

over the London area, though some were doing so between London and the coast. Soon after 10 p.m. the German Air Command sent out instructions for all the bombers then engaged to return to their bases, as the weather had taken a turn for the worse, and fog was blotting out their aerodromes.' It was the weather, then, and not our night fighters that saved London from an even worse attack. The view is held that the assault was intended to be the fiercest of the war. Up to 1,000 bombers were to have been used during the night."

Thus the British Isles have continued immune from invasion and there is ample evidence to confirm that this is due to Divine Intervention in fulfilment of the ancient promise made to David (2 Sam. 7: 10) that the people dwelling "in the appointed place" would not be afflicted "as beforetime", that is, by invasion.

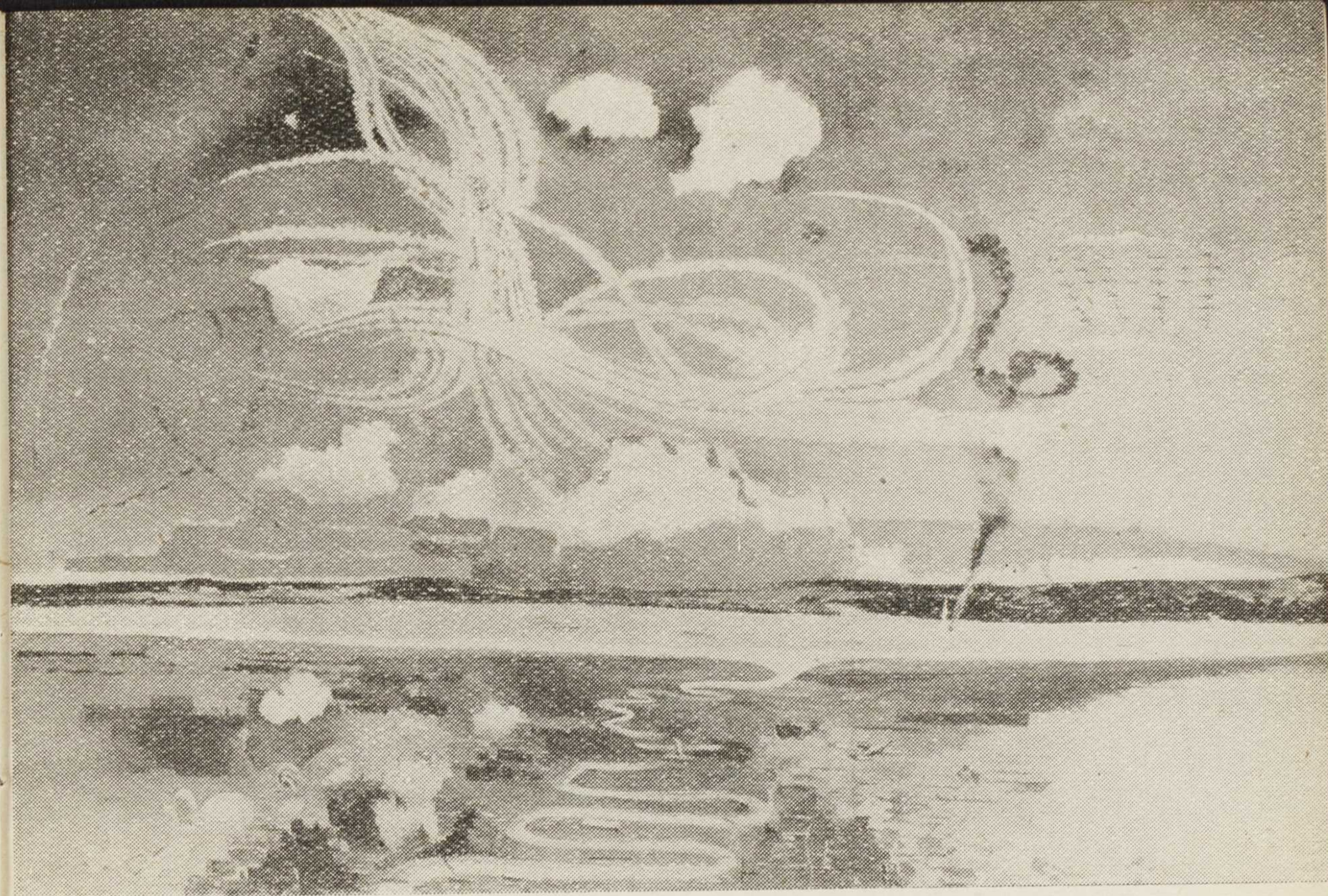
The Sinking of the Bismarck

Yet another occasion when the weather proved to be an important factor was during the chase of the *Bismarck* in May, 1941. The captain of H.M.S. *King George V*, in an article, "The Chase and Sinking of the Bismarck," in the first issue of *H.M.S. King George V Magazine*, said:

"The enemy was some 100 miles ahead of us and steaming at high speed, and it seemed only too probable that he would escape. Our hopes at this time were very low. There was still just time before dark for another torpedo bomber attack. A most successful attack in the face of heavy fire was delivered by the *Ark Royal's* aircraft, and this resulted in several hits, one of which struck the *Bismarck's* quarter and put her rudder out of action. This alone would not have stopped her flight. The *Bismarck*, however, could only steam into the wind. There was a fresh gale from the north-west, so she was forced to head straight for us. It is well here to remember the gale that scattered the Armada, the gale which brought Hawke's squadron tearing into Quiberon Bay and crashed the wrecks of Conflant's ships on to the rocks, and the calm of Dunkirk. There are many other examples in our naval history and they cannot be purely chance!"

Moreover, Admiral Sir John Tovey, K.C.B., K.B.E., D.S.O., Commander-in-Chief, Home Fleet, considered the sinking of the *Bismarck* a miracle. *Ashore and Afloat* (February, 1943) relates that, after the sinking, he spoke to the ship's company of H.M.S. *King George V* to this effect:

"One is very diffident about these things, but for a long time I have been a great believer in prayer. In the last few weeks I have prayed as I have never prayed before in my life. If anyone had



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said that we could meet the *Bismarck*, that great ship with her main armament of 9 in. and 15 in. guns unimpaired, and come out of the action without damage and without the loss of a single British life, no one would have believed him. It is incredible. It can only be attributed to one thing. I firmly believe that the result of this action was due to Divine guidance and intervention."

Food in the Year of Greatest Need

It is not only on the battle fronts on land, at sea and in the air that God's hand is to be seen. The people in these islands must be fed, but the shipping which should bring our food from overseas is urgently required for carrying men and munitions. The need was, therefore, for a bumper harvest in 1942. To this end a supreme effort was made by British agriculture and a degree of co-operation and united labour was achieved as never before in our history, added to which were the prayers of innumerable people that blessing might result. How those prayers were answered was revealed by Mr. R. S. Hudson, Minister of Agriculture, in a Postscript to the B.B.C. 9 o'clock news on Old Michaelmas night 1942, when he said: