. The British have been bombed, night after night and month after month. Thousands of them have lost their houses, their possessions, their families. Gasoline, clothes, and railroad travel are hard to come by and incomes are cut by taxes to an extent we Americans have not even approached. One of the things the English always had enough of in the past was soap. Now it is so scarce that girls working in the factories often cannot

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get the grease off their hands or out of their hair. And food is more strictly rationed than anything else.

The British Came Through. For many months the people of Britain have been doing without things which Americans take for granted. But you will find that shortages, discomforts, blackouts, and bombings have not made the British depressed. They have a new cheerfulness and a new determination born out of hard times and tough luck. After going through what they have been through it's only human nature that they should be more than ever determined to win.

You are coming to Britain from a country where your home is still safe, food is still plentiful, and lights are still burning. So it is doubly important for you to remember that the British soldiers and civilians have been living under a tremendous strain. It is always impolite to criticize your hosts. It is militarily stupid to insult your allies. So stop and think before you sound off about lukewarm beer, or cold boiled potatoes, or the way English cigarettes taste.

If British civilians look dowdy and badly dressed, it is not because they do not like good clothes or know how to wear them. All clothing is rationed and the British know that they help war production by wearing an old suit or dress until it cannot be patched any longer. Old clothes are "good form."

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One thing to be careful about—if you are invited into a British home and the host exhorts you to "eat up—there's plenty on the table," go easy. It may be the family's rations for a whole week spread out to show their hospitality.

Waste Means Lives. It is always said that Americans throw more food into their garbage cans than any other country eats. It is true. We have always been a "producer" nation. Most British food is imported even in peacetimes, and for the last two years the British have been taught not to waste the things that their ships bring in from abroad. British seamen die getting those convoys through. The British have been taught this so thoroughly that they now know that gasoline and food represent the lives of merchant sailors. And when you burn gasoline needlessly, it will seem to them as if you are wasting the blood of those seamen—when you destroy or waste food you have wasted the life of another sailor.

British Women At War. A British woman officer or non-commissioned officer can—and often does—give orders to a man private. The men obey smartly and know it is no shame. For British women have proven themselves in this war. They have stuck to their posts near burning ammunition dumps, delivered messages afoot after their motor-cycles have been blasted from under them. They have pulled aviators from burning planes. They have died at

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the gun posts and as they fell another girl has stepped directly into the position and "carried on." There is not a *single record* in this war of any British woman in uniform service quitting her post or failing in her duty under fire.

Now you understand why British soldiers respect the women in uniform. They have won the right to the utmost respect. When you see a girl in khaki or air-force blue with a bit of ribbon on her tunic—remember she didn't get it for knitting more socks than anyone else in Ipswich.



ENGLISH VERSUS AMERICAN LANGUAGE

ALMOST before you meet the people you will hear them speaking "English." At first you may not understand what they are talking about and they may not

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understand what you say. The accent will be different from what you are used to, and many of the words will be strange, or apparently wrongly used. But you will get used to it. Remember that back in Washington stenographers from the South are having a hard time to understand dictation given by business executives from New England and the other way around.

In England the "upper crust" speak pretty much alike. You will hear the news broadcaster for the BBC (British Broadcasting Corporation). He is a good example, because he has been trained to talk with the "cultured" accent. He will drop the letter "r" (as people do in some sections of our own country) and will say "hyuh" instead of "here." He will use the broad *a* pronouncing all the *a*'s in "Banana" like the *a* in "father." However funny you may think this is, you will be able to understand people who talk this way and they will be able to understand you. And you will soon get over thinking it is funny.

You will have more difficulty with some of the local dialects. It may comfort you to know that a farmer or villager from Cornwall very often can't understand a farmer or villager in Yorkshire or Lancashire. But you will learn—and they will learn—to understand you.

Some Hints on British Words. English slang is something you will have to pick up for yourself. But even apart

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TABLE OF BRITISH CURRENCY

Copper Coins			American value (approximate)
Symbol	Name	British value	
½d.	farthing (rare)	¼ penny	½ cent.
½d.	halfpenny ("hay-p'ny")	½ penny	1 cent.
1d.	penny	1 penny	2 cents.
3d.	threepence ("thrup-pence" or "thrup-'ny bit"; rare).	3 pence	5 cents.
Silver Coins			
3d.	threepence ("thrup-pence" or "thrup-'ny bit"; not common in cities).	3 pence	5 cents.
6d.	sixpence	6 pence	10 cents.
1s.	shilling (or "bob")	12 pence	20 cents.
2s.	florin (fairly rare)	2 shillings	40 cents.
2s. 6d.	half crown (or "two and six").	2½ shillings	50 cents.
5s.	crown (rare)	5 shillings	\$1.00.
Paper Currency			
10s.	10-shilling note	10 shillings (or ½ pound).	\$2.00.
1	pound note	20 shillings	\$4.00.
5	5-pound note	5 pounds	\$20.00.

from slang, there are many words which have different meanings from the way we use them and many common objects have different names. For instance, instead of railroads, automobiles, and radios, the British will talk about railways, motorcars, and wireless sets. A railroad tie is a sleeper. A freight car is a goods wagon. A man who works on the roadbed is a navvy. A streetcar is a tram. Automobile lingo is just as different. A light truck is a lorry. The top of a car is the hood. What we call the hood (of the engine) is a bonnet. The fenders are wings. A wrench is a spanner. Gas is petrol—if there is any.

Your first furlough may find you in some small difficulties because of language difference. You will have to ask for sock suspenders to get garters and for braces instead of suspenders—if you need any. If you are standing in line to buy (book) a railroad ticket or a seat at the movies (cinema) you will be queuing (pronounced "cueing") up before the booking office. If you want a beer quickly, you had better ask for the nearest pub. You will get your drugs at a chemist's and your tobacco at a tobacconist, hardware at an ironmonger's. If you are asked to visit somebody's apartment, he or she will call it a flat.

A unit of money, not shown on the following page, which you will sometimes see advertised in the better stores is the guinea (pronounced "ginny" with the "g" hard as in "go"). It is worth 21 shillings, or one pound

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plus one shilling. *There is no actual coin or bill of this value in use.* It is merely a quotation of price.

A coin not shown in the above table is the gold sovereign, with a value of one pound. You will read about it in English literature but you will probably never see one and need not bother about it.

WEIGHTS AND MEASURES: The measures of length and weight are almost the same as those used in America. The British have inches, feet, yards, pints, quarts, gallons, and so forth. You should remember, however, that the English (or "Imperial") gallon contains about one-fifth more liquid than the American gallon.

SOME IMPORTANT DO'S AND DON'TS

BE FRIENDLY—but don't intrude anywhere it seems you are not wanted. You will find the British money system easier than you think. A little study beforehand on shipboard will make it still easier.

You are higher paid than the British "Tommy." Don't rub it in. Play fair with him. He can be a pal in need.

Don't show off or brag or bluster—"swank" as the British say. If somebody looks in your direction and says, "He's chucking his weight about," you can be pretty sure you're off base. That's the time to pull in your ears.

If you are invited to eat with a family don't eat too much. Otherwise you may eat up their weekly rations.

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Don't make fun of British speech or accents. You sound just as funny to them but they will be too polite to show it.

Avoid comments on the British Government or politics.

Don't try to tell the British that America won the last war or make wisecracks about the war debts or about British defeats in this war.

NEVER criticize the King or Queen.

Don't criticize the food, beer, or cigarettes to the British. Remember they have been at war since 1939.

Use common sense on all occasions. By your conduct you have great power to bring about a better understanding between the two countries after the war is over.

You will soon find yourself among a kindly, quiet, hard-working people who have been living under a strain such as few people in the world have ever known. In your dealings with them, let this be your slogan:

*It is always impolite to criticize your hosts;
it is militarily stupid to criticize your allies.*

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radio—*wireless*
 railway car—*railway carriage*
 raincoat—*macintosh, or mae,*
or waterproof
 roadster (automobile)—*two-*
seater
 roller coaster—*switchback-rail-*
way
 rolling grasslands—*downs*
 round trip—*return trip*
 tonner—*lodger*
 rounder—*cock, or cockerel*
 rubbers—*galooshes*
 rumbly seat—*dicky*
 run (in a stocking)—*ladder*
 saloon—*public house, or pub*
 scallion—*spring onion*
 scrambled eggs—*battered eggs*
 second floor—*first floor*
 sedan (automobile)—*saloon car*
 sewerage (house)—*drains*
 shoestring—*bootlace, or shoelace*
 shot (athletes)—*weight*
 shoulder (of road)—*erge*
 rubberneck wagon—*char-a-banc*
 silverware—*plate*
 slacks—*baggy*
 sled—*sledge*
 smoked herring—*kipper*
 soda biscuit (or cracker)—
cream-cracker
 soft drinks—*minerals*
 spark plug—*parking plug*
 spout (or faucet)—*tap*
 squash—*vegetable marrow*

THE BRITISH THINK SO TOO

THE IDEA of getting together with the British in solid friendship isn't a one-sided proposition. They, as well as we, believe in the necessity of being Allies in the truest meaning of the word if we are to dish it out in full measure to Hitler.

As a matter of fact, the British started the idea of providing soldiers with guide books to help them understand their Allies. The first RAF cadets to come to the United States for training were given a little book called "Notes for Your Guidance" which told them how to get along with Americans.

Then, too, the British Army Bureau of Current Affairs issued a bulletin, "Meet the Americans," to men in the army. For your information on how the British think about this subject, a part of that Bulletin is reproduced on the next page.

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UNITY UNDER THE SKIN

THERE WILL be no lack of discussion among your men when you tackle the theme of this bulletin, for all of us are only too ready to air our view about "foreigners." And the less we know about them the reader we are to pronounce judgment. It isn't a particularly British characteristic, either, for all nations (whether they live on islands or not) are inclined to an insular outlook. They think of themselves as "the tops" and they rather look down on all other nationalities.

This disparagement of the "foreigner" begins much nearer home than that. The Yorkshire lad says rude things of the Cockney; the Midlander makes fun of the Welshman. There's a lot to be said for this robust and defiant local pride, for it keeps alive a healthy sense of rivalry. Yet after many centuries of experience we've learned to keep that rivalry in its place. We take it out for an airing to Wembley, Twickenham, or Old Trafford; we make it the peg for good knock-about arguments in the four-ale bar. But when it comes to serious business, we forget all these differences of local merit and custom and accent. And because we have unity under the skin, we men of all the shires march together, endure together, and win together.

It is in exactly the same spirit that we shall learn to march with the Americans. The local differences between us and them are stronger because they are, so far, less

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familiar, but we shall discover exactly what they count for in good time. The Americans and the British will find plenty to make fun of in each other, plenty to feel superior about. That doesn't matter so long as we also find how much there is to respect in each other.

At the moment the soldiers of the two nations are in the position of two people who have just been introduced. Neither of them, thank heaven, is the emotional sort which falls on each other's neck. They like the look of the other fellow, but they don't intend to commit themselves yet. They're on the defensive, they're sizing each other up. Besides that, they've heard vague rumors about each other, and they've seen photographs which weren't too flattering. They want to see how the other fellow shapes, what he's like at work and at play, before they let the friendship ripen. That is exactly the situation between the American and the British soldiers today—and it's good enough for a beginning. There's a bit of prejudice on both sides, a colossal ignorance of each other's attitudes and characteristics—but there's also a willingness to get together.

Where do we go from there?

We need to exercise three qualities if Anglo-American friendship is to develop under the exacting conditions of war. They are Good Will, Respect, and Patience.

Good Will: We must be willing to like each other—willing, because the common cause demands it. Grocbbels and

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his gang will do all they can to produce ill will between us. Our answer to that game is persistent, determined good will: the resolution to believe the best about people we don't yet know. It should be a matter of personal mental discipline to adopt this attitude.

Respect: Toward nations as toward individuals we must show respect for positive achievement. We may dislike a man's face or the cut of his clothes or his fashion in food—yet acknowledge him as a fine engineer or architect or musician. Respect for American achievement is one of the ways by which we shall discover the Americans. Look, for example, what they've done to refrigerators and combustion engines and acknowledge them as the world's inventive wizards.

Patience: If you want someone's friendship, don't snatch it; wait for it. Peoples as foreign to each other as the Americans and ourselves have a lot to learn before we reach understanding. The first necessity is to be informed about each other, to replace the film version and the story-book version by the real facts. We shall get the facts one way and one way only—by seeking them in a spirit of genuine interest.

Not even the most intensely nationalistic man or woman can resist that spirit. Ask a "foreigner" about his home town, what he likes to eat, where he works, what he does on Sunday, where he goes for his holidays, how his home

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is furnished, and so on—and you'll invariably achieve two things. You'll discover a lot about the land he comes from, and you'll make him feel you have a genuine interest in him. There and there only, without blab or baloney, is the plain man's way to Anglo-American understanding.


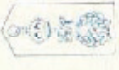





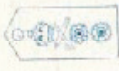
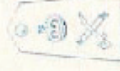





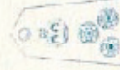












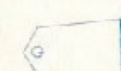




The signal is "Get Acquainted." Never mind the vows and the flags and the keepsakes, for no alliance, whether national or matrimonial, ever survives on sentiment alone. We've got to understand and respect each other for two reasons. First, because we want to be real comrades in arms, not phoney ones of the Axis variety. Second, and even more important, we don't want a mere wartime friendship. We want the real thing—the alliance which survives the peace and becomes a permanent force in the shaping of the new world.

From British Army Bureau of Current Affairs Bulletin, No. 22, July 18, 1942, "Meet the Americans."

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BRITISH OFFICERS' INSIGNIA		
AIR FORCE	NAVY	ARMY
 Marshal of the Royal Air Force	 Admiral of the Fleet	 Field Marshal
 Air Chief Marshal	 Admiral	 General
 Air Marshal	 Vice-Admiral	 Lieutenant General
 Air Vice-Marshal	 Rear-Admiral	 Major General
 Air Commodore	 Commodore	 Brigadier
 Group Captain	 Captain	 Colonel
 Wing-Commander	 Commander	 Lieutenant Colonel
 Squadron Leader	 Lieutenant-Commander	 Major
 Flight-Lieutenant	 Lieutenant	 Captain
 Flying Officer	 Sub-Lieutenant	 Lieutenant
 Pilot Officer		 Second Lieutenant