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THE O. N. I. WEEKLY

For the Officers of the United States Navy

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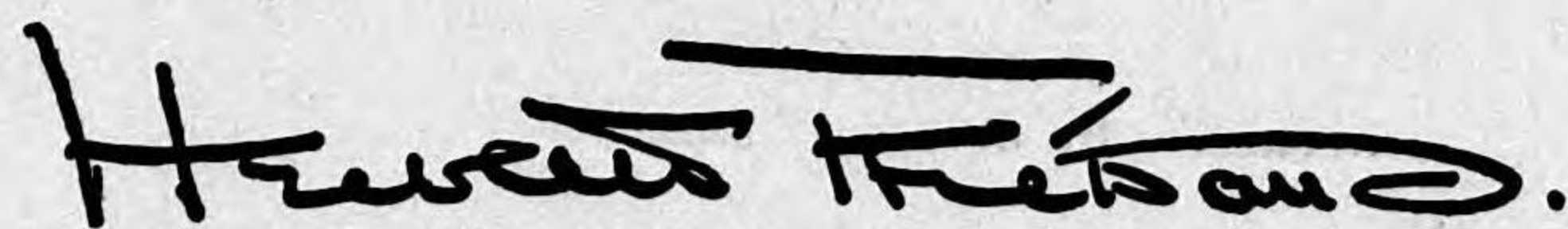
NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON, D. C.

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HEWLETT THÉBAUD,
Rear Admiral, U. S. N.,
Director of Naval Intelligence.

THE O. N. I. WEEKLY

PROGRESS OF THE WAR

The Russian armies have continued their impressive advances along the entire Eastern Front. In less than three weeks Soviet forces have liberated all of Poland except the Corridor and a small portion of southern Silesia, have occupied East Prussia except for a small pocket between Königsberg and Elbing and have crossed the German border on a 300-mile front extending from Pomerania to close to the Czechoslovak border. Forward Russian units have captured Landsberg, 67 miles east of Berlin.

In the north Marshal Chernyakovsky's Third White Russian Army and Marshal Rokossovsky's Second White Russian Army have cleared all of East Prussia except for a pocket between Königsberg and Elbing, where, according to Moscow, 250,000 troops are encircled. Marshal Chernyakovsky has isolated Königsberg and cut off the capital from its port of Pillau. The Masurian Lake district has been occupied and Marshal Rokossovsky's forces have driven a salient to Frisch Sound just east of Elbing. In the Corridor, Russian troops moved slowly to the north above Bydgoszcz (Bromberg) and outflanked Grudziadz; Torun to the southeast is under siege.

The most impressive gains of the week were made from central Poland due west toward Berlin. Marshal Zhukov's First White Russian Army bypassed and laid siege to Poznan (Posen) and advanced 80 miles this week to reach the road and rail junction of Landsberg, 25 miles inside German Brandenburg and 30 miles from the lower Oder. To the northeast Soviet forces crossed into Pomerania and encircled Schneidermühl; forward units are 60 miles from the Baltic port of Stettin. South of Landsberg the front extends south 45 miles until it hits the Oder, which it then roughly follows southeast into Silesia. Berlin reported that Soviet troops had already established several bridgeheads across the Oder.

In Silesia Marshal Konev's First Ukrainian Army has outflanked Breslau from the south and has cleared most of the industrial area of Upper Silesia. Hindenburg, Sosnowiec and Oswiecim have been captured, and Russian forces are within 30 miles of Moravska-Ostrava,

the gateway to the Moravian Gap leading southwest to Vienna. In Slovakia, Marshal Petrov's Fourth Ukrainian Army, which includes Rumanian units, advanced between 38 and 50 miles to the west, clearing most of the Nowy Sacz-Lucenec road.

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On the Western Front the enemy now appears, at least temporarily, to have resigned himself to largely defensive operations. The only outbreak of offensive activity occurred early in the week in Northern Alsace where German troops launched sharp attacks east and west of Haguenau. West of Haguenau the enemy made initial penetrations across the Moder River and momentarily cut the important Haguenau-Saarguemines lateral road; American counterattacks restored our line by the following day. South of Strasbourg Allied troops maintained their attacks on the southern and western walls of the Colmar salient. American and French units attacking from north of Colmar have crossed the Ill and the Colmar Canal and have outflanked the city to the east, where they are within striking distance of the Rhine.

In the Ardennes the enemy continued to retire under steady Allied pressure. The line is now virtually at the German frontier throughout the sector, and opposite the junction of the Belgian and Luxembourg borders we have crossed into German territory. North of the Ardennes the First and Ninth Armies have gone over to the attack in the Monschau Forest, southeast of Aachen.

North of Aachen, where British troops last week attacked in the Maas-Roer triangle, the enemy has been forced to withdraw from all except a few defended villages. The Germans have now been obliged to abandon the west bank of the Roer from near its junction with the Maas near Roermond to well south of Düren.

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A second army, the Eighth Army under command of Lt. Gen. Robert L. Eichelberger, has entered the Luzon fighting. Elements of the Eighth Army landed on beaches near San Antonio and San Narciso on the west coast 15 miles northwest of Subic Bay on the 29th and moved quickly inland. As no enemy troops or defenses were discovered in the area, it was unnecessary to shell the beaches before the landing. Our troops are moving southeast around Subic Bay toward the base of the Bataan Peninsula in order to deny Bataan to enemy units which have fled into the Zambales Mountains west of the central plain; we have already captured Olongapo on the eastern shore of Subic Bay, the site of a pre-war secondary naval base.

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The main body of American troops driving south along the railroad from Lingayen Gulf continued to meet remarkably light resistance. After opposition around Bamban had been overcome, our forces enveloped the Clark Field cluster of airstrips and pushed south to take San Fernando, where roads and railroads from northern Luzon and from Bataan converge. At the end of the week our forces were less than 40 air miles from Manila.

East of Lingayen Gulf we have captured Rosario and are advancing toward Baguio, 20 miles away. The heaviest fighting of the campaign has been experienced at Rosario and to the southeast, where we knocked out about 50 Japanese tanks near San Manuel and occupied the village after hand-to-hand fighting. The Japanese Second Armored Division has been in action in this area, the first Japanese armored division encountered by American troops in more than three years of war.

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On the 24th, Iwo Jima, the Japanese air base in the Volcanoes midway between Saipan and Japan, was again the target of a coordinated attack by B-29's, B-24's and a naval task force, which, according to the press, included a battleship, cruisers and destroyers. Airfields and coastal defenses were heavily shelled and bombed. January 26th was the fiftieth consecutive day that B-24's have bombed Iwo Jima, with an average of 28 aircraft per day.

☆☆☆

In the fifth amphibious operation of the Burma coast campaign Royal Marines, supported by a force of cruisers and destroyers, landed on Cheduba Island, southwest of Ramree Island, against light opposition on the 26th. The new landing places the British 150 miles south of the Indian border and threatens the enemy supply base of Taungup, on the strategic road leading from Arakan to Prome on the Irrawaddy. Stiff resistance has been met on Ramree Island to the north; the northern half of the island is now in British hands.

British troops driving for Mandalay are now eight miles west of Burma's second largest city, where they have encountered enemy forces entrenched along a ridge covering the west bank of the Irrawaddy. RAF B-24's and aircraft of the 10th and 14th Army Air Forces carried out heavy attacks on bridges and communication lines south and southeast of Mandalay. North of Mandalay the British have established three bridgeheads on the east bank of the Irrawaddy; this threat to the west flank of the enemy salient in the northern Shan States has evoked heavy artillery fire and the strongest opposition of the campaign.

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A British carrier task force struck at Palembang in southeastern Sumatra on the 24th. Oil refineries and airfields were the principal targets; 13 planes were destroyed in the air and 34 on the ground.

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In China the Japanese offensive east from the Hengyang-Kweilin-Nanning corridor, begun in mid-January, has won control of all the Hengyang-Canton railroad except for a few gaps north of Kukong and has captured the Fourteenth Air Force base at Suichuan, one of our last air bases east of the Japanese corridor. On the coast the Japanese have landed at Bias Bay, northeast of Hongkong; there are recurring reports that the enemy is taking steps to strengthen his other garrisons along the China coast.

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EUROPE

SEA OPERATIONS

The Bay of Danzig

This area, now threatened by the Soviet offensive, contains five ports and shipbuilding centers of vital importance to Germany: Elbing, Danzig, Gdynia, Königsberg and Pillau.

Elbing is the Reich's most important destroyer-building center. At Schichau Yard, which turns out the so-called "Elbing" class destroyers, upwards of 10 units are usually under construction at one time.

Danzig, northwest of Elbing, is one of Germany's largest submarine shipbuilding centers. At the present time one of the yards here is engaged in the assembly of one of Germany's new type submarines.

Gdynia has been Germany's most important surface fleet base during the present war. Gdynia is also an important submarine base and submarine training center. Various submarine schools, torpedo testing establishments and arsenals are located at Gdynia or in its vicinity. The 32,000-ton battleship *Gneisenau* has been here nearly 3 years. Her last operation was in February 1942 when she joined the *Scharnhorst* and *Prinz Eugen* in their dash up the Channel from Brest. The *Gneisenau* probably suffered serious damage from British aircraft in the Channel passage or possibly later when she was attacked at Kiel. She was moved, probably towed, to Gdynia in May 1942, and has remained there ever since. Her disposal in the present emergency will present quite a problem to the Germans.

Most of the shipbuilding at Königsberg is for the merchant service, although some small naval craft, notably minesweepers, are built here. For some time the *Seydlitz*, an unfinished heavy cruiser, has been at Königsberg. The enemy will obviously not want her to fall into Russian hands. Presumably, if time permits, she will either be destroyed or towed to the western Baltic.

Pillau is connected with Königsberg by a canal 17½ miles long, and is a submarine training center. A naval anti-aircraft school and an engineering school are also located here.

Northern Waters

On the 27th two British cruisers intercepted and damaged three enemy destroyers northwest of Bergen. The destroyers escaped into a fjord under cover of shore batteries. On the same day off Alesund a Coastal Command Halifax reported attacking three destroyers

(possibly the same vessels as those involved with the cruisers). Three bombs straddled the stern of one of the destroyers. On the 29th, off Haguesund (just north of Stavanger), a Coastal Command Beaufighter made a torpedo attack on a "Narvik" class destroyer with unobserved results.

Coastal Command Mosquitos on the 25th scored many hits with rocket projectiles on an enemy convoy off southeastern Norway. A 5,000-ton merchant ship was left smoking, a 2,500-ton merchant ship was burning and down by the stern and a coaster was left smoking.

Dutch Waters

On the 24th planes of the Second British Tactical Air Force bombed the midget submarine sheds southwest of Rotterdam and damaged a 1,000-ton ship.

German Naval Dispositions

The light cruiser *Nürnberg*, which was in Oslo Fjord on the 15th, was at Copenhagen on the 26th. The light cruisers *Köln* and *Emden*, placed in Oslo Fjord by some reports, were not located in coverage on the 14th.

Summary of Allied Naval Operations since June

During the seven months from D-day until the end of the year Allied warships fired more than 140,000 rounds, varying in caliber from 15 to 4 inch shells, in general support of military operations in western Europe, according to a SHAEF announcement.

In addition, more than 8,000 rounds were fired in bombardment of special targets such as Brest, Cherbourg and the batteries at Westkapelle, on the island of Walcheren.

More than 1,700 mines have been swept, and 68 enemy ships, ranging from destroyers to small merchantmen, have been sunk. In addition, 232 enemy vessels were scuttled, damaged by surface or air forces or are now immobilized by Allied naval patrols in the few Bay of Biscay ports still held by the enemy.

Eight sizable ports wrecked by the enemy have been cleared by naval port parties and are now in general use. These are Le Havre, Dieppe, Boulogne, Etaples, Calais, Ostend, Rouen and Antwerp.

On D-day more than 125,000 officers and men of the Allied navies were engaged ashore and afloat, supplemented by nearly 60,000 officers and men of the Allied merchant fleets.

More than 5,000 ships and craft were prepared for the actual assault, while for the "build up," more than 2,000 Allied merchant ships with a total gross tonnage of over 4,000,000 were employed, once the bridgehead was established.

By D+100 more than 2,200,000 men with 450,000 vehicles and nearly 4,000,000 tons of stores had been landed.

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Western Mediterranean

During the past week Allied warships, bombarding enemy coastal targets at the Franco-Italian frontier, obtained direct hits on German supply dumps and occupied buildings and reported good coverage on a command post and gun position at the entrance of a railway tunnel. The United States destroyer *Benson*, the British destroyer *Lookout* and the French destroyer *Trombe* took part in the operation.

P-47's and Spitfires of the Tactical Air Force damaged a large AO in the Gulf of Genoa on January 25th. Small shipping and coastal targets were attacked throughout the week by Tactical and Coastal Air Force planes.

Adriatic

Beaufighters, Mustangs and Hurricanes of the Coastal and Balkan Air Forces this week continued to pound installations at the German explosive motorboat base at Lussinpiccolo and found good hunting in adjacent waters. On January 24th three "human torpedoes" were exploded at Cigale Cove (near Lussinpiccolo) and three others were damaged. On the same sortie rocket projectile hits were obtained on three possible midget submarines. On the 25th five explosive motor boats were damaged in the same area. In addition several guns were knocked out and a large explosion was caused by a hit near the barracks at Lussinpiccolo.

One of three enemy torpedo boats reported in drydock at Trieste on January 2d was observed at Pola on January 15th.

Aegean

RAF Baltimores made three attacks on Melos this week, obtaining hits on gun emplacements and exploding an ammunition dump. Raids were also made on Crete and Piscopi (north of Rhodes), but details have not been reported. Planes of the Middle East Air Force again dropped propaganda leaflets on enemy-held Aegean islands.

GROUND OPERATIONS

Western Front

At the beginning of the week the enemy launched, as was anticipated, a sharp attack on our newly established line before Hagenau. After making an initial penetration at several points he was stopped and thrown back to his original positions. Since this rebuff he has been content to remain inactive generally along the whole front. Meanwhile south of Strasbourg French and American units made good progress in a drive eastward in the narrow neck of the German salient above Colmar. By the end of the week they had got within

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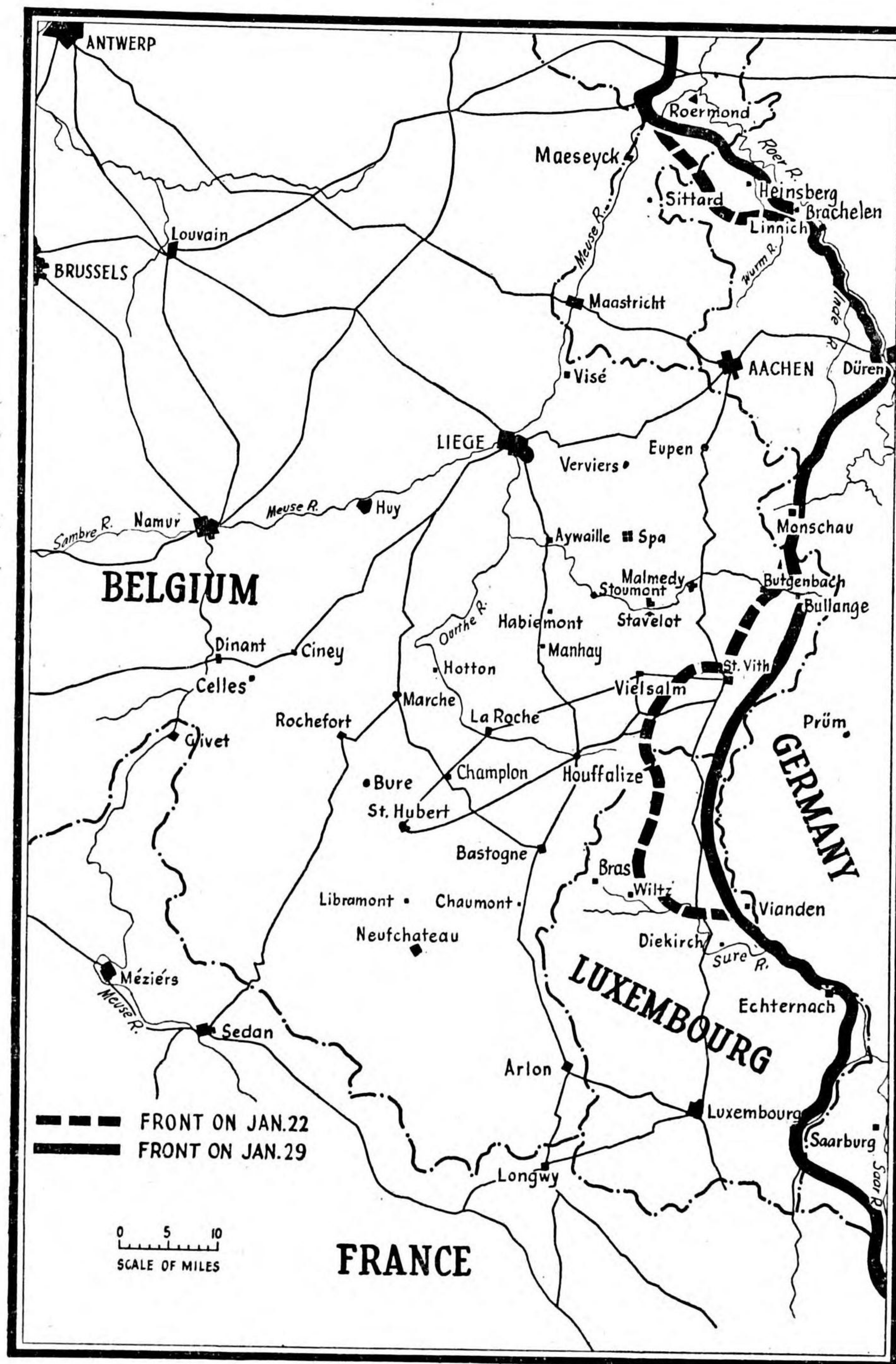
three miles of the Rhine and one mile of Colmar, the key communications center in the enemy's salient. Our drive thus definitely threatens to divide the enemy's bridgehead and to cut off his troops in its northern extension. The enemy may be compelled therefore to withdraw from these forward positions where he is within 10 miles of Strasbourg. Elsewhere on the front, the U. S. First and Third Armies encountered little resistance as they continued to press the Germans back from the Ardennes, where we have crossed the frontier at some points. Press reports state that the shortening of our lines resulting from the deflation of the German bulge has squeezed out about 20 divisions, which have been released for rest and refit. The British Second Army also experienced little opposition to its drive in the Roer-Maas triangle. By the end of the week, the British had cleared virtually the whole area west of the Roer in this sector and the enemy appeared to have withdrawn to the east bank except for small garrisons holding scattered villages and strong points.

It is too early, however, to say whether this picture of an essentially defensive German strategy is to be more than temporary. It seems most unlikely that the enemy will be able to launch any really large-scale effort in the west as long as the Russian front continues to demand all possible reinforcements. On the other hand, the danger in the east may compel him to make some sort of effort in the west at the earliest possible moment. The enemy has shown signs of great uneasiness over the prospects of an early Allied offensive on the Western Front and he would undoubtedly count it a great success were he able to prevent such an offensive from being launched until strain in the east is relaxed. Fighting on interior lines, he may hope to survive by switching troops from one threatened sector to another, but this strategy requires him to avoid at all cost having to meet simultaneous offensives in the east and the west.

It is possible, therefore, that the enemy will launch relatively small-scale attacks with the hope of keeping us off balance and preventing an Allied concentration. Despite the enemy's failure this week in front of Haguenau the most likely area for these attacks is probably northern Alsace. Here our lines are exposed to attack not only from the north where extensive wooded areas offer good cover under which to bring up troops, but from the east where the enemy's bridgehead along the Rhine offers the possibility of turning the exposed flank of the U. S. Seventh Army. Moreover Strasbourg is probably a tempting prize and its capture would certainly be more easily blown up, for home front consumption, into a "great strategic victory" than any other point within striking distance anywhere along the front.

For offensives of a limited character the enemy probably still has sufficient troops. There are now perhaps 75 divisional formations

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in the west. Of these, three are behind the Allied lines in France and 15 are at present out of contact. Except for the increase in the number of divisions out of contact, as a result of further withdrawals from the Ardennes, there has been relatively little change in the over-all distribution of the German Army in the west. The great question at the moment is the eventual disposition which will be made of the armor which has been released from the Ardennes. All four armored divisions of the Sixth SS Panzer Army and most of those previously assigned to the Fifth Panzer Army are now out of contact. The armored nucleus of the Sixth Panzer Army is formed by divisions which fought in the West during the past summer and were withdrawn early in the autumn for refitting. While refitting they were probably directly under the OKW [Supreme Command] and regarded as a general reserve. The Germans were able to prevent a breakthrough during the Allied November offensive without having to use these divisions defensively, and the East, where the situation in the autumn was relatively stabilized, did not require them. They were, therefore, still available in December and were turned over to CinC West for the Ardennes offensive. It remains to be seen whether they revert to the OKW or are retained by CinC West. They are thought to be still in good condition, despite six weeks of fighting.

Reports of heavy rail movements eastward from the Rhine might indicate that some at least of these divisions are on their way to the Eastern Front. However, the Western Front has already lost at least four infantry divisions to the East and it is not yet certain that it will also be called upon to sacrifice a large part of its armor as well. If allowed to retain them Field Marshal von Rundstedt will have to reconcile the conflicting claims of both ends of his line. The northern end of the line suffered a considerable depletion both for the December offensive and for the defensive fighting in the Ardennes last month. Moreover, this is the enemy's most sensitive and exposed sector; it would be natural to wish to strengthen defenses here to protect the Ruhr against a possible Allied offensive, especially since we are now along the river line of the Maas and Roer for a considerable distance. Similarly the southern end of the line probably requires strengthening, especially if a new offensive there is contemplated.

For purely defensive operations, however, the south is better off than the north. There are already nine divisions in Alsace. In the Colmar pocket the loss of the 269th Infantry Division, which has been transferred to the Eastern Front, has already been made good by the appearance of another division from Norway—the only newcomer during the past week.

SHAEF has recently calculated the rate at which the enemy has committed divisions in the West since D-day. It will be noted that since September 1st more than half of the divisions appearing at the front are reconstituted divisions. Most of these, moreover, have been reconstituted on a reduced establishment as *Volksgrenadiers*. (In the table below parentheses indicate divisions reintroduced either after reforming completely in the Reich or after an extemporized refit immediately behind the line. Figures in parentheses are included in the total to their left). The rate of commitment of armor is instructive. In the first fortnight, the panzer divisions immediately adjacent to the Normandy beaches were brought in. Then there followed a week in which no new armor appeared. Then, in the last week of June and the first week of July, a total of four more divisions were committed, brought with considerable effort from more distant areas. Finally after two weeks in which no new armor was formed, two more divisions were finally found in the south of France, arriving too late to stave off the American breakthrough at the end of the month. Thereafter, except for the three armored divisions (two of which were panzer grenadiers withdrawn from Italy) put in late in August, only two armored divisions (one a reconstituted panzer grenadier destroyed on the Eastern Front) put in an appearance until the December 16th offensive was sprung.

Meanwhile, during the first half of the summer the enemy showed the same tendency with infantry as with armor—a tendency to commit his troops in dribbles, one or two divisions at a time. This was partly a result of his efforts to contain our bridgehead with the forces at hand and a disinclination to drain off reserves from other threatened coastal areas, and partly a result of attacks on his communications by our aircraft and by resistance forces, which tied up and delayed the movement of divisions on their way to Normandy. It was not, in fact, until the first of September that infantry divisions began to be committed on a large scale. This was doubtless another aspect of the policy of expediency. Armor being simply not available (it should be noticed that this period saw the introduction of a number of emergency units—the panzer brigades), infantry was made to serve. This was possible both because our own offensive effort was coming to a halt and because the enemy was falling back on fixed defenses. In the next weeks, therefore, we see, first, the commitment of a number of emergency units—the first products of the total mobilization decreed after the July 20th attempt on Hitler's life—and thereafter the fairly regular appearance of the new *Volksgrenadiers*.

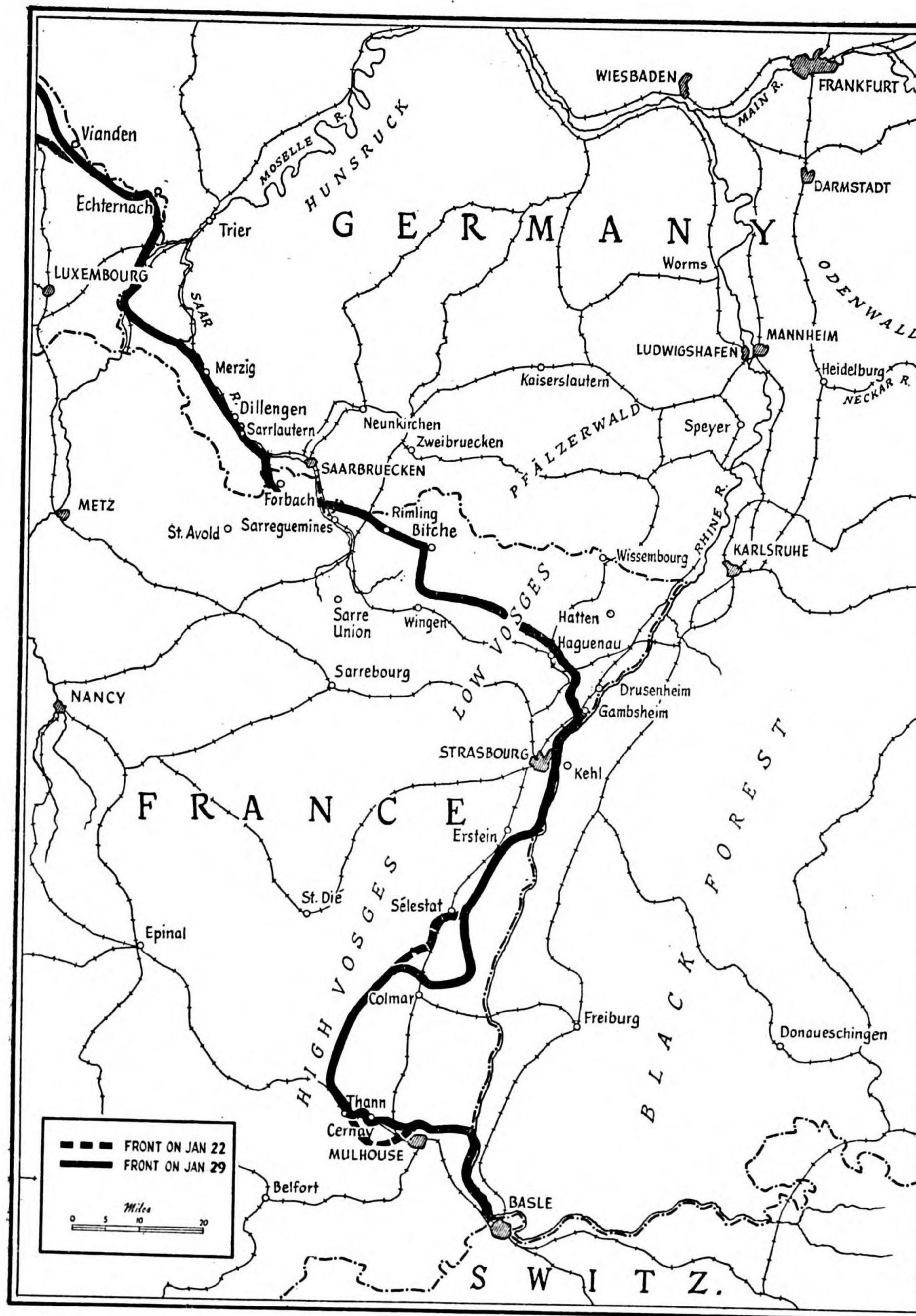
RATE OF COMMITMENT OF DIVISIONS BY GERMAN ARMY IN THE WEST

Month	Week	Divisions			Flieger Regiments	Independent Brigades		Total
		Panzer and Panzer Grenadier	Infantry	GAF and Parachute		Pz.	Inf.	
June	1	2	6				8+	
	2	3	2	1		1	6	
	3		2				2	
July	4	2			1		2+	
	1	2	1	1			4	
	2		2	1			3	
August	3		3				3	
	4	1	1				2	
	1	1	6	2			9	
	2		3				3	
September	3		5				5	
	4	3	3 (1)	1	2		7 (1)+	
	1		11		4	1	11	
	2		7 (3)		4	1	7 (3)+	
October	3		3 (1)		4	3	3 (1)+	
	4		4 (1)	1			5 (1)	
	1		1 (1)		1	1	1 (1)+	
November	2		1		1		1+	
	3		3 (2)				3 (2)	
	4		2				2	
	1		2 (1)				2 (1)	
December	2	1	5 (3)				6 (3)	
	3	1 (1)	4 (3)	1 (1)			6 (5)	
	4		1	1 (1)			2 (1)	
	1		2 (2)				2 (2)	
"Anvil" ¹	2	4 (4)	4 (1)	1 (1)		3	9 (6)+	
	3	1 (1)	3	1 (1)			5 (2)	
	4							

¹ This term is applied to the period during which the Germans attempting to escape from the pocket west of Falaise were hammered against our positions at Argentan by the British.

In northern Alsace, where last week we made our second general withdrawal since the beginning of the German offensive in the Ardennes and where we took up positions directly in front of and protecting Haguenau; the enemy launched a number of strong attacks on the 25th. These were made on both sides of Haguenau and obviously were designed to isolate that important communications center. Just southeast of the town the enemy's attacks failed completely and units attempting to cross the Moder River into our lines were either repulsed or captured. Two attacks made on the other side of Haguenau had more success. In a wooded area between three and five miles west of the town the enemy crossed the Moder and, before he was stopped, advanced two miles, cutting the east-west railroad and highway which are the main lateral communications for our front in this area. About six or seven miles farther west the enemy also penetrated our lines and reached the village of Schillersdorf before being stopped.

Before the day was over, however, we had begun counterattacks against both points of penetration and had made some progress. On the 26th the enemy did not resume the offensive and we were able to push him back across the Moder to his starting points. A battalion



which we had cut off at Schillersdorf was mopped up. Since the 26th we have had only patrol contacts with the enemy in this area.

Farther south, the Allies have made good progress in their drive against the big enemy bridgehead south of Strasbourg. This bridgehead, which was never reduced when we broke out of the Vosges during our November offensive, was enlarged early this month by a German drive northward which brought the enemy to within 10 miles of Strasbourg. The perimeter of the bridgehead is under attack both from the south, between Thann and Mulhouse, and from the west, between Colmar and Sélestat. The latter drive, which began on the 23d involves U. S. units (of which the 3d and 28th Infantry Divisions have been identified) as well as French divisions. On the 24th the French crossed the Ill on a 5-mile front south of Sélestat and advanced for about one mile to the southeast. On the 26th they made gains of up to two miles but since then have been held to small advances. Meanwhile the U. S. 3d Division, operating south of the French, also crossed the Ill on the 24th and made such good progress that by the next day our forward troops were within three miles of Colmar. Our troops also pushed eastward and by the 27th were only six miles from the Rhine. On the 28th our advance speeded up. While patrols penetrated eastward to within three miles of the Rhine, the main body advanced southeastward and reached the Colmar Canal on a 4½-mile front. This canal, running approximately east-west, connects Colmar with the Rhine-Rhone canal which parallels the Rhine at a distance of 1½-2 miles from it. On the next day the 3d Division continued to spread out along the Colmar Canal and reached points on its right only a mile from Colmar and on its left less than a mile from the junction of the Colmar and Rhine-Rhone Canals. At 2300 on the 29th the 3d Division launched an attack southward across the former canal. By 1200 on the 30th we had bridged the canal at several points and advanced a mile to the south, where we threatened to cut the railroad and highway leading from Colmar to the only surviving permanent bridge across the Rhine inside the German-held area.

The French attack in the Thann-Mulhouse sector, which was launched on the 20th, made somewhat better progress this week after having got off to a bad start. Between the 24th and the 27th the French made slight gains toward Cernay and repulsed numerous enemy counterattacks. By the 30th the southern outskirts of the town had been reached, while advances both to the east and west had largely outflanked it.

In the Ardennes this week the enemy continued to retreat under our pressure. At 0400 on the 24th the U. S. 1st Infantry Division

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opened a new attack toward the Bullagen-St. Vith road. In spite of deep snow good initial progress was made and before the day was over the road had been cut at one point. Our troops continued to advance slowly until the 28th, when two more divisions, the 7th Armored and the 82d Airborne, were put into action. Thereafter our gains were more rapid, despite continuing heavy snow, clogged roads and numerous minefields, and by the 29th we had captured Bullagen and reached points, between that town and St. Vith, two miles from the frontier. On the 30th new divisions joined the attack on the left flank of these units. Pushing eastward in the Monschau area, the 2d, 9th and 99th Divisions gained up to two miles and captured several towns, while the 78th Division and other units of the Ninth Army began an attack along the sector northeast of Monschau, gaining about a mile against opposition which was mostly limited to small arms fire.

Between St. Vith and Vianden, also, steady progress was made toward the frontier. By the 26th the St. Vith-Diekirch road, which runs parallel to the frontier at a distance of about two miles, had been cut at several points. By the next day all of the road except for a stretch 1½ miles long was in our hands and we had advanced eastward at several points to high ground overlooking the Our River—here the boundary between Luxembourg and the Reich. On the 29th we crossed the Our about nine miles south of St. Vith, against heavy opposition, reaching and capturing the village of Wechenhausen. On the 30th another bridgehead over the Our was established and the general advance up to that river continued. Of the Third Army divisions operating on this sector this week the following have been publicly identified: the 6th Armored, the 17th Airborne, and the 5th and 94th Infantry Divisions. In the course of its general advance this week the Third Army has moved northeastward to points two miles below St. Vith, gradually taking over a part of the First Army line.

Between the Moselle and the Saar the U. S. 94th Division continued indecisive fighting against the German 11th Panzer Division. Since two regiments of this division have now been identified in this area, no more than a battle group can have been transferred to the Eastern Front. (See p. 238 of the last issue of the WEEKLY, where the Russian report that this division is on the Eastern Front was discussed.)

The U. S. Ninth Air Force had several days of moderately good weather this week in the course of which very heavy damage was again inflicted on enemy convoys moving eastward out of the battle area. Although on only one day, the 29th, was it possible to fly more than 1,000 sorties, the daily average was 489. Bridges and rail

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junctions in the rear zone between the Eifel and the Rhine were bombed, but the principal objective was again transport. The following claims were made: motor transport, 2134/0/1780¹; railroad cars, 415/0/763; locomotives, 21/0/5; tanks, 42/0/65; armored vehicles, 123/0/63. In addition, 75 rail cuts and 95 highway cuts were effected, and 99 gun positions were destroyed.

This week the British almost completed their drive, begun on the 13th, to push the Germans across the Roer in the area north of our Aachen salient. On the 24th the British entered Heinsberg, the last important road junction west of the Roer remaining in enemy hands; on the 25th they finished mopping up the town and pushed on, nearly reaching the Wurm, a small tributary of the Roer here flowing approximately parallel to the larger river. (The Roer itself is not a single, well-defined stream but consists of a large number of small branches.) On the 26th they came up to the Wurm on a broad front and sent patrols across it. Nearer Roermond another column reached the Roer at a point north of its confluence with the Wurm. By the 28th British patrols active in the remaining area west of the Roer had found it empty of the enemy except for a few villages and strong points which were still held.

On the 26th, the U. S. 102d Infantry Division on the left flank of the U. S. Ninth Army briefly entered the operation and, attacking northward between the Wurm and the Roer at 0730, captured Brachelen and a number of other villages. There was virtually no enemy opposition and we found nearly 100 pillboxes unoccupied. The 102d captured 100 prisoners and suffered nine casualties in this operation.

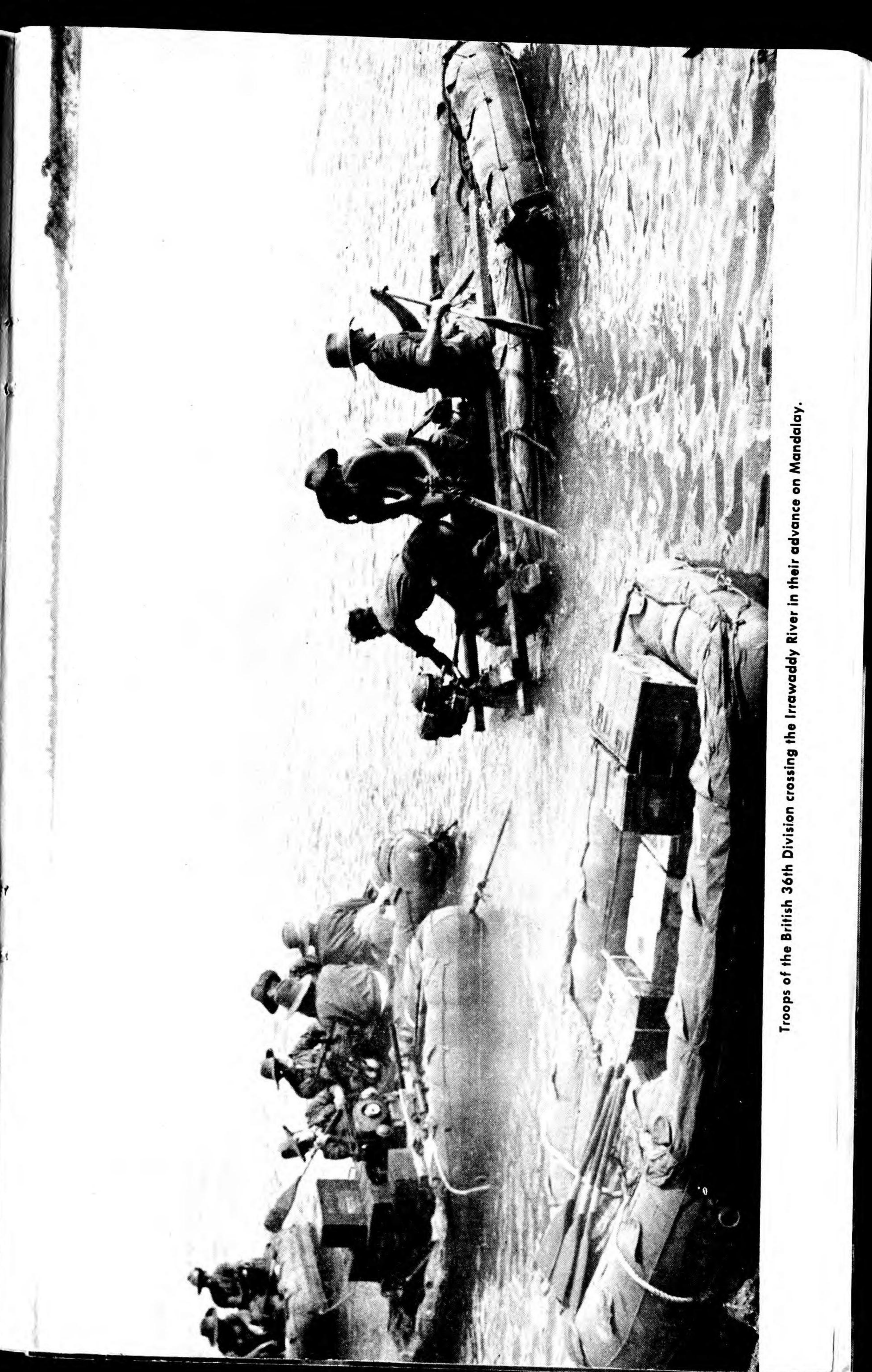
As a result of this week's advances the British Second Army and the U. S. Ninth Army between them have forced the enemy to abandon the west bank of the Roer virtually from Roermond, where the Roer flows into the Maas, to south of Düren. The Roer is the main, but not the only, water barrier west of the Rhine in this area and the enemy's principal western defenses originally lay west of this river. Presumably, however, he has had time to prepare emergency field works on the east bank.

In the Canadian First Army sector, an attack was begun on the 26th with the object of forcing the enemy off Kapelscheveer Island, a long narrow strip of land between the old and new courses of the Maas. The Germans reacted sharply and made repeated attempts to reinforce their island garrison. Some of these attempts were successful, but the Canadians got tanks across and at last reports had cleared the eastern end of the island.

Operations of the Second British Tactical Air Force were on a much reduced scale this week because of poor flying weather. The best

¹ Destroyed/probably destroyed/damaged.

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Troops of the British 36th Division crossing the Irrawaddy River in their advance on Mandalay.

day was the 24th when 845 fighter and fighter-bomber sorties were flown. In the course of the week the following claims against transport were made: motor transport, 29/0/96; railroad cars, 58/0/899; and locomotives, 26/0/81.

It was announced this week that Lt. Gen. Ben Lear has been appointed Deputy Commander of U. S. forces under General Eisenhower. At a press conference at SHAEF on the 27th, General Lear indicated that the Allied Supreme Command still was counting on a long, hard battle in the west and consequently was taking drastic measures to produce an increased number of infantry reinforcements for the United States Armies now in the front line. There is, General Lear said, a "tremendous need for replacements" as the present situation has become "rather difficult."

Several hundred thousand additional infantrymen are being trained in the United States now, he said, and, in addition, some thousands of general service soldiers have been released from static duty in the United Kingdom for retraining and assignment to combat units. It is hoped to increase the number of general service men released for front line duty not only by turning over jobs in service units to limited assignment soldiers but also by employing an increased number of civilians, he added. A survey already is being made to determine how many French civilians can profitably be employed by the Army.

Besides retraining enlisted men and noncommissioned officers for combat duty, General Lear said that an Officers Candidate School is being set up in the European theater to produce several hundred new junior officers every eight or nine weeks. The training course will be only about half the length of that given in the United States because most of the candidates will already have had combat service.

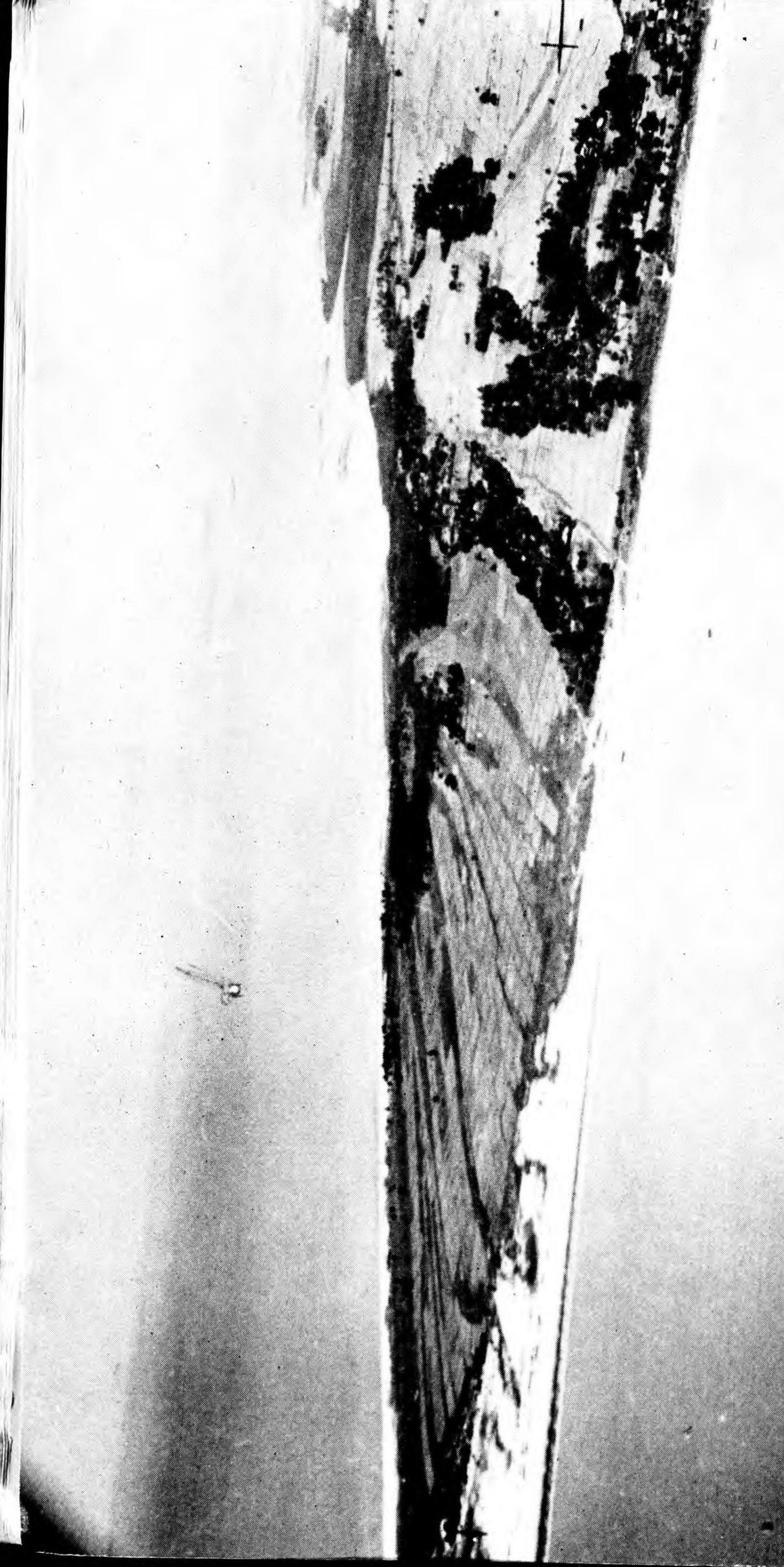
Alpine Front

No change reported.

Italy

Both the Fifth and the Eighth Army Fronts remained dormant in the grip of unusually bad weather, even for an Apennine winter. Despite deep snow, however, enemy patrol activity increased, particularly in the eastern sector where the Germans are manifesting a considerable interest in our troop dispositions. Enemy aircraft were unusually active, making several abortive raids over and behind both fronts. Propaganda leaflets were dropped in U. S. and Free Italian sectors.

In the Ligurian coastal sector of the Fifth Army Front a patrol of the 92d Division raided enemy territory east of the Serchio river



Cheduba Island, off the west coast of Burma, where Royal Marines landed on January 26th. This was the fifth amphibious operation of the month for Admiral Mountbatten's forces, which are now established at various points on a 150-mile stretch of the Burma coast below the Indian border.

on January 26th, encountering some machine gun fire on the return trip. Enemy units on the following day infiltrated our forward outposts west of the river. On January 31st our patrols again moved up the east bank and engaged in several skirmishes with the Germans.

Northwest of Pistoia on the Cutigliano salient one of our reconnaissance parties penetrated well northward of Piansinatico in a driving rain January 26th without making contact with the enemy. In the mountain country southeast of Cutigliano, Allied troops slightly improved their forward positions on January 29th.

Toward the Fifth Army center sharp patrol clashes were reported in the mountains north of Highway 64 below Vergato throughout the early part of the week. Aggressive patrols also operated in the more heavily defended high ground south of Bologna. American troops took a number of prisoners near Monte Belmonte on the 25th and in the same area on the 28th an enemy strong point was seized after the way had been cleared by hand grenades and demolition charges.

In an unspecified sector of the Fifth Army Front Allied troops on January 29th ambushed and virtually wiped out a small enemy patrol attempting to infiltrate our lines in bright moonlight over crusted snow.

Along the Eighth Army Front bridgehead positions on the Senio river changed hands in spirited skirmishing, but there were no important changes in the line. On the 24th an Eighth Army patrol fought its way across the river south of Castel Bolognese, but was promptly forced back. German units suffered the same fate after an eastward crossing, with machine gun and bazooka support, opposite Cotignola on the 25th, and another thrust into our lines at San Polito, northeast of Lugo, on the 26th. South of Fusignano our troops drove to the Senio on the 24th at two points where the Germans still held out on the east bank. We were forced to withdraw, however, in the face of counterattacks.

In the Alfonsine area the enemy continued to defend himself successfully against the probing of our patrols. An attack on our lines northeast of Alfonsine on the 24th was repulsed.

Continual explosions and unexplained fires behind the German lines from Castel Bolognese to Alfonsine indicate extensive demolition activity by the enemy, presumably in preparation for withdrawal. There is still no corroboratory evidence, however, that he plans an immediate retirement on a large scale.

A German DNB dispatch recorded by the FCC on the 30th stated that the Nazi high command is considering the withdrawal of "certain contingents" from the Italian Front to compensate for Eastern Front losses. This is confirmed to a certain extent by recent spot reports

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from the front. Elements of the veteran 356th German Infantry Division, recently relieved in the Adriatic sector, were identified entrained northward through Treviso this week, and it is assumed that the whole division has departed Italy. It is also reported that the 188th Reserve Division in Istria is being upgraded, presumably for dispatch to the east, and a third division, thought to be in process of formation in the Treviso area, may be destined for the Russian front. Even if these reports prove well founded, however, the enemy may elect, temporarily at least, to hold on his present Italian line, relying on the excellent defensive terrain to make up for sacrifices of divisional strength.

On January 30th the Italian cabinet announced the appointment of Gen. Ercole Ronco, formerly commander of the "Sabauda" Division, as Army chief of staff, replacing Gen. Paolo Berardi, who was named commander of troops in Sicily.

Eastern Front

The Berlin correspondent of the *Zuricher Zeitung* quotes a German Rhineland newspaper to the following effect: "The danger is gigantic. The floods rise. Whole provinces are in flight. The battle rolls from east to west. Where is a halt, a dike, a hope which 24 hours later is not melted away?"

Again this week the northwesterly trend of the Russian offensive has been apparent. On the 28th and 29th, while Marshal Zhukov's forces were streaming westward across the German border, another body of troops moved into the Polish corridor, presumably as a supporting buttress to the operations in East Prussia. And while the center of the First White Russian Army followed the Netze, the Odra and the Warta into the heart of Germany, its right flank was sweeping up such points as Jastrow and Woldenburg, and was reported at Soldin, well to the north. If the Russians have indeed arrived at Soldin, and in any considerable numbers, a drive to Stettin and the encirclement of Pomerania clearly becomes a possibility.

In the 18 days from January 12th to 30th, the German armies in the east have retreated 200 miles on a line westward from Warsaw. They have given up or been driven from innumerable strong points among the cities, lakes and rivers of the Polish plains; the divisions in East Prussia have been encircled and Upper Silesia has been lost. Because of the speed and magnitude of the movement, and because the reports so far received have been sparing in detail, it is difficult to say whether this flight has been broken and disorganized, or whether the main bodies of the army have been withdrawn without crippling losses to the interior defense lines of the Reich. German reports naturally claim the latter. The German communique of the 30th,

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for example, stated that strong German forces had fought their way back from the area of Kalisz and had counterattacked successfully south of Leszno to prevent a Soviet crossing of the Oder. Berlin radio comment has been generally to the effect that reinforcements are on their way from the western front and from the interior, and that the Nazi High Command has been deliberately drawing the invaders inland while preparing major counterattacks.

What the German press and populace obviously are hoping for is an event in the pattern of the First Battle of the Marne. To accomplish it, the High Command must now be concentrating a mass of maneuver in Pomerania, while preparing to hold fast on a line from the upper Oder to the lower river in the vicinity of Frankfort. But these developments must begin to assert themselves within the next few days, if they are to transpire at all, for the Russian armies are coming on at a tremendous speed, have already reached the middle Oder at Zullichau, and were within 30 miles of Frankfort and Kustrin on the 31st.

Only along the upper river has the advance as yet been slowed. Here Marshal Konev has been drawn up for 8 days. In that time Oppeln has fallen and Breslau has come under attack from three sides. Bridgeheads have been thrown across the river, but progress at the rate to which the Russian armies are accustomed has not been made. Again lack of detailed reports makes it impossible to surmise what has been happening on this front, whether the Soviets have met with a German defense which is holding them for the time being, or whether Marshal Konev has paused to enable his left to encircle and capture one by one the great industrial cities of Upper Silesia. South of this front, it may be noted, the Russian forces have been advancing toward the important mining city of Moravska Ostrava, at the juncture of the Mora and the Oder. Farther south the Fourth Ukrainian Army has been advancing through the Carpathians at a speed which is remarkable considering the terrain and the snows; by the 30th it had reached the line Cracow-Lucenec, and any threat to Konev's flank from the mountains had been eliminated for the present.

At the start of the offensive it is believed that the Germans had approximately 105 divisions on the front from Hungary to East Prussia. The Russians estimated earlier this week that since January 12th they have accounted for 295,000 Germans killed and 86,350 captured, which might amount to 25 divisions. Moscow also reports that about 250,000 more German troops have been encircled in East Prussia, which would be another 16 divisions. It is possible, therefore, that the Germans have already lost as many as 41 divisions, or 39 percent of the forces available to them on this front at the beginning of the offensive. If time, circumstance and transport permit, these

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might be reinforced by parts of the 21 divisions in Yugoslavia, the 27 in Italy, the 18 in Norway and Denmark, the 75 on the western front, possibly 10 in the interior, and whatever there may be in Latvia. Here in the Libau pocket of Latvia, anywhere from 15 to 30 divisions, depending upon how many the Germans have been able to evacuate by coastal shipping, remain to hold an area of 5,500 square miles.

The Soviet forces opened an offensive in Latvia this week, attacking the Libau pocket at three points, according to the German High Command. The assault on Memel was resumed also, after a pause of some months, and the city fell to the First Baltic Army of General Ivan C. Bagramian on January 28th. This completed the Soviet conquest of Lithuania. Memel, a city of 43,000, was ceded by Lithuania to Germany in March, 1939.

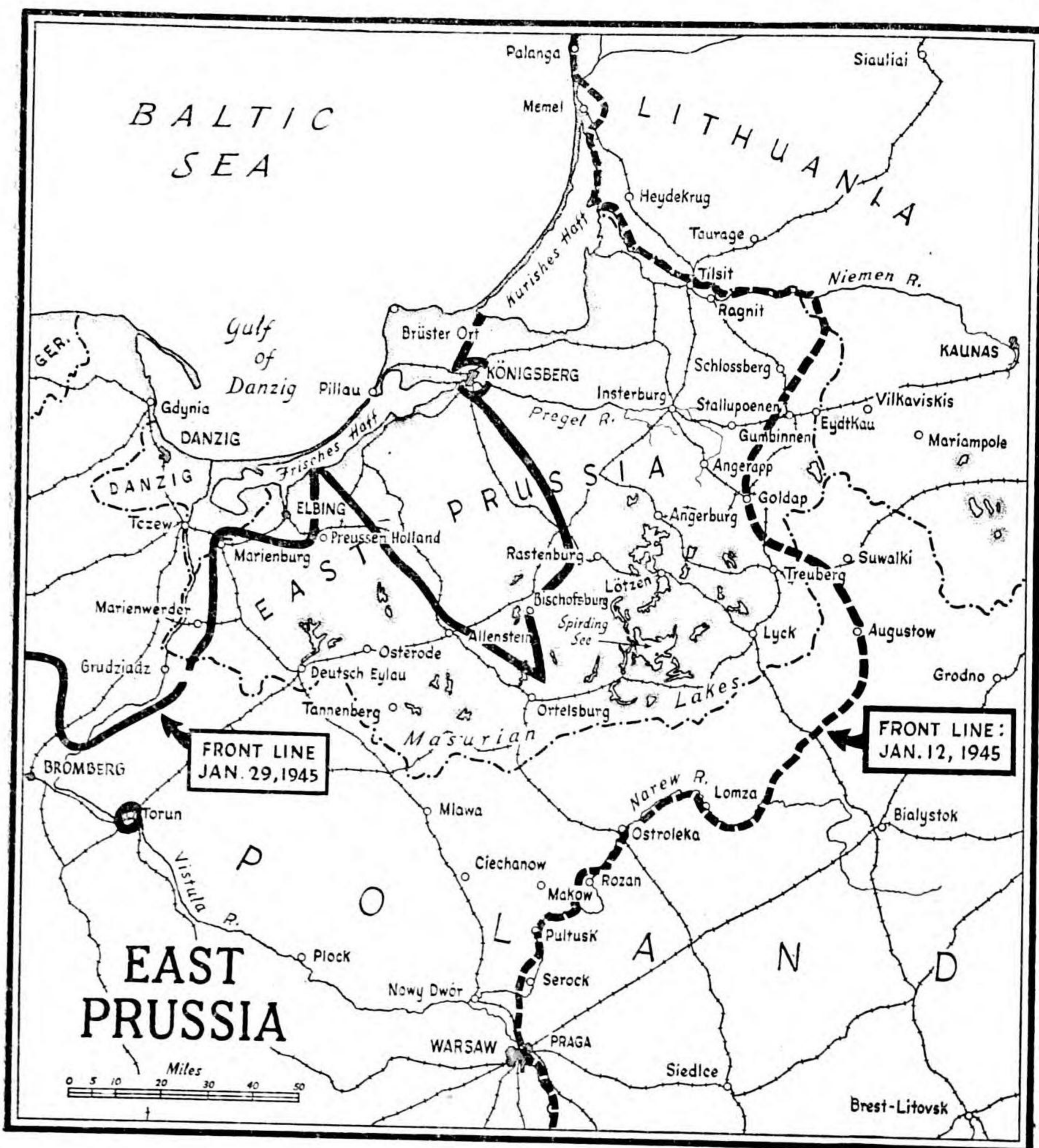
The huge circling movement of the Third and Second White Russian Armies against East Prussia continued this week with increased power and velocity. In the northeastern corner of the province, General Chernyakhovsky's forces came rapidly down the shores of Kurisch Sound, capturing a number of coastal towns on the way, and bore down on Koenigsberg from the north. Other columns came from the east, from the area of Insterburg, captured last week. These forces crossed the Deime river on the 25th, and followed the valley of the Pregel. As early as the 25th there were persistent unconfirmed reports that they had reached the outskirts of Koenigsberg. On the 26th, the Koenigsberg Radio went off the air. By the 28th the Red Army had surrounded the city and brought it under a heavy artillery bombardment, and there were reports that the Germans had begun dynamiting their installations.

Meanwhile General Chernyakhovsky's left flank was engaged in crossing the region of the Masurian Lakes. This operation was facilitated by the frozen surfaces and was swiftly accomplished, although the Germans were fighting from deeply echeloned defenses described as consisting of concrete machine gun and artillery emplacements, anti-tank ditches up to 15 feet wide and 3 feet deep, and "an enormous quantity" of anti-tank and anti-personnel mines. Lyck and Angerburg were taken on the 24th, Rastenburg on the 27th, Bischofsburg on the 28th. The German forces, estimated by the Moscow radio at 250,000, had now been driven into a pocket between the armies of General Chernyakhovsky and Marshal Rokossovsky. This pocket on the 28th was about 50 miles in length. At its base, between Bischofsburg and Allenstein, it was 18 miles wide; at its open end, between Koenigsberg and Talkemit on Frisches Sound, it was 35 miles in width.

Marshal Rokossovsky's Second White Russian Army, having captured Allenstein on the 22nd, pressed to the north and northwest,

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taking Preussen-Holland and a number of smaller towns south of Elbing on the 25th. Elbing was then bypassed at a distance of about 10 miles to the east, and Frisches Sound was reached at the town of Talkemit on the 26th. The Germans almost immediately began to attack this salient from both sides. Soviet communiques declared



that they were repleused on the 27th and 28th; on the 29th, the Germans claimed to have recaptured Preussen-Holland. This report however was never confirmed; by the 30th the Russians had widened the base of the salient and were holding firm.

The left flank of Marshal Rokossovsky's army this week cleared the east bank of the Vistula from Bromberg north to Marienberg, one of the historic cities of East Prussia, which was captured on the 26th. It is in the delta of the Vistula, only 25 miles southeast of Danzig.

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Marienwerder, another city of the Teutonic order, fell on the 30th. Both Grudziadz and Torun, which were expected to be key positions in the German defenses, have been encircled. The capture of Bromberg was announced last week, but recent German communiques report that fighting continues inside the town.

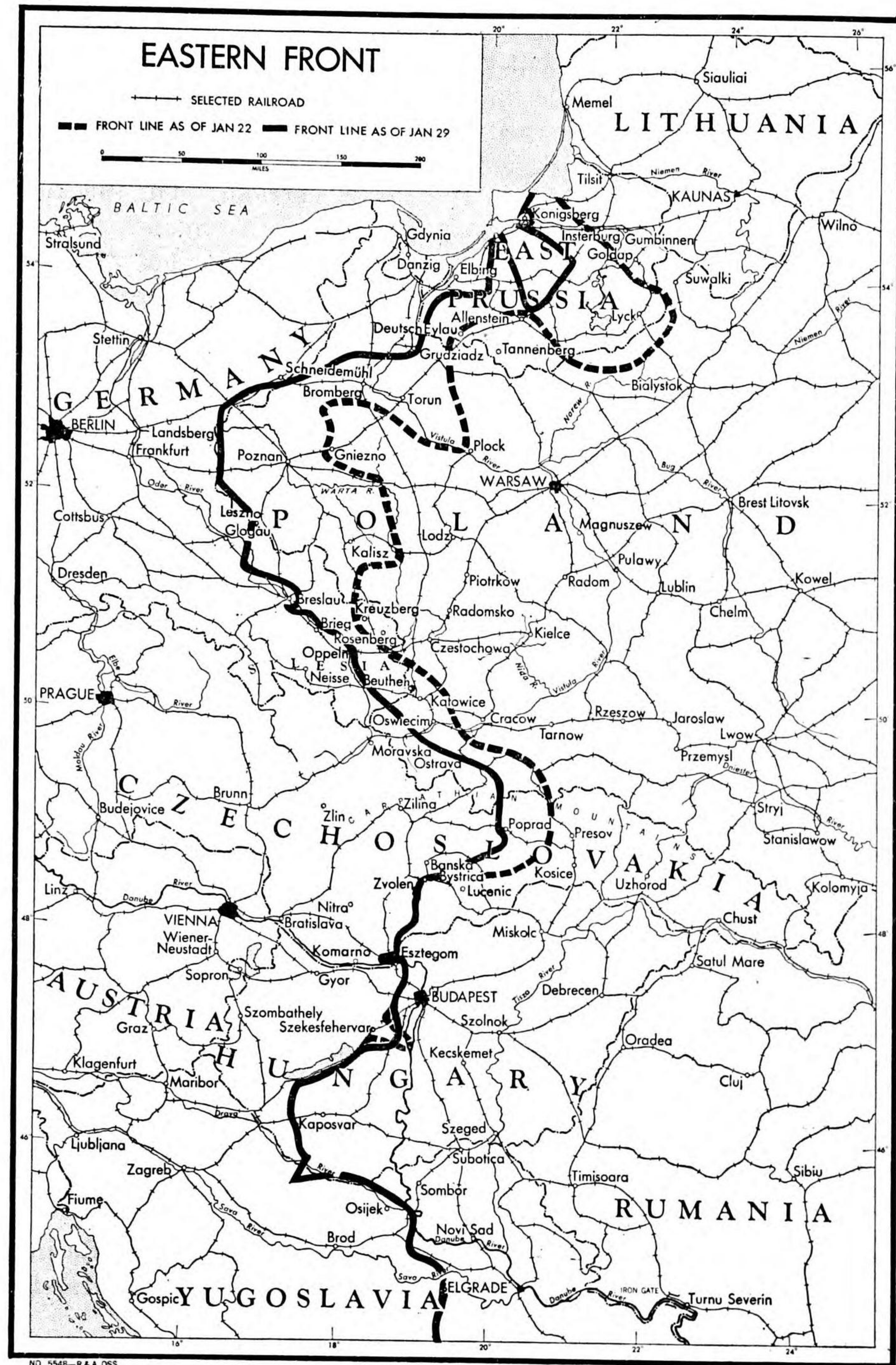
While its siege forces mopped up in the Bromberg area, the right flank of Marshal Zhukov's First White Russian Army crossed the Bydgaski canal and flowed into the Polish corridor. On the 29th, these forces were only 15 miles south of Chojnice, German fortress in the central corridor. To the west of Bromberg, Marshal Zhukov's army had come up to the German-Polish border on a wide front on the 27th and 28th. The Polish border city of Czarnekow was captured on latter date. The German city of Schniedemuhl, expected to be a major base for resistance in the area, was encircled about the same time. The city of Schonlanke on the Dresden-Berlin main line, 12 miles southwest of Schniedemuhl, was taken on the 29th, and on the same day the railroad was cut again at the town of Lukatz Kreutz and near Driesen on the Netze, another German fortress city. The Berlin-Danzig superhighway was cut at Woldenburg, 7 miles northwest of Driesen, and 48 miles from the port of Stettin, also on the 29th. On this day alone the Soviets had advanced 35 miles on a line from east to west. On the 30th they advanced along the superhighway to capture Stolzenburg; on the 31st they took the important city of Landsberg, on the Warta river just below its junction with the Netze. Meseritz on the Obra, Schwiebus, a rail center, and Zullichau on the Oder all fell the same day, thus giving the Russians a solid front of 40 miles from Landsberg to the south, the most advanced point being 67 miles from Berlin. This represented a gain of 80 miles in seven days from the line Gniezno-Wrzesnia.

The city of Posen had been encircled on the 27th. By the 29th, when Marshal Zhukov's center reached the Polish border with the capture of the lake city of Zbaszyn, the forces comprising it had come 65 miles from Giezno in 7 days, crossing the Warta which once again had come across the path of the Soviet forces, and a number of smaller rivers, lakes and canals. Thirty miles southwest of Posen, and just inside the Polish border, the city of Leszno was captured on the 28th. The border was crossed and the German town of Guhrau taken the same day.

Guhrau is in the valley of the Bartsch river, not far from its juncture with the Oder. It is in this area that the forces of Marshals Zhukov and Konev are in contact.

The east bank of the Oder had been occupied by the First Ukrainian Army early in the week from the area north of Steinau to a point west of Gleiwitz, a distance of approximately 110 miles. Bridgeheads

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were established near Steinau and south of Breslau. The bridgehead at Steinau was attacked repeatedly by the Germans and early in the week they announced that it had been eliminated. A German communique of the 29th, however, states that "despite stubborn resistance," the Soviet bridgehead at Steinau had been expanded. Meanwhile from their bridgehead about 12 miles to the southeast of Breslau, the Soviets have been working to the north and northwest, and the Germans announce that Breslau is now under attack from the rear.

Berlin said several smaller bridgeheads had been won on the Oder's west bank between Brieg, 22 miles southeast of Breslau, and the area west of Gleiwitz. A later German report claimed these bridgeheads were being "eliminated or narrowed down."

While gains on the line of the Oder were small and heavily contested this week, the left flank of Marshal Konev's army made very considerable advances, capturing all the major industrial cities of the Upper Silesian border area. This was accomplished by a large circling movement which began when the Soviet forces passed to the north of the area, then cut back to the south and east. Gleiwitz, the most westerly of the cities, was the first to fall, being taken on the 25th. Hindenburg, next in line to the east, was captured on the 26th. On the 27th, the Soviets took several smaller cities in the center of this area; on the 28th, Beuthen, just inside the German border, and Katowice, a Polish city of 135,000. According to the Soviet communique, the Germans switched large forces of infantry and tanks to the area, beginning apparently about the 25th. Particularly heavy fighting was reported on the approaches to the town of Sosnowiec, during which the Germans launched 11 counterattacks. Some of the towns are said to have changed hands several times.

Katowice, a junction of ten railroads and highways running to Czechoslovakia and Germany, manufactures automobiles, other steel products, and chemicals. Beuthen, population 100,000, is the site of the largest zinc mines in Europe. Gleiwitz, 110,000, is the largest German city yet conquered by the Red Army. It is a center of iron ore and steel foundries, machine tool factories and synthetic gasoline plants; its fall was a heavy blow to German war production.

Fifteen miles southeast of Katowice, Marshal Konev's troops on the 27th captured Oswiecim, site of a notorious German death camp. According to press reports, 1,500,000 persons are said to have been murdered at Oswiecim.

South of Oswiecim, the Soviet troops are nearing Biala-Bielsko and are only 33 miles east of Morava Ostrava, third city of Czechoslovakia. They are approaching Morava Ostrava also from the north, where

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they are 23 miles away. The city is on the Oder, and a key point to the Moravian Gap.

The Fourth Ukrainian Army of Marshal Ivan Petrov fought through the rugged terrain of the Carpathians this week, advancing about 38 airline miles westward. The town of Nowy Targ was captured on the 29th. This point controls the entrance to the Jablonka Pass, and its capture was therefore announced in an order of the day by Premier Marshal Stalin.

By the 30th, Marshal Petrov's troops were 12 miles west of Nowy Targ, and had taken the town of Jablonka. The Polish mountain resort of Zakopane, a town of 17,000 about 12 miles south of Nowy Targ, was also captured on the 30th. To the south of this area, the Soviets had taken Poprad, and a number of other towns along the Poprad river, on the 28th. At that time they were approximately 40 miles west of Presov. Dobsina, near the Gollnitz valley in central Slovakia, and about 35 miles west of Kosice, was captured by Rumanian units of the Fourth Ukrainian Army, also on the 28th. Ten miles west of Dobsina, on the 30th, the Rumanians captured a number of towns on the Lucenec-Nowy Sacz highway.

In Budapest this week the Soviet troops still further reduced the area occupied by the encircled German garrison in Buda, the western part of the city.

West of Budapest the Germans, apparently still trying to relieve their besieged forces, claim to have reached the eastern fringe of the Virtes mountains. Between Lake Balaton and the Danube they claim to have repulsed a number of Soviet counterattacks. The Soviets announce that they have occupied several towns in this area, where the Germans last week drove a narrow salient to the west bank of the Danube.

In Yugoslavia the bridgehead across the Drava was expanded slightly to the west when Partisan forces captured the railway station of Pitomica.

Heavy German attacks forced the Partisans to evacuate Travnik early in the week. The purpose of this operation apparently was to drive the Partisans from a base from which they could menace the railroad and highway from Sarajevo to Brod. Nevertheless, following the evacuation of Travnik, it was reported that the Partisans had cut the railroad at a point north of Zenica, which is 10 miles east of Travnik.

Southwest of Sarajevo, the Germans recaptured the town of Jablanica. South of Sarajevo, they reoccupied Ilovice.

Heavy fighting is in progress in the Mostar area, and in East Bosnia, near Vlasenica. Snowstorms and generally severe weather were reported this week throughout Yugoslavia.

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AIR OPERATIONS

Allied planes operating from bases in Western Europe and the Mediterranean flew approximately 16,200 strategic and tactical sorties and dropped about 13,500 tons of bombs on enemy targets in the period January 23/24—January 30th.¹ The relatively low figures for sorties and tonnage were the result of the worst weather of the winter, which grounded our heavy bombers in the United Kingdom the first four days of the week, the longest hiatus in operations since the preceding winter, and prevented Italian-based heavy bombers from carrying out a single mission. Both U. S. and RAF heavy bomber bases in the United Kingdom were closed down under low-lying cloud and fog, often with ceilings less than 200 feet and visibility as low as 100 yards. In Italy rain, low cloud, severe icing conditions and multilayer cloud, which reached as high as 30,000 feet, forced cancellation of all scheduled operations.

Tactical operations were also sharply curtailed over both the Western and Italian fronts. GAF sorties over the battle area were on an extremely small scale and attempted to intercept our strategic missions on only one occasion. A total of 14 enemy aircraft were claimed destroyed in the air during the week and 20 on the ground; our losses were about 120 bombers and fighters.

Such strategic missions as were carried out were directed primarily against enemy rail communications in western Germany, which were the target for 6,500 tons of bombs. The principal Eighth Air Force targets were marshaling yards at Hamm, Bielefeld and Münster, on the two main lines leading from northern Germany to the Ruhr, at Duisburg, at the junction of the Rhine and Ruhr, at Cologne, Koblenz and Neiderlahstein (south of Koblenz) on the Rhine, at Bad Kreuznach, south of Bingen, at Siegen, 50 miles east of Bonn, and at Kassel, an important rail center midway between Hannover and Frankfurt. At Duisburg, where one of the major targets was the Hohenbudberg yards 5 miles southwest of the city, a bridge across the Rhine was also bombed. At Cologne the Hohenzollern bridge across the Rhine was damaged, and the new 1,834-foot Rodenkirchen highway bridge, completed in 1941, was knocked down. This is the third of the five Rhine bridges at Cologne to be destroyed; only the Duetz road bridge and the Hohenzollern road and rail bridge are still standing.

Additional attacks on rail targets were carried out by RAF Lancasters and Halifaxes, which dropped 725 tons on the Gremberg yards just southeast of Cologne (already the target for 650 tons from U. S.

¹ Figures used in this account are necessarily based on preliminary reports and should not be used for statistical purposes. Thus the tonnage figure often does not include complete totals for tactical operations and the total of Allied planes lost may be reduced by subsequent reports of planes landed at friendly fields

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planes), 600 tons on the Kornwestheim yards at Stuttgart and 650 tons on the Urdingen yards at Krefeld.

A number of industrial targets were also under attack. On the night of the 28th the RAF dropped 1,350 tons on the Zuffenhausen area of Stuttgart, the site of ignition component and jet engine plants. U. S. heavy bombers attacked benzol plants at Gneisenau and Kaiserstuhl outside Dortmund and the Henschel tank works at Kassel. RAF Mosquitos attacked Berlin on three nights and carried out a feint attack against Mainz.

On the first five days of the week only a limited number of tactical missions were flown, but on the 29th clearing weather enabled U. S. and RAF aircraft to fly more than 2,600 sorties. The Ninth Air Force continued to concentrate its attacks against the area east of the Ardennes and north of the Saar through which the enemy is withdrawing after the conclusion of the Ardennes fighting. Medium bombers struck at rail bridges and communications targets at Euskirchen, Sinzig, Hallesheim, Remagen, Mayen, Nonnweiler, Blankenheim, and Kaiserslautern, and fighter bombers attacked enemy transport and armored vehicles on the roads between the Ardennes and the Rhine. Even during the bad weather between the 24th and 27th a total of 1,326 motor vehicles were claimed destroyed. On the 29th, when the weather cleared, Ninth Air Force fighter bombers claimed 801 motor vehicles, 33 armored vehicles and 148 railroad cars. Farther south aircraft of the 1st U. S. Tactical Air Force attacked road and rail transport in the Bitche and Colmar areas and along the Rhine between Karlsruhe and Freiburg.

Over the northern sector of the front RAF fighter bombers carried out rail interdiction missions in the Utrecht-Apeldoorn-Münster Rheine-Meppen area, destroying a number of locomotives and freight cars on lines leading from Bremen to the Ruhr and to the Holland front. RAF aircraft also bombed Grevenbroich, southwest of Düsseldorf, a Gestapo headquarters at Dordrecht and a training school for saboteurs at Doorn.

In Italy, where the weather again limited medium bomber and fighter bomber operations, the main Allied effort was directed against railroad lines and bridges in the Po Valley and north along the route to the Brenner. Medium bombers attacked the Lavis, Bozzolo, Mantua, Chiusaforte, Rovereto and San Michele railroad bridges and yards at Trento, Padua and Treviso, while fighter bombers concentrated against the Brenner, Padua-Latisana and Pavia-Parma lines. Fighter bombers also destroyed JU-88's on Ghedi and Bergamo airfields and attacked gun positions and fuel and ammunition dumps in support of the Fifth and Eighth Army fronts.

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German Air Force operations over the Western Front were on an extremely small scale, as low as at any time since the Normandy invasion. The largest number of enemy planes engaged in tactical operations was 95, and on several days the enemy effort was negligible. Two enemy offensive operations were reported. On the night of the 23d enemy aircraft were active just after dark over the Belgian coast and the Scheldt estuary, probably engaged in sea mining. At dawn on the 24th enemy planes, tentatively identified as jet aircraft, attacked shipping at Antwerp harbor. The only enemy reaction to our strategic bombing missions was encountered over Stuttgart on the night of the 28th, when RAF heavy bombers reported 40/50 enemy planes active over the target area. In Italy small numbers of enemy planes dropped bombs over the Fifth Army front on the 29th from south of Bologna to Pietrasanta on the west coast.

German V-weapon activity against southern England was reported every day this week. When weather permitted, German long-range aircraft maintained their customary reconnaissance over the North Sea and British home waters.

The Eighth Air Force celebrated its third anniversary on January 28th. Originally activated at Savannah, Georgia, on January 28, 1942, the Eighth Air Force has flown 250,000 bomber sorties and 210,000 fighter sorties and dropped more than 518,000 tons of bombs. About 13,000 German planes have been claimed destroyed, against a loss of 3,837 bombers and 1,748 fighters.

Maj. Gen. Dieter Pelz, a relatively young officer, is believed to have been in tactical command of the Luftwaffe in the west before the Ardennes offensive with authority to call in Luftwaffe groups from the defense of the Reich and even from the Russian front in order to give Von Rundstedt maximum air support. Early in the offensive General Pelz concentrated his effort against Allied fighter bombers, and until the heavy bomber attack on his airfields on December 24th and the advent of adverse weather, he was able to cause serious interference with our fighter bomber operations, often forcing our planes to jettison their bombs and fight.

General Pelz, who is only 31 years old, is known as a brave, aggressive and even reckless pilot who rose rapidly through the Luftwaffe through his friendship with Göring. Starting as a Stuka pilot, Pelz later commanded in the Mediterranean; in 1942 he formed an anti-shiping unit to be known as I/K.G. 60 and in the spring of 1943 was appointed to command bombing attacks against England. General Pelz was in command of the Luftwaffe during the "pocket blitz" of 1944 and during the Normandy action. The German attack on our airfields on January 1st, when the GAF suffered severe losses, was

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regarded by observers as "pure Pelz"; his recklessness suggests that bold actions of this type may continue although the planes at his disposal are dwindling.

Germany

The gloom deepened in Germany this week, as refugees from the east poured through Berlin and new official voices cried alarm. Labor leader Dr. Robert Ley, long noted for his optimistic predictions, warned in a special broadcast on January 29th that "in all probability what is left of the German capital may soon pass into Russian hands." The army, he promised, will fight to the last ditch to delay the catastrophe, but "we must look at the facts squarely. It may well be a considerable time before the veil shrouding the High Command's intentions . . . can be lifted."

On the following day, the twelfth anniversary of the Nazi seizure of power, the Führer himself took to the air, in defiance of predictions at home and abroad, and delivered a brief and unconvincing pep talk, warming over the favorite Nazi shibboleths so faithfully that his audience must have been a sentence ahead of him most of the way through. Among the sparse new thoughts, however, was the important admission that "a horrid fate is now taking shape in the east." Hitler also made the statement that it was unnecessary to argue with those "eternal blockheads" who thought that if Germany had not armed to protect Europe from the "Asiatic hurricane" she would have escaped being the "victim of this Jewish international world plot." The fact that the Führer found it necessary to emphasize this point suggested that a significant body of German opinion had been detouring from the party line. The only other matter of interest in the address was an attempt to discredit in advance any promises made by the Western democracies on the basis that these nations were powerless to fulfill such engagements against the wishes of Russia.

A few days earlier, Dr. Goebbels had talked in a similar vein when he sternly criticized the United States and Britain for fighting Germany while the Nazis were engaged in saving "the whole civilized world" by opposing the Red Army. If Germany loses, he asserted, it will be "the end of the Occident." A radio announcer warned the Germans to "make no bones" about Soviet plans for their mass deportation if Germany was conquered. Hans Fritsche, leading political commentator, informed the nation that "women and children are now to be seen fleeing." With a spiritual color-blindness which was typically Prussian, he added, "Our eyes have grown accustomed to this pitiful spectacle in foreign countries. [But] now it is our people who have to suffer this hard fate."

In further comment on the evacuation, Dr. Rudolf Semmler, a

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radio orator, admitted that "rows" had developed in the handling of "one of the greatest migrations in history." (The Berlin radio had reported that 300,000 people had left Breslau). Semmler blamed the confusion on "incompetence." Civilians were said to have been evacuated en masse from Danzig and the Polish Corridor, while the population of Königsberg was reported to be fleeing from the burning city through blizzards to Pillau at the end of the Samland (Königsberg) Peninsula.

Press dispatches from Sweden said the German Government had "decided to evacuate important documents from all ministries to Berchtesgaden, where large fortifications are now practically finished." It was said that "ammunition, food and medicine for several years" had already been stored in the "absolutely impregnable" fortress. The Paris radio added that all high German officials had left Berlin for Munich, which would be the "center of German resistance," but other accounts described Munich as in a state of extreme unrest and under virtual siege. The Berlin correspondent of the Stockholm *Morgontidningen* averred that the diplomatic corps had been ordered to move to Salzburg, while an American newspaper man cabled that 50 per cent of current Swedish patent applications, recorded in the Swedish Official Journal, originated with major German concerns attempting to protect themselves against a collapse.

While much of the information coming out of Germany was undoubtedly tinged by the hopes and fears of the originators, it was clear that the Nazis were facing the greatest crisis of their twelve turbulent years—and knew it.

France

The French home radio has announced that Gen. Charles de Gaulle and his Cabinet have set a deadline of February 15th for the purging of all collaborators from the central government. Local administrations must be cleansed by March 15th.

At a press conference on January 25th, General de Gaulle said that "by all indications" France would not take part in the forthcoming conference of Allied Chiefs of State. The General also availed himself of the opportunity to clarify the French position regarding the Rhine, stating that "France does not intend to finish this war without the assurance that French forces will be installed permanently from one end of the [German] Rhine to the other." He added that occupation of both banks of the river was envisaged, but that other nations would not thereby be excluded. Indeed inter-Allied control of the Rhine basin might be desirable, he suggested, and French garrisoning of the territory did not necessarily imply that the frontiers of France should be advanced to the Rhine's banks: (The Rhine

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already marks the Franco-German boundary between Karlsruhe and the Swiss border.)

The non-Communist Mouvement de Libération Nationale has rejected fusion with the Communist-dominated Front National, according to the press, thus destroying the possibility of unifying the French resistance groups. The result is interpreted as a victory for General de Gaulle, who has been anxious for the resistance to enter and rejuvenate the established political parties, rather than to maintain a solid, and potentially all-powerful, radical front.

Belgium

The major problems of fuel and food outweigh Belgium's continuing dissatisfaction with the unemployment situation and with the Government's allegedly lax policy toward collaborators. The winter is one of the most severe in recent years. All the canals are frozen, adding to the already serious transportation difficulties. Only a few days' supply of coal is now available for public utilities. According to the press, additional fuel supplies are jeopardized by a strike in the important Charleroi fields. Distribution of food, handicapped by the fuel shortage, has been further hampered by the necessity of moving flour and bread to the areas involved in the recent German counter-attack. Criticism of the British and Americans is growing, principally because the Allied authorities have been unable to carry out their commitment to raise food rations to 2,000 calories daily. At present 1,600 calories appears to be the maximum which can be reached.

Finland

The greatest current problem in Finland is housing. In the cities the larger apartments have been divided up to accommodate additional occupants, and the situation in the country, where 450,000 Karelians have had to be taken in, is reported to be almost equally bad. There is a serious shortage of clothes and shoes, preventing school attendance by many children. Tuberculosis has increased, but the Finns on the whole have remained remarkably healthy. Food is short, but fuel is relatively plentiful, since Finland possesses almost unlimited supplies of wood. All except 10 Finnish locomotives are being converted from coal to wood fuel. Railroad trains have been reduced by 20 per cent in weight because of diminished tractive power.

The press reports that Field Marshal Baron Carl Gustav Mannerheim will resign as President of Finland after the Diet elections in March, to be succeeded by the present Premier, Juho Paasikivi.

Poland

The American Red Cross announced last week that American and other Allied prisoners of war at German camps in the path of the

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Soviet advance had been moved toward the center of Germany several weeks ago.

The Polish Provisional Government in Lublin has disclosed that the speed of the Soviet advance enabled the Russians to capture many undamaged German war plants. In Lodz, Czestochowa and Kielce some armament industries have been turned over to the Poles intact. The city of Cracow is said to have suffered "little destruction," because the retreating Germans were in too much of a hurry to carry out their demolition plans. Wavel Castle, German headquarters, was mined, according to the Poles, but the charges were not set off.

Russia

No official announcements of Soviet plans for dealing with the German civilian population have been made, but Ilya Ehrenburg, authoritative Russian political correspondent, has advocated the sparing of children, the punishment of war criminals and the use of forced labor drafts for reconstruction. The fact that this policy has already been applied in Rumania and Bulgaria is suggestive.

Yugoslavia

After the alarums and excursions of last week, when King Peter asked for the resignation of Premier Ivan Subasich of the London Government-in-exile, the latest Yugoslav Governmental crisis was ended January 29th by Dr. Subasich's reinstatement. Apparently King Peter's proposals for a broadening of the Subasich Cabinet and for the addition of 40-60 members of the pre-war Parliament to the Anti-Fascist Council which will govern the country until elections was rejected by Marshal Tito. The King thereupon retreated. He accepted Dr. Subasich's resignation but immediately reappointed him, agreeing to delegate the royal powers to a Regency Council pending a popular decision on the return of the monarchy to Yugoslavia.

From the Yugoslav Government statement on the Regency, it appears that the King is to select the Regents, which would mean that he had won at least one point at issue. It may well be, however, that the power of selection will be illusory, since the candidates of Peter's choice presumably would have to be approved by his ministers, which in practice would mean by Dr. Subasich acting for himself and for Tito.

Reportedly without orders from the London Government, most Yugoslav merchant ships are said to have hoisted a new national flag. The ensign consists of blue, white and red horizontal stripes with a five-pointed red star, edged with yellow, in the middle of the white stripe.

Bulgaria

According to the Swiss radio, Prince Cyril, former Regent of Bulgaria, has been condemned to death by the Sofia People's Court for pro-Nazi activities. It is known that the death penalty has also been demanded for all members of the Filov Cabinet, which ruled Bulgaria from February 1940 to September 1943. They are charged with refusing a pact with Russia and with forcing Bulgaria to join the Axis and to become an instrument of Hitler's Balkan policy.

Greece

Proposed peace negotiations between the Plastiras Government and the EAM [National Liberation Front] have been delayed, reportedly because of a disagreement over the number of delegates. The EAM wanted five representatives, while the Government proposed three on a side and, according to the press, desired that all three EAM delegates be Communists. At last advices the EAM had finally agreed to send a three-member delegation but had won the right to include the name of Elias Tsimokos as representative of the more moderate elements. The other EAM negotiators were reported to be Dimitri Partsalides, EAM general secretary, and George Siantos, the Communist party secretary.

A British trade union group, headed by Sir Walter Citrine, is reported to have met EAM labor leaders northwest of Athens. The trade unionists are said previously to have witnessed the exhumation from a mass grave of more than 1,300 ELAS [forces of the EAM] victims, many of whom bore evidence of mutilation or torture. Released British and Greek prisoners have told the press harrowing tales about the treatment accorded them by the rebels, whom one British soldier described as "just a gang of thugs."

Premier Plastiras was reported by the British press to have said that the "best punishment" for the Greek Communist party, dominant influence in the EAM, would be an election, since it would "prove that the country was overwhelmingly against them." He added that it was impossible to admit the EAM to the present "non-representative" Cabinet because "public opinion was against it."

The London radio observed that the prospects of a permanent settlement in Greece "have not improved during the past week," and that the British Army "is likely to remain the single solid factor in Greek politics for some time to come."

Organization of National Guard battalions is continuing, and it is understood that the Greek Government controls a force of 18,000 such troops in the Athens-Piraeus area. ELAS units, currently reported to be regrouping behind the line of demarcation established by agreement with the British, are unofficially estimated at 40,000 to 50,000 men.

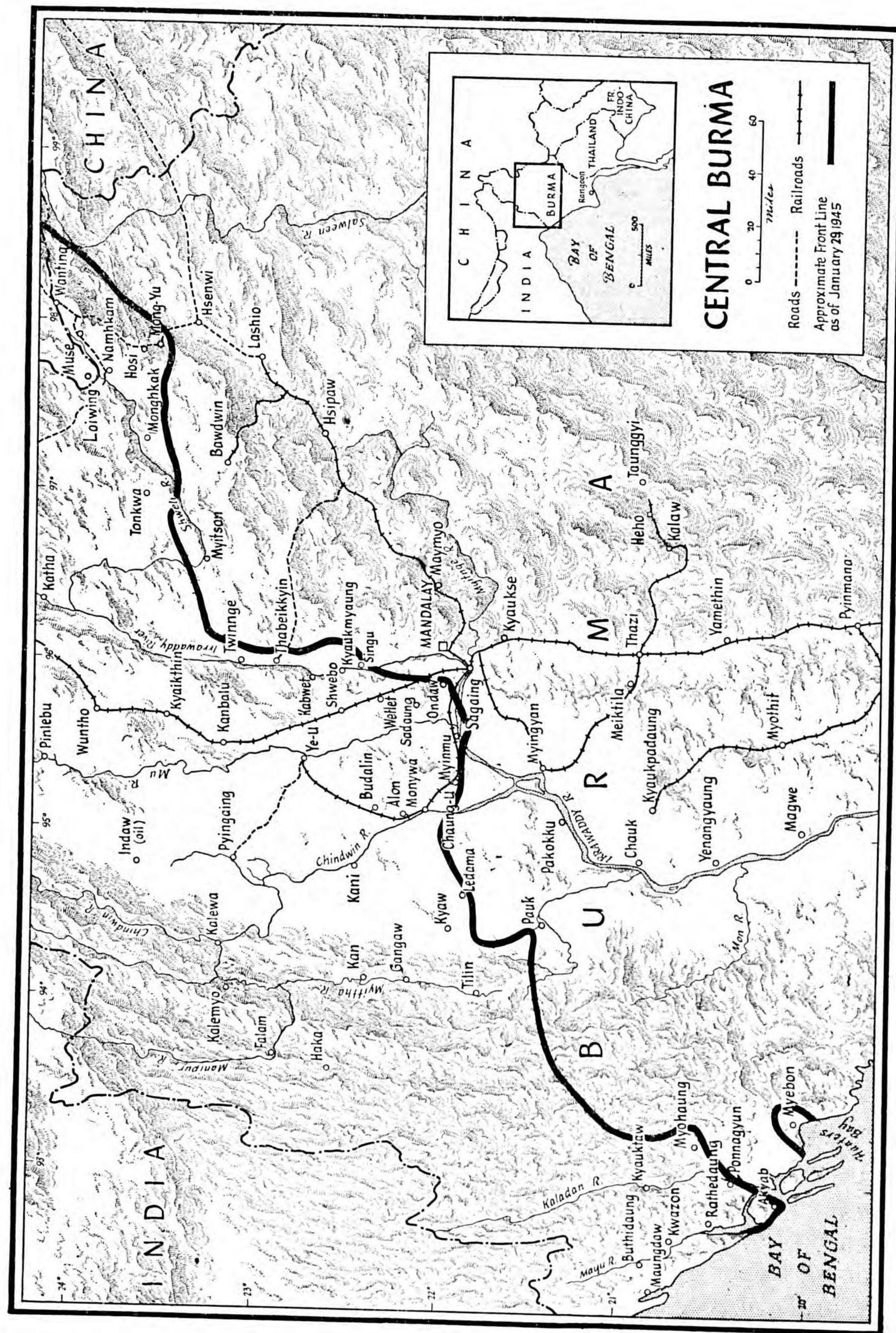
*Confidential***ASIA****Burma**

The British Fourteenth Army made further progress this week on the approaches to Mandalay, crossing to the south bank of the Irrawaddy in the Myinmu area, about 25 miles west of Sagaing. One patrol advanced 8 miles southeast of this position without encountering the enemy and another moved 12 miles to the southwest at Myaung. Mopping-up operations continued at Monywa, on the Sagaing-Ye-U railroad to the northwest. Three hundred enemy pontoons, still in serviceable condition, were captured when the British took the town last week. Twelve miles northwest of Sagaing other British elements moving down the Shwebo-Sagaing road found Ondaw clear of the Japanese. North of Sagaing the enemy is strongly entrenched in the ridge running parallel to the west bank of the Irrawaddy; Allied patrols venturing into this area met artillery and mortar fire. To the southwest, however, British advance units have reached Saye, less than 8 miles due west of Mandalay.

North of Mandalay the British have established Irrawaddy bridgeheads in three places—at Thabeikkyin, Singu and Kyaukmyaung. Despite heavy enemy counterattacks and steady artillery fire directed at these positions the British have enlarged their footholds and moved in more troops and equipment. The stubborn opposition offered by the enemy to these advances suggests that the Japanese are concerned over the Allied threat to the Mandalay-Lashio railroad in an enveloping movement toward Mandalay.

Allied units operating southwest of the Chindwin about 75 miles west of Sagaing have made conspicuous advances in the Gangaw Valley. They entered Ledama, about 15 miles southeast of Kyaw, without opposition and farther south other Allied units captured Pauk and penetrated 9 miles southeast to Thamadaw, on the east bank of the Chindwin.

In northeast Burma, Mong-Yu, the Ledo-Burma Road junction, has been captured by converging Chinese columns moving in from the west, north and northeast. Between Namhkam and the Burma Road Chinese troops have cleared out a number of enemy pockets. In the area north of Hosi a vigorous engagement took place between American and Japanese forces. Southeast of this position the Americans took an enemy ammunition dump containing 3,000 rounds of 105 and 75 mm. ammunition. The Japanese are fighting desperately in the Shweli Valley to hold up traffic as long as possible over the India-China



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road. The road has been opened but enemy artillery at some points still has the highway in range.

British amphibious forces on the 26th made their fifth landing on Burma's west coast at Cheduba Island, 32 miles from the mainland off Taungup. Cheduba is southwest of Ramree Island, separated by the five-mile Cheduba Strait. The operation was carried out by Royal Marines of the East Indies Fleet who were taken to the island in cruisers from which they were transferred to landing craft for assault on the beaches. Cover was provided by cruisers and destroyers. Only slight opposition was encountered and a beachhead was promptly established. On the 27th still another landing was made at Sagu Kyun Island without opposition. This position is just off the south tip of Ramree Island and due east of Cheduba. Several days later enemy artillery fire from Ramree Island forced Allied units to abandon their position on Sagu Island. Allied forces on Ramree Island have reached Mayin village, about 4 miles southeast of Thames Point, and have also penetrated to the Yanbawk River. On the Myebon Peninsula and in the area of the Kangaw bridgehead, 35 miles east of Akyab, stubborn enemy resistance continues. The Japanese have brought into action 75, 105 and possibly 150 mm. artillery pieces at Kangaw. On the Arakan front to the northwest Myohaung has been occupied by British units.

Air Operations.—Fighters and bombers of the Eastern Air Command concentrated this week on enemy supply dumps and bridges in attacks designed to seal off the retreating Japanese. Targets around Mandalay were heavily hit. RAF Liberators on the 25th attacked supply dumps at Amarapura, 12 miles south of Mandalay, while B-25's knocked down four bridges near Thazi junction, 70 miles south of Mandalay. Tenth Air Force fighter-bombers, sweeping into eastern Burma, destroyed a bridge northwest of Lashio, and two bridges south of Thanbyuzayat on the Moulmein-Bangkok railroad in lower Burma were destroyed by B-24's. On the 29th approximately 70 Allied planes dropped nearly 80 tons on the Pegu-Martaban and Moulmein-Bangkok rail lines, destroying four bridges and damaging two. Runways of the airfields at Heho and Meiktila were bombed on the 25th and 26th and enemy positions in Arakan were repeatedly hit. In the area of the British landings off the west coast, RAF fighter-bombers raked Japanese rear guards trying to cover an enemy withdrawal. On the 28th enemy positions northeast of Myebon were attacked by RAF B-24's which dropped 250 tons with good results. The same day in the Gulf of Martaban Beaufighters set a freighter and a transport on fire and damaged more than 100 rivercraft. On the 28th in coordinated attacks with troops of the Fifteenth Corps in Arakan

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more than 200 heavy and fighter bombers hit enemy positions and gun batteries near Kangaw. West of the Irrawaddy on the same day Japanese positions were attacked and in the Mandalay sector troop concentrations and gun positions were bombed.

Sumatra

A British carrier task force on the 24th carried out an attack on Palembang in southeast Sumatra. Oil refineries and airfields were the principal targets. Damage was reported to a powerhouse, three crude oil plants, two distillation plants and numerous other buildings. Enemy fighters intercepted and 13 were reported shot down and six more probably destroyed. Thirty-four enemy planes were destroyed and 25 damaged on the ground.

On the 29th, according to a Japanese broadcast from Singapore, Palembang was again attacked by planes from an Allied task force consisting of two carriers, two cruisers and four destroyers.

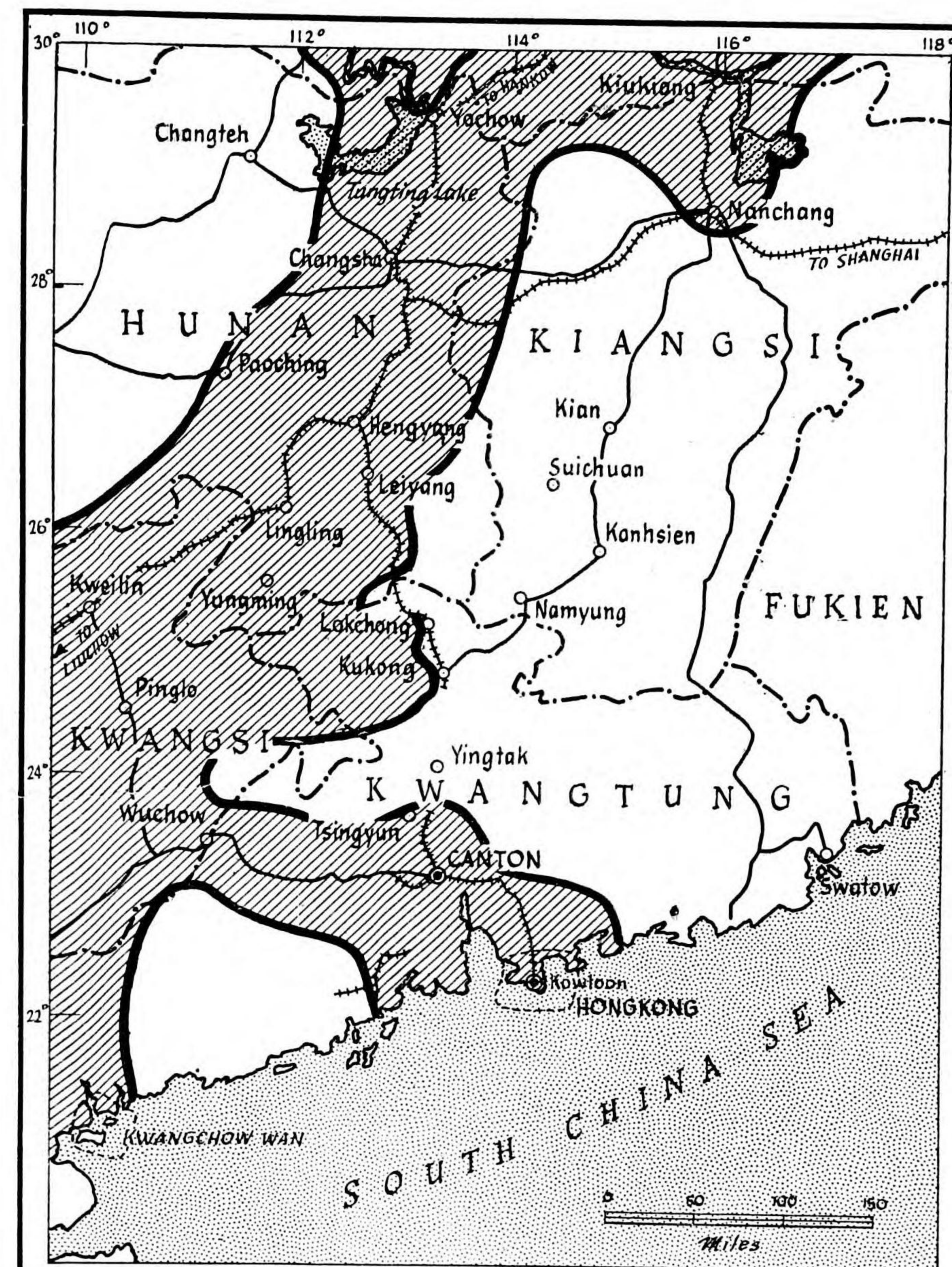
China

The Japanese offensive to close the Chinese-held gaps in the Hankow-Canton railroad in south central China gathered momentum from the north, south and from the west. Prior to the offensive the Chinese had taken up the tracks from the section of the line starting just south of Kukong and extending to a point just northeast of Tsingyun. At least 10 enemy columns were engaged in the operation, but the main thrusts were concentrated south of Leiyang along the railroad and at Lokchong and Kukong. The fighting was particularly heavy at Kukong where the Japanese have seized the railroad station. The Chinese were forced to yield the town after bitter fighting. One enemy column was reported to have by-passed Kukong in a drive toward Namyung. On the 28th it was reported that the Japanese held the railway between Leiyang and Kukong, except for small areas around Yungching, and the entire stretch from Kukong to Canton.

Another Japanese offensive is aimed at western Kiangsi Province where the enemy is apparently attempting to duplicate his campaign of last fall that knocked out a number of Fourteenth Air Force bases. On the 29th Allied sources confirmed Tokyo claims that Suichuan, one of the last U. S. airfields left in southeastern China, had fallen to the enemy.

Japanese troops have landed at Pinghoi on Bias Bay, 50 miles east of Hongkong, in another move to strengthen defenses of the south China coast. It is also reported that enemy garrisons are being increased at Shanghai, Hangchow, Foochow, Amoy and Swatow, all along the east China coast. A Tokyo broadcast declared the Japan-

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SOUTH CHINA
 Railroads ———— Roads ————
 Provincial Boundaries - - - Japanese-held Area // //
 Approximate Front Line as of Jan. 29

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ese, developing the south China coast into a "continental fortress", had occupied the entire Kwangtung coast nearest the Philippines and were throwing up fortifications.

There are a number of reports of enemy troop movements through the Japanese-held corridor toward Indo-China. Large forces have been reported moving from the Liuchow-Nanning sector to the southwest. From Ishan through Liuchow to Nanning the Japanese now have a road operational for motor transport.

It was announced on the 25th that President Roosevelt has recommended the promotion to lieutenant general of Maj. Gen. Albert C. Wedemeyer, commanding officer of U. S. Forces in the China theater.

Air Operations.—The Fourteenth Air Force struck at the Peiping airfields on the 25th in a surprise attack which resulted in the destruction of 40 enemy aircraft, five of which were shot down. The Peiping strike brought the Fourteenth Air Force's total of Japanese aircraft destroyed in January to 305. The Nanking airdrome was attacked on the 26th and 27th; four enemy planes were destroyed.

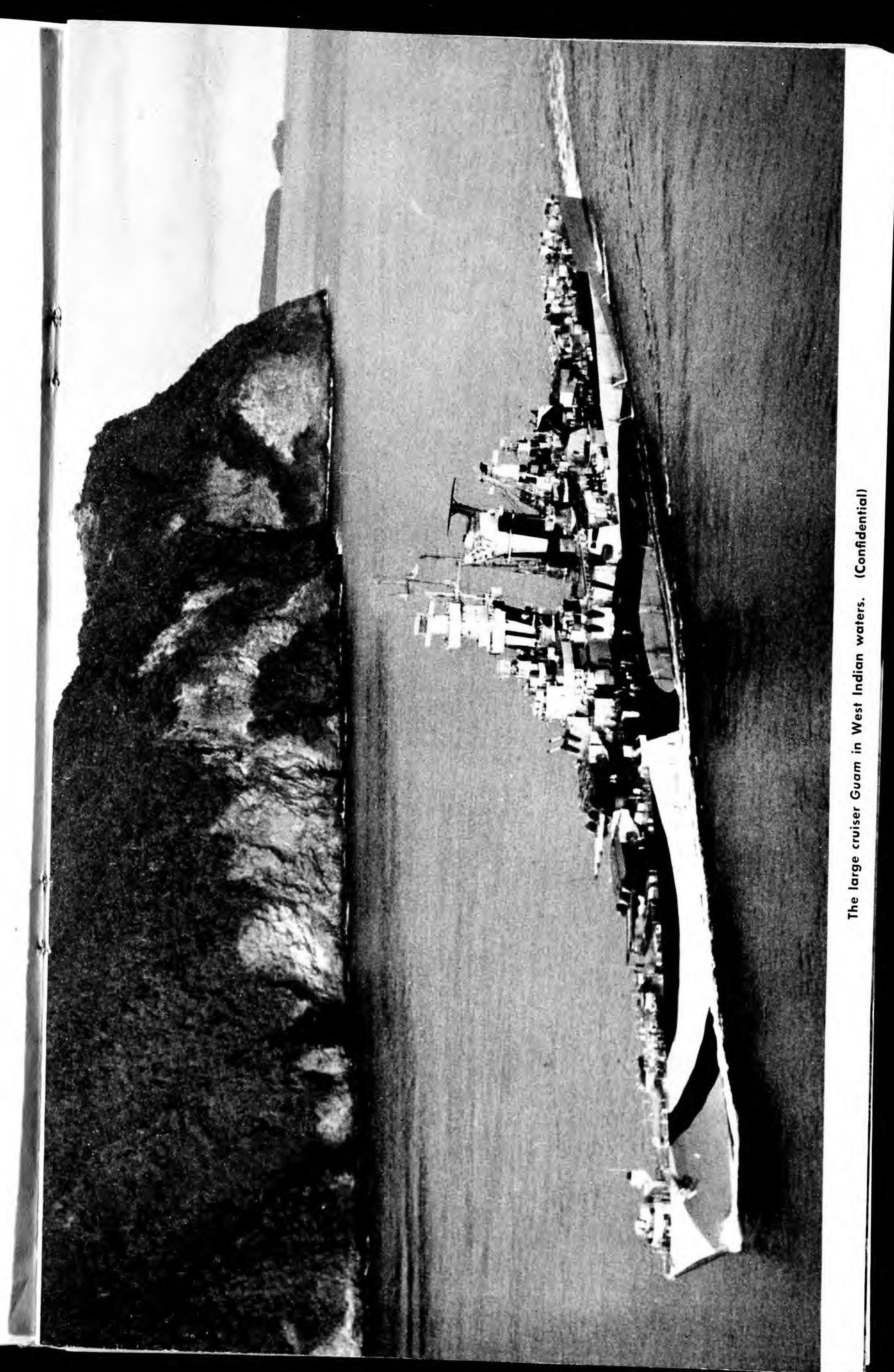
Economic.—In a report from Donald M. Nelson to President Roosevelt made public this week by the White House it was stated that for the first time the Chinese economic war effort is coordinated and, "in addition to the improvement in the military situation, we can look for far-reaching gains on the economic front." The report concerned the mission to China undertaken last November by Mr. Nelson and Maj. Gen. Patrick J. Hurley who has since been made Ambassador to China. "China has the capacity and the desire to develop herself industrially with American aid," the report said.

Coalition Government Proposal.—Union of the Kuomintang National Government with the Chinese Communists in a "democratic coalition" is proposed by Chou En-lai, Chinese Communist leader, who has returned to Chungking, the Yen-an radio reported this week. Chou issued a list of proposals he will make to Chungking which include the following: abolition of the one-party system; establishment of a unified High Command; recognition of the legal status of all anti-Japanese groups; abolition of secret police activities; release of political prisoners; and the withdrawal of the troops now surrounding the Shensi-Kansu-Ninghsia border region (the area held by the Communists).

Indo-China

A medium force of B-29's of the India-based Twentieth Bomber Command on the 27th dropped more than 65 tons on the naval yards and arsenal at Saigon. Good results were reported. The raid apparently took the enemy by surprise, the Allied communique indicating that no fighters or anti-aircraft opposition was encountered

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The large cruiser Guam in West Indian waters. (Confidential)

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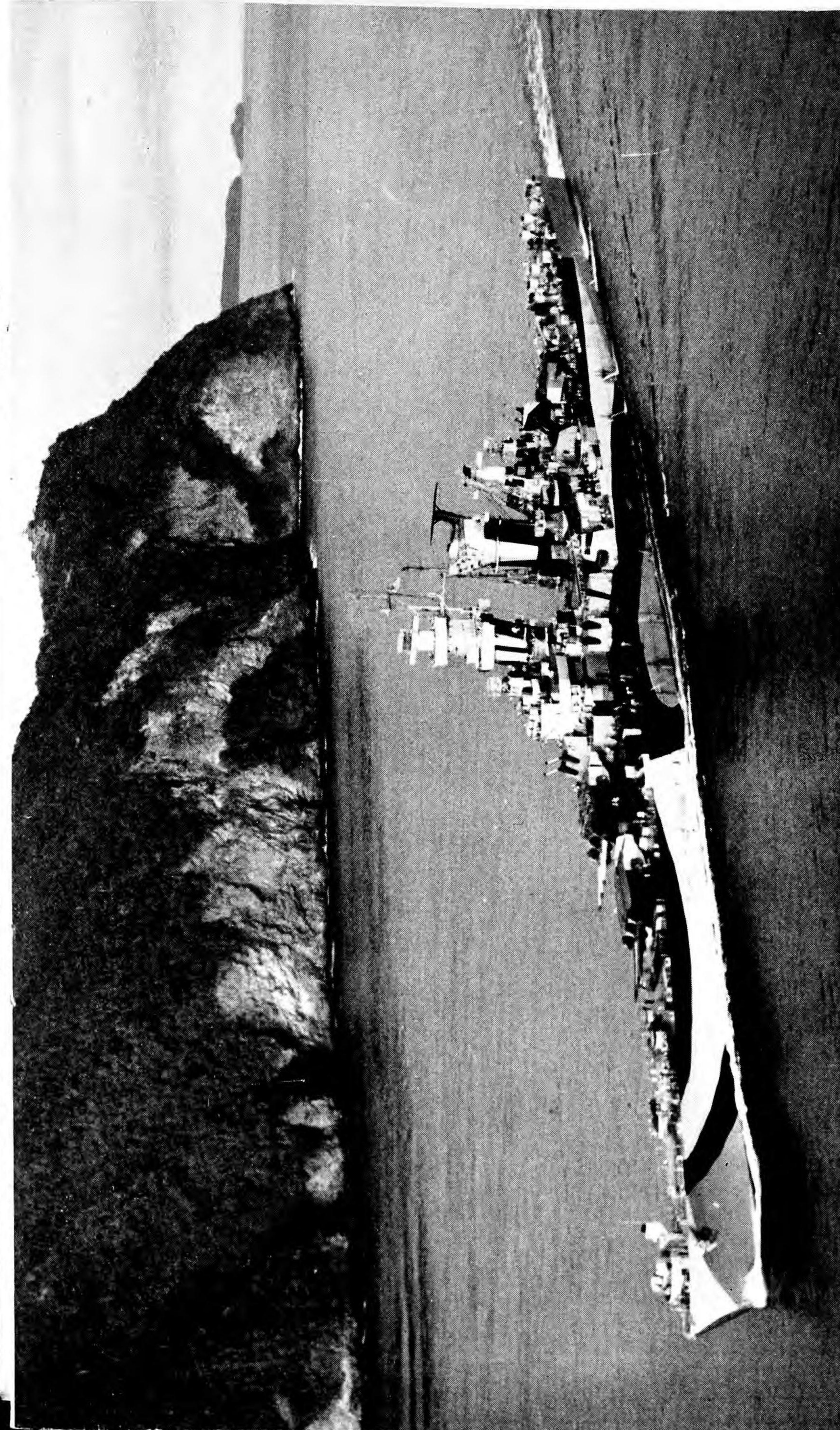
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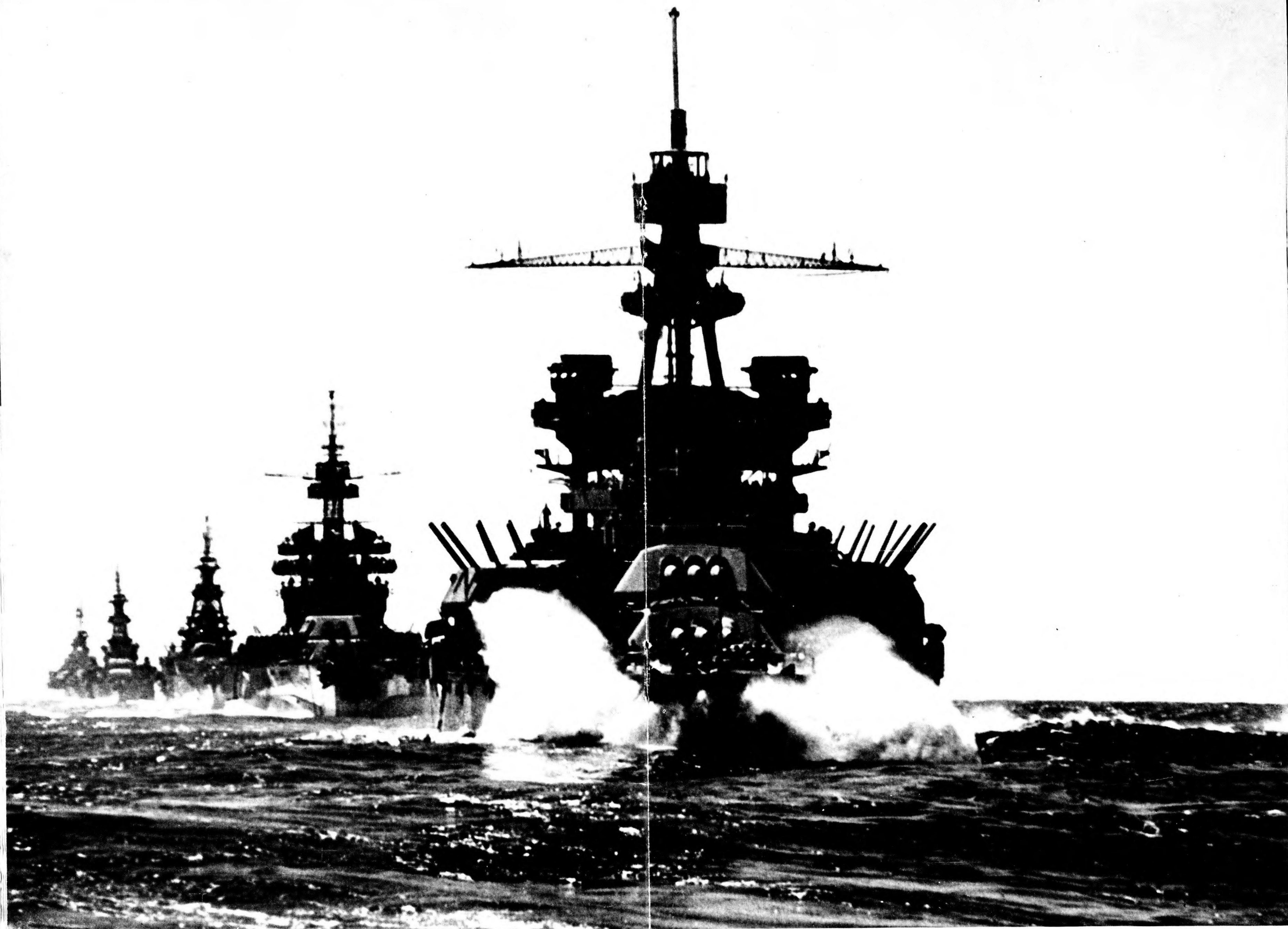


The large cruiser Guam in West Indian waters. (Confidential)



American troops move past a ruined church in the village of Binmaley, captured on January 9th a few hours after the landings on the beaches of Lingayen Gulf, Luzon. In the lower photograph parachute bombs are descending on Japanese planes at Clark Field during a USAAF attack. Another view of Clark Field during an American attack is on the page opposite. This base was captured by the Sixth Army on January 26th. A special article on the air fields of central Luzon appears in this issue.





Ships of the Seventh Fleet move into Lingayen Gulf for the bombardment which preceded the landing of our forces. In the foreground is the *Pennsylvania*, followed by a *Colorado* class battleship, heavy cruisers of the *Northampton* and *Portland* classes and a newer cruiser.

(Restricted)



The *Pennsylvania* firing on Japanese shore installations during the Lingayen Gulf operations.
A Colorado class BB is at the left. (Restricted)



The *West Virginia* in Lingayen Gulf, with a screen of *Fletcher* class destroyers and destroyer escorts. (Restricted)

and all the B-29's returned to their base. It was the first Superfortress attack on the chief city of Indo-China. Bombs were also dropped on the Rama River bridge north of Bangkok, Thailand. Although bombs were dropped through overcast at Saigon one bombardier reported he got a glimpse of the bomb pattern through a rift in the clouds and saw explosives dropping along the waterfront where there are important installations.

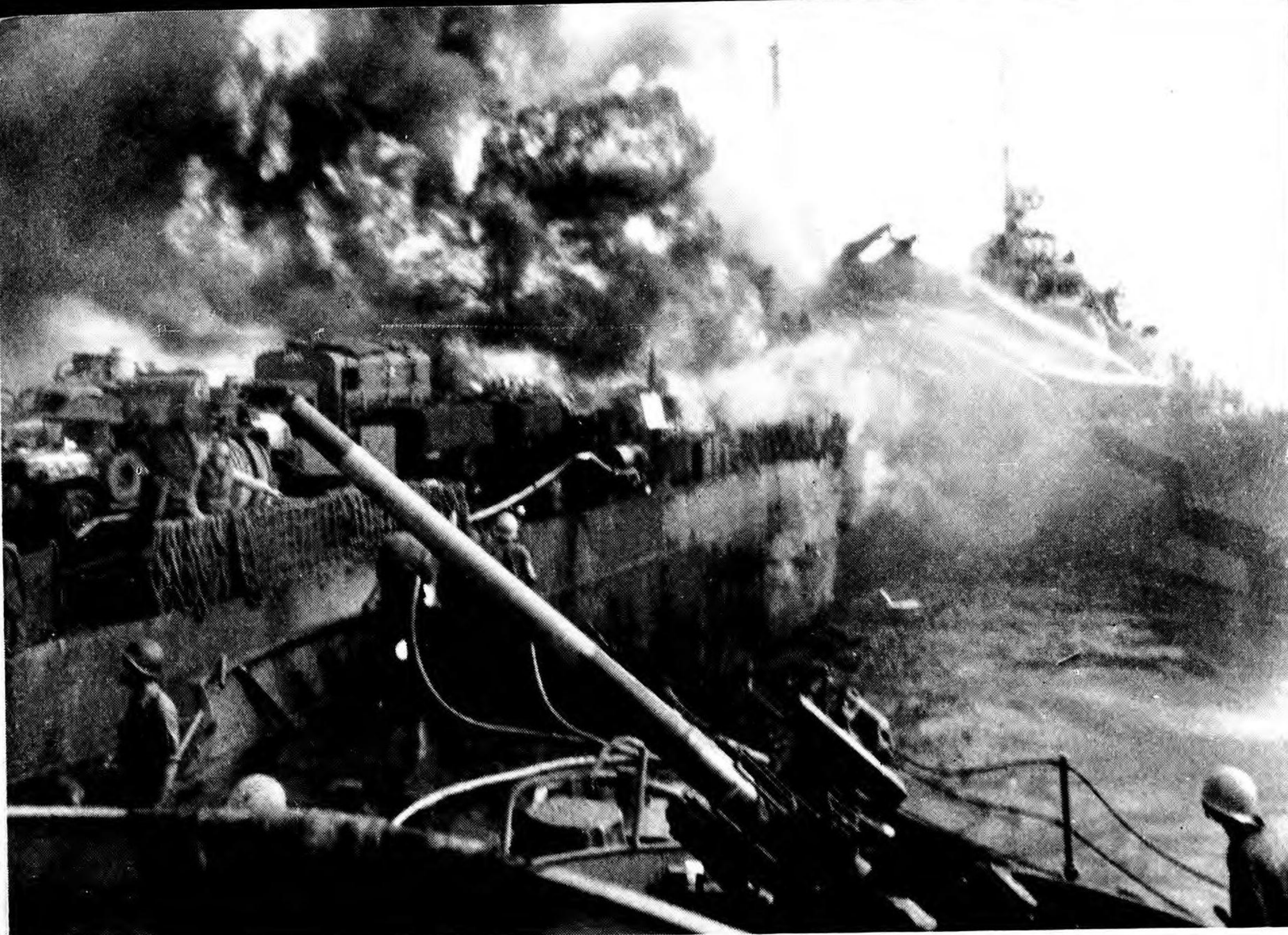
Japan

A substantial force of Twenty-First Bomber Command B-29's on the 27th bombed the Tokyo industrial area, dropping more than 180 tons. Visual bombing was accomplished by some formations and others used instruments because of a partial cloud cover. The primary target was the Nakajima aircraft factory. Photos taken during the raid indicated good results; anti-aircraft fire was described as moderate. The Allied communique said that the enemy employed practically all types of Japanese aircraft in an effort which lasted more than an hour to divert the B-29's from the target. Our claims of 57 enemy planes destroyed, 21 probably shot down and 41 damaged represent the largest number of enemy aircraft hit in a single mission by the Twentieth Air Force. Five Superfortresses were lost over the target.

Further details on the Twenty-first Bomber Command's strike at Nagoya on the 23d indicate that a sizable force of B-29's attacked the Mitsubishi aircraft engine plant. Results were unobserved because of the overcast. Ninety tons were dropped on the engine plant and more than 85 tons on Nagoya city, the secondary target. Our planes, sweeping in in two waves, struck at a lower altitude than they had previously employed at Nagoya. They met more than 200 enemy fighters over the Honshu coast, mostly of the twin-engine type, which attacked the B-29's and stayed with them until they were 50 to 100 miles at sea on the return trip. Our planes shot down 15 enemy aircraft, probably destroyed 13 and damaged 34. Only one B-29 was lost; it crashed into the sea after being hit by anti-aircraft fire.

On the 24th, according to the Tokyo radio, Nagoya was hit again by 2 B-29's, while Hamamatsu, about 60 miles along the coast to the southeast, was attacked by a single B-29. There has been no Allied confirmation of these attacks. During the night of the 24th-25th Osaka was attacked by two B-29's which dropped general purpose bombs without opposition. About 30 inaccurate searchlights were active. The following night 3 B-29's were airborne for single attacks on Honshu. The first plane dropped general purpose bombs on the Nagoya arsenal; the second plane did not hit any scheduled targets, while the third dropped general purpose bombs on Shingu. There

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An LST burns after taking a hit during a Japanese air attack on our ships off Mindoro, which was invaded on December 15th in preparation for the landings on Luzon.



was no fighter opposition, but some anti-aircraft fire was met over Nagoya and Shingu. On the night of the 26th-27th three separate missions were carried out against the Ogura Oil Co. plant at Tokyo. Each plane dropped general purpose bombs and incendiaries. Only one plane met slight fighter opposition. Anti-aircraft fire ranged from light to intense and accurate. The same target was hit again the following night by a B-29 which released incendiaries through accurate anti-aircraft fire. Three enemy fighters intercepted. On the night of the 28th-29th two B-29's bombed the Nippon Oil Co. plant in Tokyo, resulting in fires and explosions. Only one unaggressive enemy plane was encountered. A third B-29 hit Hachijo Jima, an island about 200 miles off the coast south of Tokyo.

The Japanese Government is speeding its program for decentralizing Japan's war industries and the transfer of the most important factories underground, Domei reported.

Political.—Premier Kuniaki Koiso, whose regime has received some indirect criticism during the current session of the Diet has decided to lend his support to a move to create a new, all-powerful political party in Japan which would try to establish "a national structure for victory," Domei reported this week. The dispatch declared that acceptance of the proposal by Koiso's government had been made known at a meeting of the members of the Imperial Rule Assistance Political Society (IRAPS) who sit in the House of Representatives. A special committee of the IRAPS, parliamentary wing of the Imperial Rule Assistance Association, Japan's totalitarian party, made the proposal for a new political party last week.

Relief for Allied Prisoners.—The Japanese vessel *Hoshi Maru*, which left Moji, Japan, on the 8th with a cargo of relief supplies for American prisoners of war in occupied China, has "completed its mission," according to Domei. Quoting a statement by Sadao Iguchi, Japanese Information Board spokesman, Domei said the *Hoshi Maru* had delivered its cargo at Shanghai and Tsingtao and was scheduled to leave the latter port on the 24th. Another broadcast quoted Iguchi as saying that delivery of the supplies to Allied war prisoners in the Philippines and southern regions (Burma, Thailand, French Indo-China, Malaya and the Netherlands Indies) would be carried out some time next month.

Economic.—Emperor Hirohito this week approved a record-breaking supplementary military budget of 85,000,000,000 yen for the 1945-46 fiscal year, Domei reported. Domei said this sum was 22,000,000,000 yen greater than the supplementary military expenditures for the current fiscal year ending in March and 20,000,000,000 yen more than a Japanese estimate of the national income last September. The

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yen was nominally worth about 25 cents before the war, although often less than half this amount in the uncontrolled Chinese money market.

Expenditures included in the new supplementary military budget are exclusive of those provided for in the projected Japanese "general accounts" budget for 1945-46, which Domei said amounted to 26,592,000,000 yen.

According to a Board of Information announcement quoted by Domei, the new supplementary military budget includes 60,000,000,000 earmarked for "regular expenditures" and 25,000,000,000 yen as "reserve." Despite this reserve item and the fact that the Japanese have been told they will pay higher taxes, the difference between the contemplated expenditures and the estimated national income indicates that Japanese authorities are counting on the occupied areas to bear an even greater share of the fiscal burden during the coming year. A later broadcast said Japan was planning to seek a loan of 30,136,000,000 yen from these areas.

The Tokyo domestic radio noted that the grand total of emergency military expenditures since the start of the "China Incident" in 1937 had now reached 222,123,000,000 yen.

Kuriles

Liberator bombers on the 24th raided the Kakumabetsu Wan naval base installations on the west central coast of Paramushiru. Similar installations were also attacked at Kashiwabara in the northern portion of the island bordering on Paramushiru Strait. The B-24's were intercepted by approximately 10 enemy fighters of which three were shot down, three probably destroyed and one damaged. Anti-aircraft fire was moderate and inaccurate. On the following day our Ventura bombers directed rocket and machine-gun fire against a lighthouse and radio facilities at Kokutan Zaki on the northernmost tip of Shimushu. Three enemy fighters were airborne but did not attempt to intercept. Also on the 25th low-flying B-25's attacked Torishima Retto, a Japanese warning outpost east of Paramushiru, scoring hits on buildings. Eight enemy planes intercepted and the B-25's probably destroyed two of them and damaged four. Inaccurate anti-aircraft fire was met and all our planes returned safely to their base.

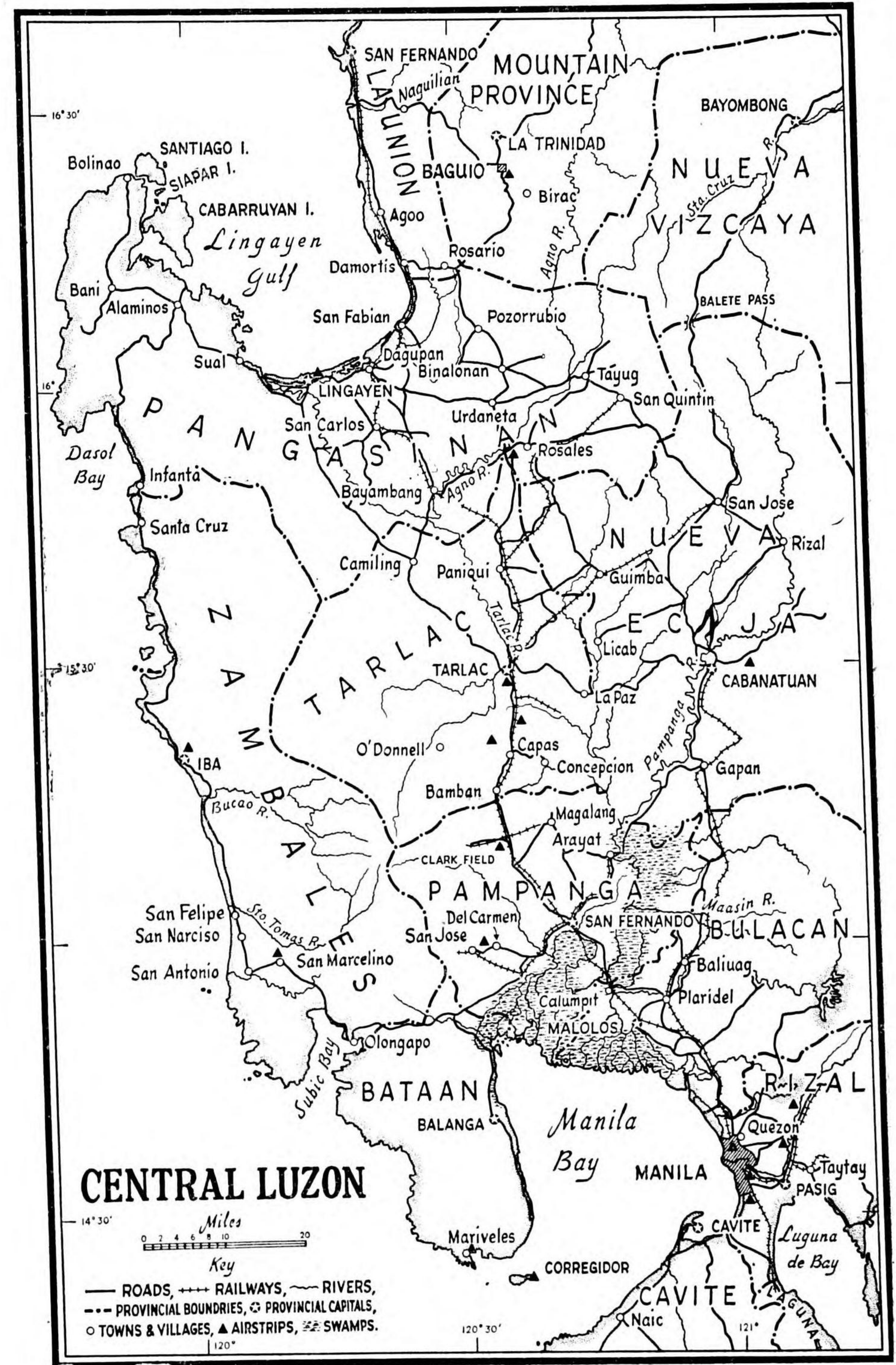
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PACIFIC

Philippine Islands

Ground Operations.—New amphibious landings were made by U. S. forces on Luzon late this week along the west coast above Subic Bay. Unopposed at the beaches, elements of the U. S. Eighth Army, in its first publicly revealed action against the Japanese, swiftly advanced inland against almost no resistance and by the end of the week had seized San Marcelino airfield and the former U. S. naval base at Olongapo. Earlier in the week troops of Maj. Gen. Oscar W. Griswold's Fourteenth Corps continued to move swiftly toward Manila, overrunning the Clark Field Air Center and then advancing on to the south to capture San Fernando, capital of Pampanga province and an important rail and highway junction. Advance patrols were reported approaching Calumpit, about 10 miles beyond San Fernando, which is less than 40 miles from Manila. Only scattered light resistance was encountered as the Japanese withdrew just ahead of our swiftly moving forces. Meanwhile, in the First Corps sector below Baguio, the Japanese were cleared from the Damortis-Rosario road and were driven from Rosario, around which bitter fighting had surged for two weeks. Farther south, other units of Maj. Gen. Innis P. Swift's First Corps occupied the crossroads village of San Manuel after a two-day battle in which nearly 50 enemy tanks were reported knocked out. The Japanese in this area are rapidly losing control of their main communications lines as U. S. forces expand their perimeter to the east. On the 30th our troops captured two villages north of Cabanatuan on Highway 5, thus cutting the only direct link between Manila and the northern part of Luzon.

Troops of the U. S. Fourteenth Corps, in clearing the Clark Field Air Center, encountered for a day or two stiffening Japanese resistance, the first real opposition met by this corps since the early days of the Luzon campaign. The enemy apparently was fighting only a delaying action, however, buying time in which to destroy stores and equipment and to prepare defenses farther south or in the Zambales Mountains along the western rim of the central Luzon plain. It was reported that the Japanese abandoned elaborate defenses at Bamban and along the Bamban River. Sharp skirmishing was reported before Bamban fell and the river was crossed southwest of the town on the 24th. Bamban, with a 1939 population of 6,600, was reported devastated by the Japanese before they retreated. Our fast motorized patrols moved down the highway past Mabalacat and on the 25th our scouts



were reported at Angeles and Magalang, near the southern and eastern limits of the Clark Field Air Center.

Meanwhile, dispersing Japanese patrols and snipers, troops of the U. S. 37th (Maj. Gen. Robert S. Beightler) and 40th (Maj. Gen. Rapp Brush) Divisions began systematically to clear the enemy from Clark Field and the hills to the west. Press reports claimed the capture of Clark Field on the 25th, but official statements indicated that the airdrome and nearby Ft. Stotsenburg were not taken until the following day. It is very probable that the field was not completely cleared of enemy troops for several days. It was reported that "tremendous depots of enemy quartermaster, signal, ordnance and air technical supplies" were captured at Clark Field. More than 200 new aircraft engines, many radio transmitters and receivers, miscellaneous radio and telephone equipment, several months' supply of ammunition, food and other materials and more than 40 artillery pieces of various calibers were found, not only at the airdrome but in nearby towns and in caves in the hills to the west. Very few enemy troops were captured. The garrison, estimated to have been about 5,000 in number, had fled, most of them into the Zambales Mountains, after setting many land mines and booby traps. Troops of the 40th Division, along our western flank, are engaged in clearing the Japanese from their hill positions, from which they have been able to slow our progress somewhat by well-emplaced and entrenched positions and particularly by artillery set to dominate Clark Field and Highway 3, leading south to Manila. The Japanese toward the end of the week conceded that "part" of Clark Field was in U. S. hands but reported that it was being shelled regularly by their artillery.

Rapid progress continued to be made by units of the 37th along Highway 3 below Clark Field. Angeles and its adjacent airfields and the village of Magalang, to the northeast, were occupied on the 27th and a line was established between the two towns. By the next day patrols had been thrown out as far as the railhead town of Arayat, on the Pampanga River, and Mexico, a small village less than 4 miles northeast of San Fernando. Parallel columns of tanks, moving along Highway 3, seized Angeles after a minor skirmish just north of the town. The Japanese, as they have done repeatedly during the Luzon campaign, allowed patrols and reconnaissance units to reach their objective unmolested, then opened up on succeeding units. With the capture of Angeles, U. S. forces have overrun all the air strips in the Clark Field complex, though the area is still being cleared of enemy snipers and stragglers.

By the end of the week elements of the U. S. Fourteenth Corps were approaching the Pampanga River in force, after capturing San

Fernando, capital of Pampanga province. The provincial capital, with a 1939 population of 3,981, was taken by 37th Division troops on the 29th. Unlike Bamban, San Fernando was reportedly left almost unscathed by the retreating Japanese. Although not a very large town, San Fernando is strategically one of the most important areas on Luzon. An important rail and highway town, San Fernando commands the only feasible crossing of the Candaba Swamps, along the Pampanga River on the road to Manila. At San Fernando two rail spurs branch off the main line from Manila, one running northeast to Arayat, the other generally southeast toward Bataan and the southern foothills of the Zambales Mountains. Route 7, the only highway connection between Manila and Bataan and the Zambales coast, has its origin at San Fernando. It is reported that the Japanese failed to destroy the concrete highway bridge across the San Fernando River and that our troops are moving swiftly toward Calumpit, on a narrow strip of firm ground between two swampy areas lying along the Pampanga River, only major natural barrier before Manila, along which it is believed the Japanese have constructed defenses in preparation for a stand in defense of the Philippine capital. On the 30th advance columns of the 37th Division reached San Vicente, only two miles north of Calumpit, without meeting the enemy. Patrols of the division fanned out southwest of Angeles and cleared Porac of the enemy, while farther south other patrols, working along Highway 7, leading toward Bataan and Subic Bay from San Fernando, were nearing Lubao, barely 12 miles from the base of Bataan Peninsula.

Severe fighting continued in the First Corps sector during much of the week, the heaviest being in the vicinity of Rosario, on the Damortis-Baguio road, and in the area west of San Manuel, a small crossroads town about 18 miles to the southeast. In the early part of the week Allied naval units again gave fire support to ground troops at Rosario. On the 27th elements of the 43d Division captured Rosario and began moving east toward the junction of the coast road with Highway 3 at Camp One, less than 20 miles south of Baguio. By the 30th our troops had seized high ground dominating the road junction at Camp One, after breaking up three counterattacks, while to the west the entire road to Damortis was cleared of enemy remnants. Udiao, a short distance east of Rosario, was captured by the 43d on the 30th; other elements of the division continued mopping up in the hills above Rosario.

The 25th Division, under the command of Maj. Gen. Charles L. Mullins, captured San Manuel on the 28th in a bayonet attack that climaxed three or four days of savage fighting west of and in the streets of the town. In the battle for San Manuel, 25th Division troops are reported to have destroyed at least 49 tanks; this is nearly

half of the 103 Japanese tanks destroyed by our troops since they went ashore at Lingayen on the 9th. Other units of the 25th Division on the 28th reached the Agno River at Santa Maria, south of San Manuel and the following day occupied San Quintin, about 6 miles to the east, the northern terminus of the railroad from Paniqui. At San Quintin our troops are within 10 miles of vital Route 5, at a point just south of Balete Pass, repeatedly blocked by landslides caused by our bombings. Route 5 was cut on the 30th by troops of the U. S. 6th Division, who made substantial gains east of Guimba and Licab and captured Munoz and Talavera, on the main highway a short distance north of Cabanatuan. The Japanese, however, still have available fairly good secondary roads along the western foothills of the Sierra Madre Mountains above Cabanatuan as far as San Jose, which our forces are now menacing from the northwest and southwest.

As the week drew to a close, new landings by U. S. troops were made on Luzon's west coast. Invading southern Zambales province, our troops on the 29th went ashore on 5 beaches between San Felipe and San Miguel, about 15 miles northwest of the head of Subic Bay. No resistance was met by the men of Lt. Gen. Robert L. Eichelberger's Eighth Army as they swarmed ashore and overran the beaches and the narrow coastal plain at the foot of the Zambales Mountains. The landings on the 29th are the first publicly announced operations against the Japanese by the U. S. Eighth Army, which had, however, assumed combat responsibility in the Leyte-Samar area late in December from the Sixty Army during the latter's preparations for the Lingayen Gulf invasion of Luzon on the 9th.

The landings in southern Zambales on the 29th involved the 38th Division and a regimental combat team of the 24th Division, together comprising the 11th Corps, under the command of Maj. Gen. Charles P. Hall. The amphibious force was supported by a task force of the U. S. Seventh Fleet; the supporting ships—cruisers and destroyers under Rear Admiral A. D. Struble's command—found it unnecessary to shell the beaches before our troops went ashore, since there were no Japanese there and no beach defenses were seen. The entire operation proceeded smoothly; we suffered no casualties, and within a very short time our troops had reached all their objectives, including the villages of San Antonio and San Narciso, and were moving swiftly inland along highway 7, which skirts Subic Bay and crosses the base of Bataan Peninsula. By noon San Marcelino and its airfield had been occupied and Subic Pass, at the head of the small valley, had been secured. Forward patrols entered the village of Subic, at the head of Subic Bay, early in the afternoon.

On the 30th the 34th Regimental Combat Team captured Olongapo, at the northeast corner of Subic Bay. Olongapo, before the Japanese

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occupation of the Philippines, was an important U. S. naval base, second only to Cavite, inside Manila Bay. General Douglas MacArthur's communique announcing the capture of Olongapo reported that Allied ships are already using the excellent anchorage there and that development of a naval base is already under way. To secure Subic Bay, a U. S. force on the 30th landed on Brande Island, at the entrance to the bay; no opposition was met and within 24 hours the island had been completely occupied. Before the Japanese occupation of the Philippines, Grande Island was a military reservation whose heavy guns guarded the mouth of Subic Bay. According to press reports, U. S. troops before they retired to Bataan in 1942 removed the breach mechanisms of the guns; apparently the Japanese made no effort to repair the guns or to defend in any way the tiny key island.

The Japanese were again apparently caught off balance and our landings achieved complete surprise. During the passage of the invasion convoy through the central part of the Philippines Archipelago not a single Japanese plane or ship was seen, according to press accounts. No mines were found off the invasion beaches nor were any reported at the entrance to Subic Bay.

The new beachhead on Luzon is at almost the only point where our troops can cross the Zambales Mountains, which constitute a formidable barrier between the west coast and the interior provinces. Eastward from the coast in the new beachhead area, however, a low valley extends inland more than 10 miles. The greater part of this valley is devoted to rice paddies, which restrict cross country movement. Highway 7, an all-weather road, runs the length of this narrow valley, then turns north along the coast through Iba, capital of Zambales province, to Alaminos, on Balinao Peninsula. Troops of the U. S. 40th Division are already in control of the northern stretch of this highway as far south as Santa Cruz, in northern Zambales province. With the landing above Subic Bay, U. S. troops now threaten to encircle completely those enemy troops that have fled to the rugged Zambales Mountains. In addition, by a rapid U. S. drive eastward along Route 7 and a juncture with troops of the 14th Corps from San Fernando, Bataan Peninsula may be sealed off and denied to the Japanese troops presently withdrawing from the central plain west of San Fernando and south of Clark Field, or those in the Zambales Mountains who may be trying to escape into Bataan for a last-ditch stand.

Gen. Douglas MacArthur, from advanced headquarters on Luzon, revealed on the 29th that 7 Japanese infantry divisions, an armored division and an independent mixed brigade had been identified as participating in the current Luzon campaign. These units were listed

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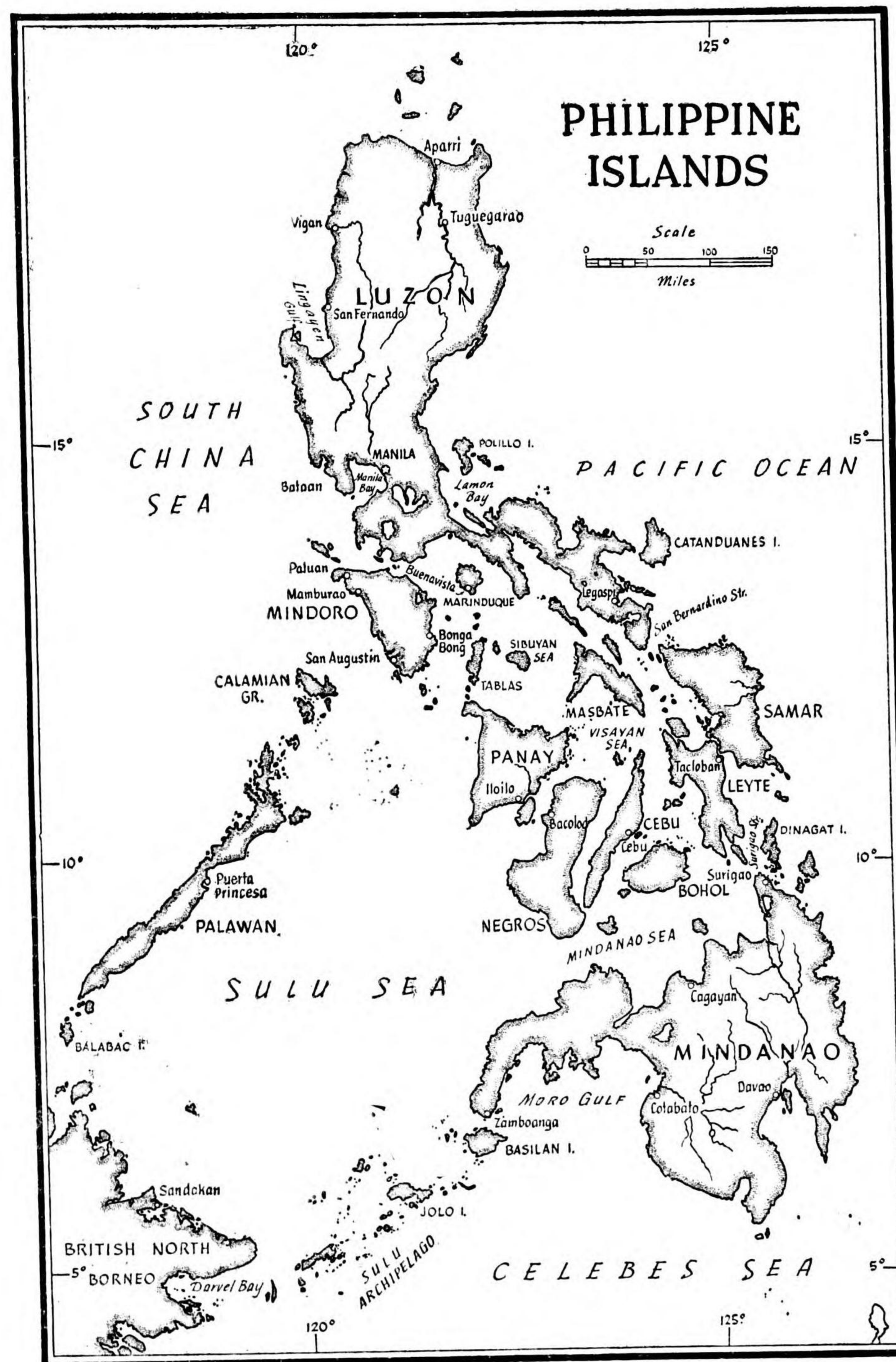
as follows: the 8th, 10th, 12th, 19th, 23d, 103d and 105th Infantry Divisions, the Second Armored and the 58th Independent Mixed Brigade. The 23d Division and the 58th Mixed Brigade were reported to have been badly cut to pieces around Rosario. Nearly one third of the Second Armored Division's tanks have been destroyed, most of them on the U. S. First Corps front. (A Japanese armored division normally has 315 tanks—175 mediums and 140 lights.) Some of the divisions on Luzon were recently moved there from Manchuria; others were formed in the Philippines. Several of these units, the 8th in particular, lost heavily in contributing forces to the Leyte campaign. The communique stated that identification had also been obtained of naval organizations and many service and garrison units.

A headquarters communique on the 30th reported that total enemy casualties on Luzon now exceed 25,000. Our own casualties in the three-week period number 4,254—1,017 killed, 197 missing and 3,040 wounded.

On Leyte and Mindoro Islands our troops continue to mop up scattered Japanese remnants. Several hundred enemy troops were killed on Leyte and a number of others were taken prisoner. Some resistance was encountered near Poro town, Poro Island, by 7th Division troops clearing the Japanese from the Camotes Islands. The Japanese reported that on the 24th about 1,000 U. S. troops landed at Naujan, about 13 miles southeast of Calapan, the capital of Mindoro province, and started a drive toward that town. Heavy fighting was reported to be in progress.

Air Operations.—Allied aircraft continued to maintain complete air supremacy over Luzon. Virtually no Japanese air activity was reported and few enemy planes were seen, even on the ground. Again this week Allied bombers and fighters struck at enemy communication lines, bombing and strafing motor transport, bridges, rail installations and personnel in all enemy-held parts of the island, as well as hitting airfields, coast defenses, gun positions and small river and coastal craft. Among the principal targets were islands at the entrance to Manila and Subic Bays and other installations in those areas. Grande Island (Subic Bay) and Corregidor, Carabao and Fraile Islands (Manila Bay) as well as the Cavite Naval Base and positions on Bataan Peninsula were hit repeatedly, principally by Liberators and Mitchells. Well over 700 tons of bombs were dropped on these targets. On the two days preceding our landing northwest of Subic Bay the attacks were accelerated and expanded to include areas near the prospective beachhead. The landings themselves received air cover from carrier-based planes; no enemy air opposition was encountered that day or the next over the new beachhead. P-38-s, P-47's and A-20's repeatedly bombed airfields at Aparri,

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Laoag, and Tuguegarao, in northern Luzon, destroying several grounded enemy aircraft and wrecking personnel and supply areas. Small craft were bombed and strafed in repeated attacks on Salomague Harbor, north of Vigan, while at Pasaleng Bay, northwest of Aparri, a 10,000-ton tanker was hit and left afire and exploding. Attack bombers and fighters gave close support to our ground troops at Rosario and near San Manuel. Repeated attacks were also made on Possible Japanese positions in the Zambales Mountains west of Clark Field. Nearly 1,250 sorties were flown by Far Eastern Air Force planes in all these operations, in spite of occasional spells of bad weather late in the week which interfered with attacks on targets in the Manila Bay area.

There was little aerial action in other parts of the Philippines this week, except for small scale attacks on Negros Island airfields and on bivouac and supply areas near Davao, Mindanao. Several of the raids on Negros targets were made by Liberators turned back from Luzon by bad weather.

The U. S. Fifth Air Force has announced that its planes between December 25th and January 16th, in missions designed to facilitate ground operations in the central Luzon plain, destroyed or rendered unserviceable the following enemy vehicles: 79 locomotives, 468 motor trucks, 18 tanks, 466 railroad cars, 67 staff cars and 5 armored cars. Thirteen field pieces were also knocked out.

Naval Operations.—Early in the week the Rosario area was shelled by a U. S. heavy cruiser, while Santo Tomas, on the eastern shore of Lingayen Gulf, was bombarded by one of our destroyers. PT's operating off Cebu and in the Lingayen Gulf area destroyed 15-20 Japanese barges. South of Verde Island, between Mindoro and Luzon, PT's on the 26th attacked 16 enemy sailboats and left many burning or badly damaged. Coastal areas north of Lingayen Gulf were shelled by our PT's, which reported being attacked by Japanese fighters on the night of the 25th. Our PT's were also attacked by an enemy plane off Cebu the same night. On the 29th, at Batangas Bay, south of Manila, our PT's and naval aircraft made a coordinated daylight attack on Japanese shipping; at least 29 small craft were destroyed. On the same day other PT's covered by P-51's made a raid on enemy shipping at San Fernando, at the northeastern entrance to Lingayen Gulf. Ten motor boats, 10 barges and 2 luggers were sunk; ashore a magazine was exploded and 3 fuel dumps were set afire.

It was revealed this week that the 10,000-ton cruiser HMAS *Australia* and the destroyer HMAS *Arunta* were damaged by Japanese air attacks while operating with U. S. ships in support of the Luzon invasion. The *Australia* was hit five times in concerted attacks extending over five days; her casualties were 27 killed, 17

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missing and presumed dead, and 69 wounded. The *Arunta's* casualties were 2 killed and 5 wounded.

China Sea

Formosa and Ryukyu Islands.—Later details of the strike at enemy shipping, airfields and other installations at Formosa and in the southern Ryukyus on the 21st and 22d have been received. At least 45 ships, totaling about 100,000 tons, were sunk, and 63, totaling some 80,000 tons, were damaged, as shown in the following table:

<i>Sunk</i>	<i>Damaged</i>
6 AO's	3 DD's
4 AK's (2 previously damaged)	1 large AP
4 luggers	4 large AO's
2 coastal AK's	1 large AK
4 large unidentified craft	2 medium AK's
25 small unidentified craft	4 small AK's
	4 coastal AK's
	3 luggers
	5 large unidentified craft
	36 small unidentified craft

Observation late on the 22d showed that tonnage at Takao had dropped from 250,000 to 100,000 tons between January 9th and 21st. Approximately 75 per cent of the remaining tonnage was sunk or destroyed and most of the balance was damaged. At Toshien, 22,000 out of 27,000 tons present were sunk.

Our planes shot down 47 Japanese aircraft—11 over the targets, 34 by combat air patrols and 2 by A. A.; they destroyed 130 on the ground and damaged 202. Our combat losses were 15 planes.

In addition, hangars, shops, barracks, shipyards, oil storage, piers, railroads and other installations were heavily damaged.

Naval and Far Eastern Air Force bombers continued their harassing attacks on enemy shore installations and shipping at Formosa and in the Ryukyus. PBY's bombed shipping at Keelung, in northern Formosa, the night of the 23d. The following day a cargo vessel was hit at the same port, and that night the southwest tip of the island was attacked by 4 PBY's. At the Tainan Canal a large AP and 2 sea-trucks were bombed. The PBY's also bombed and strafed small enemy craft between northeast Formosa and the Sakishima group of the Ryukyu Islands. Later in the week, off Formosa, PBY's scored 4 hits on a small AK and strafed small craft in the same area. Navy patrol planes, in night raids, dropped incendiaries on Giran, northeast Formosa, and Karenko, on the east coast. FEAF Liberators hit Takao on two days, causing fires and explosions in a fuel storage area on the 24th and among military stores and in a chemical plant on the 26th; the following day a B-24 on patrol damaged a coastal vessel in

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the northern Ryukyus. Heito airdrome was bombed twice on the 29th by FEAF Liberators—first by 6 of the heavy bombers, then by 12, the latter escorted by Lightnings. At least 20 enemy planes were hit on the ground; most of them were claimed destroyed.

China Coast.—The water front at Amoy was hit by PBY's on two nights this week. On the 25th about 12 Japanese ships were observed anchored in Amoy harbor. A hit was scored on one of the ships, believed to have been a destroyer.

Western Pacific

Bonin and Volcano Islands.—On the 30th, Liberators of the Strategic Air Force, Pacific Ocean Area, bombed Iwo Jima for the 54th successive day. That night Marine Mitchells completed their 56th consecutive night anti-shipping search of the Bonins-Volcano area. In the Liberator strikes an average of approximately 28 planes per day reportedly participated. In addition, Iwo has several times been heavily bombed by Superfortresses and shelled by our surface units.

Iwo Jima on the 24th was the target for a coordinated air and sea attack, involving large forces of Superfortresses, Liberators and an Allied naval task force, comprised of a battleship, cruisers and destroyers, according to press reports. A Tokyo broadcast said 4 cruisers and 8 destroyers were in the bombarding force.

In the air attack on Iwo on the 24th, 20 Superfortresses of the 21st Bomber Command and 40 Liberators and a small number of Lightnings of the Strategic Air Force participated. Nearly 200 tons of bombs were dropped on the two Iwo airfields and on gun emplacements. Results were described as being good to excellent; large explosions and numerous fires were caused in the target areas. There was no enemy air opposition and only moderate A. A. fire was met. After the bombing runs, several of the Liberators stayed over the target to spot for the naval bombardment, which caused severe damage in the airfield area and to shipping. Our planes reported that 3 AK's were sunk, another was seen exploding and 2 others were on fire. The airfields received the brunt of the bombardment, which lasted an hour and a half. From the southern tip of the island meager return fire was received. Two enemy planes were airborne at the time of the shelling; one of these was shot down and the other was damaged.

Throughout the remainder of the week Iwo was subjected to repeated attacks, often two or three times a day, by Strategic Air Force Liberators. The attacks varied in strength; usually, however, they were made by 10-20 of the heavy bombers which covered the airfield areas and hit coastal targets. Interception was on a small scale, seldom by more than 2 or 3 planes.

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Marine Mitchells, continuing their nightly anti-shipping patrols over the northern Bonins, released rockets at a 400-foot cargo vessel on the 27th. The following night a Marine patrol plane attacked an 8-ship convoy, comprised of 6 merchant vessels and 2 escort ships. One of the escort ships was damaged. To the east another Marine plane attacked a destroyer and a cargo vessel, while south of Haha a third plane attacked another destroyer. Hits with rocket projectiles were scored on the destroyers, one of which was seen to be afire and the other dead in the water, following two explosions.

Caroline Islands.—Enemy installations, small craft and motor trucks at Babelthuap, in the Palaus, were again repeatedly bombed and strafed by small formations of Marine Corsairs. Avengers and Corsairs harassed Yap Island almost daily, while twice small numbers of Liberators bombed the runway at Wolcai. Sonsoral Island, southwest of the Palaus, was raided by 4 F4U's on the 26th. Corsairs harassed Yap Island almost daily, while early in the week 3 Liberators bombed the runway at Wolcai. Sonsoral Island, southwest of the Palaus, was raided by 4 F4FU's on the 26th.

Southwest Pacific

New Guinea.—During 200 sorties made this week over New Guinea, about 170 tons of bombs were dropped, mainly on targets in the Wewak area. Gun emplacements and other installations on Kairiru Island and at other points near Wewak were hit with more than 110 tons of explosives during raids carried out on the 25th, 27th and 29th by several types of Allied planes. Various targets in Dutch New Guinea were swept by fighters on the 25th, 26th and 27th, while camps on the islands of Waigeo and Salawati were raided on the 27th by 5 Mitchells.

Solomons—Bismarcks Area.—It was announced in Melbourne this week that the Australians on Bougainville have advanced from the Cape Torokina perimeter about 50 miles northward along the coast to Puto, 14 miles south of Buka airfield; 35 miles southward to the Motupena Peninsula; and 12 miles northeast along the Laruma River toward Numa Numa, the enemy's main base on the east coast. The Japanese are fighting stubbornly on all sectors of the front, and are resisting especially hard in the central part of the line where the Australians are threatening the enemy's lines of communications to the north.

Enemy installations and troops on New Britain, New Ireland, Bougainville and Choiseul were hit with more than 270 tons of bombs this week, dropped by seven different types of Allied fighters and bombers during the 655 sorties flown this week. Rabaul received its usual thorough coverage, being hit on every day of the week. Besides

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large fighter forays over the area, medium or heavy bombers hit in strength at airfields at Vunakanau and Lakunai on the 23d, 25th, 28th and 29th. Fires were started and runways cratered in these raids. Kavieng, Namatanai and other points on New Ireland were struck several times during this period by PV's, F4U's and B-25's which attacked barracks and revetments. Australian troops on Bougainville were supported by daily flights of 20 or more Corsairs harassing enemy troops. On the 26th these fighters, after hitting Bougainville, struck at fuel dumps on north Choiseul.

Netherlands East Indies

Again this week there was only minor air activity over the Netherlands East Indies, with only 200 tons of bombs being dropped during 485 sorties. Targets in the Banda Sea area and on Celebes were hit the hardest during this period, with barracks at Manado and other points in northeast Celebes being covered with a total of 45 tons of explosives in three raids carried out on the 25th, 27th and 28th. The Soela and Sangihe Island groups, off Celebes, were struck by patrol planes on the 23d and 27th respectively. In the Banda Sea vicinity, the islands of Ceram, Ambon and Boeroe and the Tanimbar group were raided. In the Ambon area, bases at Kairatoe and Haroekoe were hit by a force of 15 medium bombers on the 23d, while Liang and Halong were attacked by Mitchells on the 25th. Besides these raids, in which villages, airfields and barracks were struck, there were fighter forays over Boeroe and Haroekoe, and routine patrol flights over the entire area.

Halmahera was attacked by Warhawks, Beaufighters, Mitchells, Spitfires and Liberators this week, but there were no major raids. Kaoe and other targets in the vicinity of Wasile Bay were strafed and bombed almost daily, with 20 or more fighters attacking on the 23d, 24th and 26th. Barge hideouts, airfields, personnel enclosures and supplies were hit on these strikes. With the exception of one fighter sweep over Soembawa on the 25th and a 30-ton raid directed at port facilities on Lombok on the 28th, only small-scale flights were made this week over the Lesser Sundas and Borneo, carried out by PB4Y's and B-24's.

Australia

Total Australian casualties as of September 30, 1944 were 84,396, 40,747 of which were incurred in the war against Japan, the Australian Department of Information announced this week. Of the casualties occurring in the Pacific Theatre, 36,000 were suffered by the Army, 4,270 by the Air Force, 400 by the merchant navy and 77 by civilians.

The Duke of Gloucester, brother of King George VI, arrived in

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Australia this week and was sworn in as Governor General of the Commonwealth.

Pacific—General

The Navy Department on the 27th announced that U. S. submarines operating in the Pacific and Far Eastern waters, have reported sinking 21 more Japanese ships, including a light cruiser. In addition to the cruiser, our submarines sank a large and a medium tanker, a large and 3 small cargo-transport, a medium auxiliary and 9 medium and 4 small cargo vessels.

In 5 months, according to press reports of an interview on the 24th with Admiral William F. Halsey, Jr., the U. S. Third Fleet has sunk 89 Japanese warships, estimated at 241,000 tons, and 563 merchant and support ships, totaling approximately 776,000 tons. The ships sunk by the Third Fleet include: one battleship (the *Musashi*), 4 carriers, 4 CA's, 3 CL's, 21 DD's, 18 DE's, 4 SS's and 35 small combat ships. Of the other ships sunk, 212 were more than 1,000 tons in size, 147 were less than 1,000 tons and 214 were classed as "small craft." A total of 4,370 enemy aircraft were destroyed—1,904 of them shot down in combat and 2,466 burned and destroyed on the ground.

Summarizing operations of recent months, Admiral Halsey pointed out that the Allies "started 5 months ago below the 5th parallel and ended up around the 25th. We moved from longitude 135° E. to longitude 110° E."

It was disclosed on the 28th that Admiral Chester W. Nimitz, Commander in Chief of the Pacific Ocean Areas, has moved his headquarters from Pearl Harbor to a "forward area." Although the name of the island used for new advanced headquarters was withheld for security reasons, it was revealed that it is one taken from the Japanese within the past year.

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THE AMERICAS

UNITED STATES

Navy

The following reports of Navy construction, excluding small landing craft and district craft, were received during the week:

Type of Vessel	Keel layings	Launchings	Deliveries or Commissionings
COMBATANT: Destroyers.....	788 (not named)	<i>Leary</i>	<i>Capitaine, Moray</i>
Submarines.....			
MINE CRAFT: Motor minesweeper.....			1
PATROL CRAFT: Frigate.....			<i>Racine</i>
Motor torpedo boats.....	3.....	1.....	3
173' submarine chasers.....			2
180' patrol craft, escort.....			1
AUXILIARY VESSELS: Aircraft repair ship (aircraft). Barracks ship (non-self propelled). Destroyer tender..... Miscellaneous auxiliary..... Ocean tug, auxiliary..... Ocean tug, rescue.....	<i>Megara</i> 1.....	<i>Everglades</i> 1.....	1 1
AUXILIARY (CONVERSIONS): Miscellaneous unclassified..... Transport..... Transports, attack.....			<i>Callao</i> <i>Eberle</i> <i>Buckingham, Shelby,</i> <i>Cullman, Clermont</i>
LARGE LANDING CRAFT: Landing ships, medium..... Landing ships, medium (rocket). Landing ships, tank..... Landing craft support (L) (3).	5..... 4..... 4..... 2.....	7..... 4..... 7..... 2.....	14 17 ¹ 2

¹ Eight of these in reduced commission.

The Navy is asking for a 300 per cent increase in rocket production in the next three months and expects that manufacture of the missiles during the last quarter of 1945 will be more than 600 per cent greater than production during the similar period in 1944, according to an announcement made this week by Rear Admiral George F. Hussey, Chief of the Bureau of Ordnance.

Admiral Hussey disclosed that the Navy is now using three general types of rockets: Those carried by aircraft, which range in size up to five-inch caliber; those employed for bombardment purposes; and those designed for special tasks. Rockets of greater caliber and accuracy than those now in use by the fleet are presently in production, the Admiral said, but added, "While rockets will not displace guns in the foreseeable future, their performance in action has demonstrated their superiority over traditional projectiles in certain phases of mili-

tary operations, and their potentialities for additional uses are considerable. They deserve and are receiving increased operational and developmental attention."

Army

Secretary of War Stimson announced this week that Gen. Joseph W. Stilwell had been appointed Commanding General of the Army Ground Forces. General Stilwell, who formerly was Commanding General of United States troops in the China-Burma-India Theatre and Chief of Staff to Generalissimo Chiang Kai-shek, succeeds Lt. Gen. Ben Lear who is now serving as a Deputy Commander in the European Theatre of Operations.

Casualties

Total announced American casualties as of January 30th were 703,017, an increase of 38,111 over the figures released last week. Army casualties reached 616,951, an increase of 36,456, while the Navy figure mounted to 86,066, an increase of 1,655.

A breakdown of the Army total follows: Killed, 117,256, an increase of 5,950; wounded, 356,813, an increase of 13,563; missing, 85,450, an increase of 16,973; prisoners of war, 57,432, a decrease of 30 which represents men shifted to other categories.

The Navy total includes: Killed, 32,629, an increase of 534; wounded, 39,215, an increase of 951; missing, 9,746, an increase of 171; prisoners, 4,476, a decrease of one which represents a man now being listed under a different heading.

Lend-Lease Tools Sold

The Foreign Economic Administration announced this week that Great Britain has paid this country \$31,500,000 to acquire permanent ownership of 58,000 American-made machine tools furnished her under lend-lease. The original price of the equipment sold was \$166,000,000, but this amount included the cost of shipments which were sunk in transit as well as tools which have relatively little post-war value to the British.

Machine Reconversion Halted

Manufacture or delivery of machinery to be used in producing civilian goods was stopped this week under an order issued by the War Production Board.

New Development of P-38's

The Lockheed Aircraft Corporation disclosed this week that the eighteenth version of the Lightning fighter—the P-38L—has been perfected. The new model can carry, as a fighter-bomber, two tons

of bombs; will travel faster than 425 miles per hour; can fly farther than 3,000 miles; has a service ceiling in excess of 40,000 feet; and can power dive at more than 575 miles per hour.

Controls Placed on Clothing

Measures to cut clothing prices 6 to 7 per cent within a few months and to improve the quality of lower-priced garments were announced this week by the Office of Price Administration and War Production Board. The new program is intended to restore the quantity, quality and price of essential civilian clothing prevailing during the first six months of 1943.

State Department

The State Department announced this week that Lauchlin Currie, administrative assistant to President Roosevelt, will leave soon for Switzerland, where he will conduct negotiations aimed at curtailment of Swiss exports to Germany.

LATIN AMERICA

Mexico

Constantine A. Oumansky, the Soviet Ambassador to Mexico and former Ambassador to the United States, was killed this week in a plane crash at Mexico City. Eight other persons, including M. Oumansky's wife and three members of the Russian Embassy in Mexico, also lost their lives as the plane, a Mexican military type, fell to earth shortly after taking off for Costa Rica.

Argentina

The Argentine Government issued a decree this week which established heavy penalties for the crimes of treason, espionage or sabotage committed against "the security of the State." The order, which is applicable to foreign residents of Argentina as well as citizens, specifically forbids strikes, lockouts and all forms of industrial sabotage.

SPECIAL ARTICLES

SECURITY

The employment of the O. N. I. WEEKLY as a medium for furnishing Confidential information is obviously dependent upon scrupulous observance of security regulations by each officer who has access to this publication. These regulations, as they apply to the WEEKLY, are defined in the letter of promulgation which appears in amended form on the inside cover of this issue. The attention of all recipients of the WEEKLY is directed, in particular, to the first paragraph of the new letter.

The bulk of each issue of the WEEKLY is taken up with the summaries of operations in the various theatres, carried under the title "Progress of the War." These summaries contain certain items which are readily recognizable as classified information; the protection which must be given this material is defined in Naval Regulations and is presumably a matter of common knowledge throughout the service.

It is inevitable, however, that most of the items in these summaries should deal with matters which are also covered in newspapers and magazines or radio broadcasts. This general similarity in subject matter does not excuse any laxity in the handling of the WEEKLY. The WEEKLY's accounts of current operations represent a drastic condensation of the available material, classified and non-classified. In condensing the non-classified material, the purpose is to eliminate the inaccurate and the irrelevant; this can be done only with the guidance of classified information. Thus despite any familiarity in appearance, these summaries must be regarded as Confidential, in the form in which they are presented in the WEEKLY. The emphasis given various events which are matters of public information, even the omission of published information from certain contexts, could be of interest and value to an alert enemy intelligence organization.

The foregoing is not intended to suggest that a U. S. Navy communique or a speech by Prime Minister Churchill becomes Confidential by virtue of its inclusion in the WEEKLY. What is emphasized here is that communiqués, speeches and other non-classified items are so completely integrated with classified information and classified interpretations that the only safe course is to treat the first section of the WEEKLY as a Confidential document in its entirety.

The second section of the WEEKLY consists of special articles, most of them Confidential. When a Restricted article is published it is so

labeled; a non-classified article is indicated by the absence of any label on the pages on which it appears. Restricted and non-classified articles may be removed from the WEEKLY for wider circulation. Restricted or non-classified photographs are also designated as such and may also be removed from the WEEKLY. It should be noted that some photographs which appear in the press are published in the WEEKLY under a Confidential classification because Confidential material has been added to the captions.

CENTRAL LUZON AIRFIELDS¹

The Japanese carried out an extensive airfield construction program in Central Luzon, creating two air centers—Manila and Clark—as a nucleus. This program gave the Japanese at least 30 operational airfields in the central Luzon plain and adjacent areas. All but a few of them are contained in the two air centers, which the enemy commenced developing following his occupation of the Philippines in 1942. Progress was slow until the early part of 1944, when the rapid advances of the Allies in the Southwest and Central Pacific caused the Japanese to accelerate their construction program.

Little attention was paid to the pre-war civil airfields; however, pre-war military fields were greatly improved and supplemented by auxiliary strips. Most of the civil airfields were allowed to become inoperational during the Japanese occupation of the Philippines, but nearly all of them have potential value for future development or as emergency landing strips. In the central plain north of Manila there are more than 20 such inoperational fields and two others which are proposed or under construction. Occupation of Manila and the plains to the north would, therefore, bring under Allied control more than 50 operational or potentially usable airfields.

The Japanese, in centering their airfield development at Clark and Manila, concentrated in two relatively small areas a total of 18 airfields, the majority of them with runways paved for all-weather use. At these centers there are undoubtedly substantial facilities for maintenance, service and repair of all types of aircraft. Modification and assembly facilities may also be operative at one or more of the larger bases. The fields which lie outside the two main centers are all served by the excellent network of paved roads which crisscross the plain north of the capital city. The operational capacity of many of these fields would be materially decreased during rainy weather, since heavy traffic would break down the unpaved runways, taxiways and dispersal areas. Many of the unpaved fields, however, are grass-covered; the grass, if kept short, is advantageous because it increases the bearing power of the soil and eliminates mud or dust.

Nearly all airfields in central Luzon, like most of those throughout the Philippines, are under the jurisdiction of the Japanese 4th Air Army, commanded since early November 1944 by Lt. Gen. Yashuji Tominaga, with headquarters at Manila. A very few, however, have been reserved for Japanese Navy use. The Philippines during

¹ See map of Luzon accompanying this week's review of Pacific operations.

the early days of the Japanese occupation were an important base for units in training; a large number of the airfields were used exclusively for that purpose, according to most reports.

The tables on the following pages list and describe briefly the operational airfields in Luzon's central plain, including those in the Manila area and several fields in the foothills to the east and west of the plain.

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U. S. troops and armor in a village in northern Luxembourg on January 9th, as Allied forces were flattening the salient created by the German winter offensive. In the foreground the body of an American colonel lies beside his tank.



Troops of the U. S. 84th Infantry Division move up to attack La Roche, Belgium, after Rundstedt's attack was checked. Below, forward observers for an artillery unit of the 30th Division advance near Stavelot, Belgium.



Name	Location	Runways	Description
Manila Air Center: Nielson (Manila East) -----	6 mi. SE of Manila.-----	Two strips 3,960 x 328 ft. Concrete.	Originally a private airport, taken over by U. S. Army before war. Japanese enlarged runways to present dimensions, equipped field with hangars, shops, barracks. Was air depot for Japanese planes staging south. As many as 300 planes on field at one time. Formerly training field and headquarters of Philippine Army Air Force. Japanese enlarged fields and installations—completed by March 1944.
Zablan (Manila North) -----	4 mi. E of Manila.-----	Two strips, 5,000 x 300 and 3,500 x 300 ft.	Field in area started by U. S. Army. Japanese enlarged and improved it. In use since June 1944.
Pasig-----	8 mi. E of Manila.-----	5,940 x 656 ft. Concrete.-----	U. S. Army started work on field in 1941. Reported in use by Japanese in May 1944.
Marikina-----	9 mi. ENE of Manila.-----	6,560 x 1,640 ft. Dirt.-----	New field, built by Japanese. It is believed they utilized a cross boulevard as runways of main field, third runway astride Quezon Blvd. 3,000 yards to NE. Construction probably completed in June 1944.
Quezon-----	4 mi. NE of Manila.-----	3 runways, 3,900 x 164 ft., 4,600 x 197 ft. and 1,900 x 164 ft.	Formerly private airport. New concrete runway constructed by Japanese. Old runway abandoned, but could be made serviceable.
Grace Park-----	4 mi. N of Manila.-----	3,860 x 250 ft.-----	Newly constructed by Japanese. Runway lengthwise astride boulevard.
Mandaluyong East-----	5 mi. E of Manila.-----	3,900 x 984 ft.-----	Formerly a military national airport. Field considerably enlarged by Japanese.
Balara-----	12 mi. NE of Manila.-----	Crossed runways, reported grass covered—3,600 x 600 ft.	Former U. S. Army fighter field, with full installations. Now under Japanese Navy command. All types of planes on field—daily average 150 aircraft.
Nichols-----	4 mi. S of Manila.-----	3 runways. E/W and N/S runways, both 3,900 x 300 ft. and concrete paved, meet at right angles. N/W/SE strip, cleared 8,700 x 425 ft., bisects angle formed by other two.	

Name	Location	Runways	Description
Las Pinas	9½ mi. SSE of Manila	1 completed grassy strip, another under construction. Dimensions not known.	Recently constructed, reported a basic training center. Dry-weather field only.
Lubao	Near Lubao, Pampanga	No information	Fighter strip built by U. S. Air Force in 1941. Details not available.
Del Carmen (New)	2 mi. W of Florida-blanca.	No definite runways apparent	Constructed by Japanese. Reported in use by bombers and fighters in November 1943.
Clark Field Air Center: Clark Field	NW Pampanga Province	<ol style="list-style-type: none"> 1. NE/SW—13,000 x 600 ft. 2. E/W—4,200 x 400 ft. 3. E/W—6,000 x 800 ft. 4. E/W—4,000 x 500 ft. All grass covered except #2, which is concrete surfaced.	Former U. S. Army airfield with full installations. Greatly enlarged by Japanese, one of main air bases in Philippines. As many as 300 planes have been on this field. Large dispersal areas, connected by taxiways.
Clark Field North	1 mi. north of Clark Field	5,148 x 492 ft. Another strip reported ½ mi. to N.	Newly constructed.
Mabalacat East	4 mi. NE of Clark	4,600 x 984 ft. Sand and shell surface.	New field, built by Japanese.
Mabalacat West	1 mi. SW of Mabalacat East.	Cleared area 4,920 x 984 ft. All-weather.	Construction scheduled for completion in June 1944.
Angeles West	3 mi. S of Clark Field	2,528 x 550 ft. Gravel, sand, shell surface. All-weather.	New field. (Second strip, believed abandoned, reported 100 yards to N.)
Angeles South	2½ mi. SE of Angeles West.	2 strips, 4,600 x 770 ft. and 5,400 x 900 ft. Both grass surface, all-weather.	Newly constructed field. S strip one of most important in Clark Air Center. Used by large numbers of fighters and bombers.
Porac	4 mi. SW of Angeles South.	7,560 x 1,184 ft.	Newly constructed.
Bamban	7½ mi. NE of Clark Field, N of Bamban R.	No defined runways	Completed February 1944. Unlimited dispersal area.
Dau East	4 mi. SE of Clark Field	4,400 x 910 ft. Grass covered	Newly constructed.
San Manuel	4 mi. E of Tarlac	2 runways, E/W—6,560 x 1,312 ft., joined at E end by NE/SW strip 6,560 x 984 ft. Sand, clay, shell surface. All-weather.	New field. Thought to be one of the largest air bases on Luzon. Reported serviceable Nov. 1943, in use as staging depot. Much activity in recent months. In July 1944, 200 Japanese planes reported on field.

Cabanatuan	5 mi. E of Cabanatuan	2 pre-war runways, E/W—3,610 x 482 ft. & N/S—1,836 x 327 ft. E/W strip, extended to 5,000 x 600 ft., only one used by enemy.	Formerly a Commercial National Airport, taken over by Philippine Army. Thought to have been important training base for Japanese—150 trainer aircraft on field in September 1944.
Bataan (Limay)	2 mi. N of Cabcaben	3,600 ft. long	Early reports indicated this field to be non-operational but recent photos showed it may be in service. One of a chain of fighter strips built by U. S. Army in 1942.
Cabcaben	NE of Cabcaben	3,200 ft. long	Non-operational as of May 1944. More recent data reports construction of 7 new large barracks. Field constructed by U. S. Army as fighter strip.
Mariveles	S Bataan	4,000 x 132 ft., paved or coral surfaced.	Former U. S. Army field, improved by Japanese.
San Marcelino	4 mi. E of San Marcelino, NW of Subic Bay.	6,300 x 1,320 ft. All-weather. Second runway, 3,600 x 650 ft. scheduled, not visible in latest photos.	U. S. Army field greatly enlarged by Japanese.
Lingayen	Along beach ¼ mi. NE of Lingayen.	6,500 x 400 ft.	Commercial National Airport, under construction in 1941. Many improvements carried out by Japanese.
Rosales	S bank of Agno R. 3 mi. W of Rosales.	3,630 x 330 ft. strip, 5,670 x 2,494 ft. cleared area.	Believed operational. Former Commercial National Airport. An emergency strip lies about half a mile to SW, across highway.
Naguilian	On highway about 15 mi. NW of Baguio.	Crossed strips, 2,740 x 330 ft. and 1,980 x 660 ft.	Operational or under construction. Field improved in 1941, as emergency landing for Baguio during bad weather.
Luna	18 mi. NE of San Fernando.	3,960 x 207 ft. All-weather beach sand.	Status unknown.

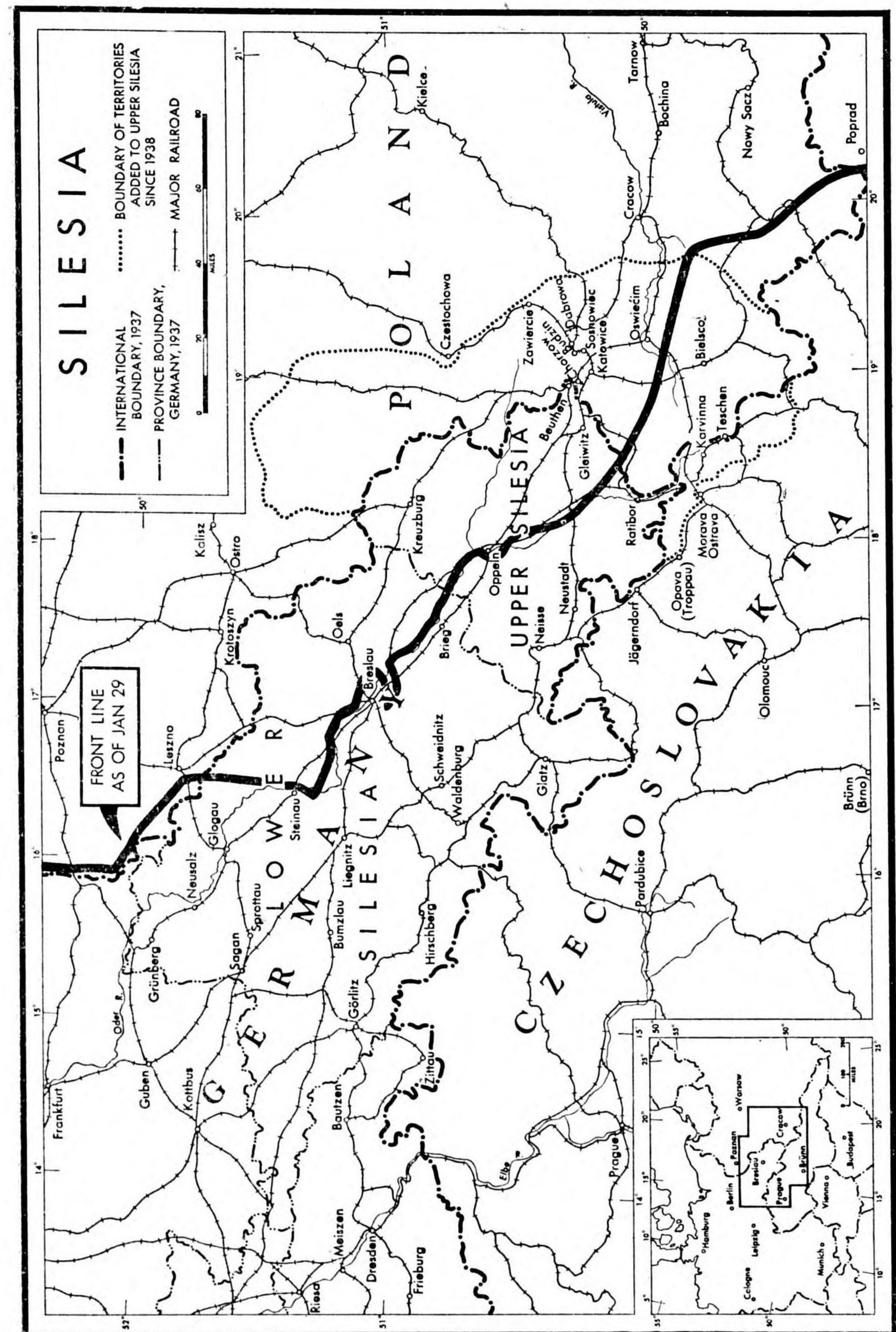
SILESIA

Silesia, which has now been invaded by Soviet troops, is the historic battleground of east central Europe. A narrow corridor of territory, lying in a southeast-northwest direction between the high Sudetes of northern Bohemia and the Tarnowitz plateau of western Poland, it covers roughly the upper watershed of the Oder river and forms a natural highway from the Oder-Vistula divide to the Brandenburg (North German) plain. For centuries it has been the unhappy buffer between Poland and Prussia on the one hand and Austria (Bohemia) and Prussia on the other. An excellent rail and road network covers all German Silesia and provides trunk communication between the north German cities and southeast Europe via the Vistula valley (Krakow) and the Moldavian gap (Brno and Vienna). Before the war canals were projected between the Oder, which is navigable to the old German frontier at Gleiwitz, and the Vistula and Danube, but it is improbable that either has been completed under war conditions.

Upper (southern) Silesia, which bestrides the often contested international "corner" of Germany, Poland and Czechoslovakia, contains rich deposits of coal and metals and is sometimes referred to as the "Eastern Ruhr." Manufactures are well developed throughout the region, although they are not as balanced as those in western Germany, and many industries are reported to have been evacuated to the Silesian *Gaue* from other bombed-out areas during the last three years. Lower (northern) Silesia contains rich agricultural land and is one of the few sections of Germany which produces an exportable surplus of staple foods. The Silesia area is of vital importance to Hitler, both tactically and strategically; if it falls to the Russians in their present drive, the loss may well prove irreparable.

History

Silesia derives its name from an early Slavonic tribe calling itself after the mountain Zlenz. The territory's written history begins with the incorporation of this and other groups inhabiting the upper Oder valley in the new kingdom of Poland circa 1000 A.D. After the division of Poland in 1138, Silesia became a separate principality under Polish overlordship and in the ensuing 2 centuries was repeatedly subdivided among contending *principes Poloniae*. At one time it consisted of 18 independent dukedoms. The Polish dukes remained outside the German empire, but they encouraged German immigration



from the lower Oder and the land soon became thoroughly Germanized, with the laws, customs, and language of the "invaders" everywhere gaining the ascendancy'. The prosperity of Silesia also increased with the migration. Forest and swamp lands were reclaimed, agriculture flourished and mining and weaving industries were established, all, according to an early chronicle, "not in war with the sword" but by peaceful evolution. Despite the political particularism which had developed in the area, Duke Henry II of Lower Silesia was able in 1241 to muster a sufficient army to stop the great Mongol invasion at Liegnitz, barring the way to western Europe. During the invasion Breslau was destroyed, but it soon rose again under the stimulus of German settlement and commerce and became the chief city of the area.

In the 14th century the Silesian dukes severed their tenuous allegiance to the Polish crown, placing their lands under the King of Bohemia and thus within the Holy Roman Empire. The Bohemian (Austrian) allegiance was to continue, with minor exceptions, until 1740. The first result of the change was a series of much needed administrative reforms with consequent improvement of commerce. In the following century, however, the Bohemian connection involved Silesia in the bloody Hussite wars, which brought with them a number of devastating invasions by the Bohemian rebels, and permanently weakened the German element. During the Reformation most of Silesia espoused the Protestant cause and thus became embroiled in the long religious and dynastic struggle of the Thirty Years' War. From 1618 to the Peace of Westphalia, Silesia was a victim of continual warfare. Mercenaries of friend and foe alike lived off the land, pillaging and burning wherever they went. Three quarters of the population was destroyed by violence or disease, trade and industry were brought to a standstill, and the trade routes upon which so much of the life of the area depended were permanently diverted. Like the rest of Germany, Silesia spent the remainder of the 17th century and a large part of the 18th recovering from these wounds.

In 1740, Frederick the Great of Prussia, ambitious to improve his strategic position vis-à-vis Austria, suddenly laid claim to most of Silesia on the basis of an invalidated testamentary disposition made in 1537. Maria Theresa unsuccessfully contested the usurpation in the First Silesian War but in 1742 was forced to yield all but the Troppau, Teschen and Jägerndorf districts. Her efforts to recover the lost territory during the Seven Years' War were also unsuccessful and it was finally confirmed to Prussia at the Peace of Paris in 1763.

For the next 150 years the development of the Austrian and Prussian Silesias was uneventful. After the Napoleonic wars Lower Silesia was enlarged by a part of Lusatia, but no further boundary

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changes were made until 1918. Under the stimulus of the industrial revolution, the mineral wealth of Upper Silesia was exploited on both sides of the frontier, and along the Oder many industrial towns grew up.

With the creation of the Czechoslovak state and the re-creation of the Polish state after the first World War, however, a difficult frontier problem arose. Germany, Czechoslovakia and Poland all coveted the rich coal fields of the upper Oder and Vistula and each put forward reasonable claims on the basis of history, economic need and population. The peace treaty, gave most of Austrian Silesia to Czechoslovakia and after some negotiation the new republic also obtained most of the Teschen district except the town of Teschen, which went to Poland. A plebiscite held by Inter-Allied authorities in the German-Polish section early in 1921 revealed such a mixed population there that no solution was forthcoming. Meanwhile, armed bands fought over the territory and a state of near anarchy developed. After months of dispute a League of Nations commission finally worked out a settlement—with many exceptions and provisos protecting the inhabitants—giving to Poland the Katowice area, including 75 per cent of the coal reserves, and to Germany the remainder of German Silesia above Ratibor and Gleiwitz.

At Munich in September 1938 a repartition of Upper Silesia began. Hitler recovered Austrian Silesia with the eastern Sudetenland and Poland took this occasion to seize Teschen. With the invasion of Poland in 1939, Teschen, of course, returned to German control along with all of Polish Silesia. In 1941 the Nazis reconstituted Upper Silesia as a separate *Gau* including all of the recovered territory and a strip of old Poland extending from the Olsa district below the Vistula to the area just west of Czestochowa. The Germans have been making every effort to reintegrate the divided coal fields and industrial establishment of the region to achieve maximum war production.

Economic Importance

The two provinces of lower and Upper Silesia as reorganized in 1941 cover an area of more than 18,380 square miles. Their population is probably about 7,675,000. The urban population is strongly German, but there is a sprinkling of Poles throughout the agricultural sections and several of the "recovered" southeastern districts are, of course, predominantly Polish. Czechs form the most numerous group in the tiny frontier district of Hultschin. Physiographically Silesia is divided between the sloping plateaus of the southwest and northwest borders and the long valley of the Oder in the center. Where the plateaus draw together in Upper Silesia are located most of the region's important mineral deposits: coal, iron, zinc and lead.

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South of the Oder there are wide stretches of fertile farmland and the higher areas are well forested. The northern watershed is more sandy, but nevertheless supports considerable agriculture.

Upper Silesia, which now includes, in addition to the resources of the old German territory, the raw materials of Polish Silesia, the coal fields of Dabrowa and Cracow, a part of the Czestochowa-Wielun iron deposits, and the Karvinna coal fields, is economically much more important than the northern province. It contains the richest and most easily mined coal beds in central Europe. Although Silesian coal is not of as high quality as that of the Ruhr, the reserves are greater and the seams lie nearer the surface. According to German estimates, Upper Silesia produced 101,878,000 metric tons of hard coal in the coal year 1943/44 (April 1 to March 31) as against 125,314,000 metric tons produced in the Ruhr. If the 5,052,000 metric tons yielded by the Lower Silesian pocket at Waldenburg is taken into account, the combined eastern fields may be said to produce approximately 39 per cent of the total German supply. In recent months the figure may have been even higher because of the decline in production in the Ruhr as a result of constant Allied bombing. Of the 1936 production in this region only 20 percent was classified as good coking coal and most of this was concentrated in the Karvinna area of Czech Olsa. Coking plants are located, however, in the neighborhoods of Katowice, Gleiwitz-Beuthen and Waldenburg (Lower Silesia), as well as Karvinna. Together they accounted for approximately 15 per cent of Axis European coke production in 1943.

Iron ore and pig iron production in this region is relatively small but is of considerable importance to the enemy war effort because of increased over-all demand. The ore deposits lie almost entirely on the Polish side of the old frontier and these have long been considered virtually exhausted. In 1942 under the stimulus of war demand Silesian production reached only an estimated 465,000-580,000 metric tons as against a total German production of 18,000,000 metric tons. In the same year the region's pig iron capacity was estimated at 2,955,000 metric tons or about 20 percent of Rhine-Ruhr capacity. Actual pig production in Silesia during 1943 accounted for less than 8 percent of the Axis European production.

The steel capacity of German, Czech and Polish Silesia was something over 2,000,000 metric tons in 1942 compared with a Rhine-Ruhr production of over 17,000,000 metric tons. Bombing of the Rhine-Ruhr area, however, and evacuation of plants to Silesia may have materially altered this ratio.

Zinc and lead deposits, around which Silesian industry first developed, are also concentrated in the upper province. Silesian zinc continues to be of the greatest importance, accounting, according to

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a 1943 estimate, for about 50 percent of the German product. Practically all of Germany's cadmium, an important substitute for tin, is derived from the smelting of Silesian zinc. More than 65 percent of Germany's zinc smelter capacity is concentrated in Polish Silesia. Similarly 40 percent of Germany's lead production and 25 percent of its lead smelting and refining capacity is located there.

Although Silesia has a variety of industries and manufacturing plants, it has not figured as importantly in this field as might be expected from the wealth of natural resources found within its borders. The traditional manufactures of the region—textiles, glass and porcelain, paper, toys, matches—have little relation to the mining industry which plays so important a part in the regional economy. Perhaps because of the limited character of its transportation system (in the confines of the Oder valley), Silesia has developed no such important centers of metals manufacture around its mines as feature the Rhine-Ruhr area, where a canal network supplements an elaborate rail system. Breslau, which is the chief city of Silesia and the 7th of old Germany, is, of course, important industrially. It has large iron-foundries and engineering works as well as plants producing machinery, railroad equipment, linen, clothes, paper and furniture.

Some new war plants have undoubtedly been established in Silesia, and others have been moved there from temporarily more vulnerable locations in the west. It is known for example that new synthetic oil plants in Silesia have a minimum total capacity of 1,100,000 metric tons a year and that the two hydrogenation plants at Blechhammer represent the largest single synthetic oil development on the European continent. Production of such basic chemicals as calcium carbide, nitrogen, and sulphuric acid has also probably increased since 1939. It was reported authoritatively in 1943 that machinery was being moved from the Krupp works at Essen to a large new plant for manufacturing artillery near Breslau. Borsig Works at Gleiwitz is said to be assembling railway cannon on chassis built at Munich and Berlin. Other assembly plants and light munitions works are reported under construction, not only in Silesian towns and cities, but also in camouflaged hide-outs in the highland forests. Nevertheless, it is the consensus of observers that Nazi planners have not effected a major build-up of industry in this area. Problems of transportation and labor supply, it is felt, are too great to have made it worthwhile, even if it were practicable, under war conditions.

Agriculture in Silesia, as previously indicated, is highly developed. The best agricultural land is in the lower province where the river valley spreads out into the North German plain. South of the river where the soil is loamy the predominating crops are wheat, oats, hops, sugar-beets and fruit. In the heath country to the north potatoes, rye,

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and flax are grown. Silesia is part of the cash-crop area of agricultural Germany and produces for export to the rest of the Reich. Germany as a whole is considered self sufficient in all staple foods except fats and oils. During 1943-44, Lower Silesia's per capita production of all the important staples (bread grain, sugar, potatoes, beef and veal, pork, pigfat, milk, butter and cheese) was substantially higher than that of the whole Reich and production in Upper Silesia was higher in all but two of these staples. In addition to foods, both Upper and Lower Silesia have excellent forest reserves and make an important contribution to Germany's timber stock.

Future Development

The economic growth of Silesia to a large extent will be shaped, as it has been in the past, by the manner in which the international frontiers are drawn relative to the coal fields in the disputed southeast corner. Division of this area between Prussia and Austria during the 19th century and among Germany, Poland and Czechoslovakia after the first World War indisputably handicapped its natural development. Artificial trade barriers and piecemeal transportation control increased the cost of production and the difficulty of marketing. On the other hand, many experts doubt that Upper Silesia will survive as an important industrial region after the war even if it is placed under a unified political control. During the past thirty years its exploitation has been contingent upon such fortuitous influences as the occupation of the Ruhr, the British coal strike of 1926, and the development of Hitler's war machine. In a free and undisturbed market, coal and iron might be unable to compete with the Rhine-Ruhr product. In time of war, however, the value of Silesia's resources is so obvious that the disposition of this area is bound to be an important consideration in the planning for post-war European security.

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THE JAPANESE CAMPAIGN ON LUZON¹

An outline of Japanese operations on Luzon from the outbreak of war until the siege of Bataan

The Japanese attack on the Philippines began on the morning of December 8, 1941 (east longitude date), shortly after word of the bombing of Pearl Harbor, which began several hours before, had reached General MacArthur's headquarters. On the first day of hostilities Japanese Formosa-based and carrier-based aircraft made surprise attacks on Aparri, Camp John Hay at Baguio, Iba Field, Clark Field and other airfields in central Luzon. On the same day other enemy planes based on Palau attacked Davao on Mindanao. Nichols Field, Zablan Field and Fort McKinley, outside Manila, the naval base at Cavite and the fort of Corregidor at the entrance to Manila harbor were bombed during the following two days along with other air installations in the neighborhood which the Japanese were determined to neutralize. Although the enemy attacks varied in effectiveness, they destroyed or made unserviceable a large number of our available aircraft, particularly at Clark Field, and inflicted many casualties on our personnel.

The first Japanese landings on Luzon came only a day after the declaration of war. On the 9th and 10th the enemy landed troops at Aparri and Gonzaga on the northern tip of Luzon, 250 miles north of Manila, and at Vigan, midway between Lingayen Gulf and the north coast. Although small units of U. S. and Filipino troops delayed enemy operations at Vigan, our air strength had been seriously crippled by enemy bombing attacks and we were unable to interfere effectively with these landings. The Japanese forces, which were given strong air and naval support, were based on Takao, Formosa. On the 11th another landing force, also based on Takao, came ashore at Legaspi on southeastern Luzon without opposition.

For more than a week thereafter the Japanese offensive made only modest progress. The enemy force which had landed on Aparri on northern Luzon advanced southward to occupy the road junction of Tuguegarao and the nearby airfield by the 16th. Although they were opposed only by light U. S. reconnaissance units, the other landing forces contented themselves with consolidating and enlarging their beachheads. The principal activity was in the air. Japanese aircraft bombed our naval installations at Cavite and Olongapo,

¹ See maps of the Philippines accompanying this week's review of Pacific operations.

air installations at Clark Field, Nichols Field and the Batangas airfield, and targets around Davao Gulf. The first enemy landings in the southern Philippines occurred on the 20th. On that day Japanese troops from a force of four transports, three destroyers and one cruiser, based on Palau, landed at Davao and were engaged by elements of the 101st Division, Philippine Army.

The offensive against Luzon entered its second and major phase on the 22d, fourteen days after the outbreak of hostilities, when sizable enemy forces, estimated at three to four divisions, landed on northeastern Lingayen Gulf. The landings were effected from a force reported to include 80 transports, based on Hainan Island, with strong naval and air support, and were made principally over beaches south of San Fernando on the extreme northeastern shore of Lingayen Gulf. The beach positions defended by troops of the Philippine army were to the south, in the San Fabian-Lingayen area, and Japanese units, which included a number of tanks, went ashore in the face of light opposition. It is interesting to note that just the reverse appears to have been true during our landing in Lingayen Gulf on January 9th last. The major Japanese forces were concentrated behind the beaches between Bauang and Damortis, south of San Fernando, where the enemy had originally landed, while our forces went ashore against relatively light defenses at the head of Lingayen Gulf, where the enemy did not expect us but where we had wrongly anticipated the original Japanese invasion.

Once ashore, the enemy rapidly consolidated his beachhead and began moving south through Damortis. United States and Philippine forces were at once redispersed to meet the enemy. Detachments of the 26th Cavalry, which had been fighting rearguard actions against the Vigan beachhead, were covering the eastern flank of the Bauang beaches south of San Fernando, and a third Philippine division was dispatched north from Camp O'Donnell to join the two divisions already in the Dagupan-Agno River area. In the face of the superior enemy strength and strong Japanese air support, our forces could only fight delaying actions, and the enemy pushed south across the Agno River and headed for Manila on Highways 3 and 5.

On the 23d, the day after the San Fernando landings, the Japanese landed a second large force in the Mauban-Atimonan area on the shore of Lamon Bay, on the east coast of Luzon 75 miles southeast of Manila. These units, which like the Lingayen landing force were based on Hainan, greatly outnumbered available U. S. and Philippine troops and deployed toward Manila along Highways 1 and 23. As the enemy pressure from both north and south of Manila increased, the American defensive operations assumed the form of carefully scheduled delaying actions in successive positions so timed as to

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enable our divisions from both north and south to withdraw to the Bataan peninsula before they could be isolated by the converging enemy columns.

To this end American forces undertook controlled withdrawals south from Lingayen Gulf and northwest from Atimonan. Meanwhile, enemy reinforcements were reported being landed over the Lingayen Gulf beaches, and it became clear that rapid action would be necessary to assemble our forces in defensible positions. On the 25th the gasoline dumps at Clark Field were set on fire to keep them from enemy hands, and extensive demolitions were carried out at the Cavite naval base, destroying stores, ammunition and installations. On the preceding day it had been announced that consideration was being given to declaring Manila an open city, and on the 26th, after our forces had withdrawn toward Bataan, the Philippine capital was so declared "in order to spare the metropolitan area from the possible ravages of attack either in the air or on the ground." The Japanese answer to this declaration was not long in coming. On the 27th and 28th, Japanese aircraft carried out heavy and indiscriminate bombing attacks on Manila, destroying and damaging churches, schools and wide areas in the residential districts and causing many civilian casualties.

Between Christmas and New Year's the American and Philippine troops carried out their withdrawals in good order, offering only the minimum rearguard resistance required to maintain our schedule. On the 26th the Japanese were less than 100 miles north of Manila; by the 29th the enemy had advanced south of Tarlac to within 65 miles of the capital and other units from Lamon Bay were 45 miles southeast of the capital. On the morning of the 29th, General MacArthur was able to announce publicly that he had concentrated the majority of his troops in Pampanga province on the approaches to Bataan. On that day demolitions were carried out at Nichols and Zablan Fields and Fort McKinley outside Manila, and newspaper correspondents were told that field headquarters had already been set up on Bataan. By the 30th, Japanese forces, reinforced by several additional infantry divisions and tank regiments, were closing on Manila from both north and south, and enemy aircraft were in complete command of the roads from the air. By New Year's Eve the evacuation of American officials from the city had been completed, and the oil storage tanks at Pandacén had been dynamited.

There was no longer anything to prevent Japanese troops approaching the city from the southeast from entering Manila. Inexplicably they waited outside the Philippine capital during New Year's Day, but on January 2, 1942, 25 days after their initial landings, Japanese troops entered Manila. On the same day United States and Filipino forces completed their withdrawal to Bataan. Our troops established

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their main battle positions about 10 miles south of the entrance to the Bataan Peninsula, roughly along a line between Mauban, Mt. Silanganan, Mt. Natib and Abucay. Forward units held more northerly outposts for the first few weeks of January; Olongapo on Subic Bay, where we had secondary naval installations, was not occupied by the Japanese until the 16th.

The remainder of the campaign embraced the defense of Bataan and Corregidor.² After leaving Corregidor by PT boat, General MacArthur arrived in Australia on March 17th to become supreme commander in the Southwest Pacific. On April 9th, after a heroic defense, United States forces on Bataan surrendered. On May 6th, after enemy troops had landed on the island, Corregidor surrendered.

² See "The Siege of Corregidor," O. N. I. WEEKLY of December 22, 1943, pp. 3812-18, and December 29, 1943, pp. 3891-3902.

The O. N. I. WEEKLY invites officers of the Navy to contribute eyewitness accounts of action and other material of general naval interest which is suitable for use in a Confidential publication. These articles may be of any length up to two or three thousand words. Contributions should be forwarded through Commanding Officers to the Director of Naval Intelligence