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THE O. N. I. WEEKLY

For the Officers of the United States Navy

VOL. III, NO. 30

JULY 26, 1944



CONTENTS

PROGRESS OF THE WAR

WESTERN EUROPE. 2306; MEDITERRANEAN. 2320; EASTERN EUROPE.. 2327;
ASIA... 2335; PACIFIC... 2343; ATLANTIC... 2354; THE AMERICAS... 2355.

SPECIAL ARTICLES

GERMAN TANK LANDING CRAFT 2358
THE ITALIAN MERCHANT FLEET..... 2360
EXPERIENCES OF A GLIDER PARTY IN BURMA..... 2365
THE JAPANESE MIND..... 2377

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

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R. E. Schweigman.

REAR ADMIRAL, U. S. N.,
Director of Naval Intelligence.

Vol. III. No. 30

July 26, 1944

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THE O. N. I. WEEKLY

PROGRESS OF THE WAR

Internal difficulties of the Axis countries, reflected last week in the Tokyo cabinet change, were even more dramatically revealed on the 20th by the announcement that a group of German army officers had unsuccessfully attempted to assassinate Hitler and overthrow the government. A series of official German broadcasts and the usual reports from neutral sources shed little light on the extent of the plot. The Nazis, however, appear temporarily at least to have retained their hold on the country and tightened their control of the Army by a number of changes in the High Command. Prime Minister Winston Churchill, commenting on the crisis in Germany during a visit to the Normandy beachhead, told British soldiers that there are "grave signs of weakness in Germany" and that "opposite you is an enemy whose central power is crumbling."

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The German military position in Eastern Europe continued to deteriorate this week as the Red Army pushed forward on an 800-mile front extending from the Baltic to the Carpathians. The principal gains were scored south and southeast of Warsaw where Soviet troops, in forcing the Bug River, crossed what the Russians consider the eastern border of Poland. Marshal Rokossovsky's First White Russian Army is now only 60 miles from Warsaw itself. Farther south, Red troops have cut the last north-south railroad east of Warsaw and advanced to the banks of the Vistula River, the last natural defensive barrier before German Silesia. They have also established bridgeheads across the San River, west of encircled Lwow.

In the north, the Russians developed further their threat to isolate the German forces in the Baltic states by thrusting a deep salient into Lithuania, advancing to within 75 miles of the Latvian capital of Riga and cutting all rail lines leading out of Dvinsk. By the capture of Pskov, Ostrov and adjacent territory, the Red Army cleared the enemy from all pre-1939 Soviet soil.

WESTERN EUROPE

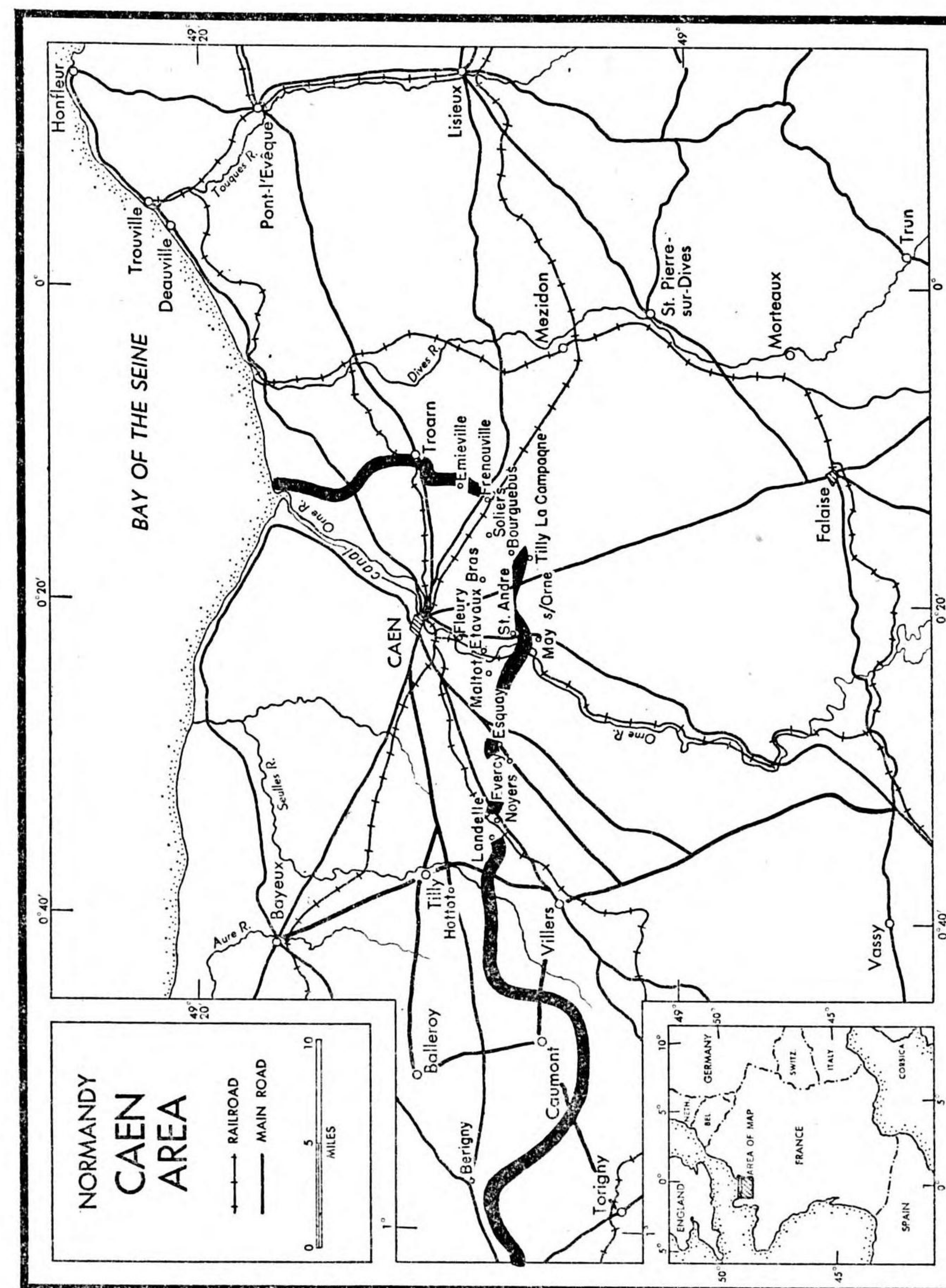
Ground Operations

In the U. S. sector there was little change during the first part of the week. The enemy pocket on the east bank of the Vire above St. Lo was cleared on the 20th. U. S. patrols advanced about a mile south of St. Lo and outposts were established at several points along the St. Lo-Periers road. On the 21st an enemy attack in the Raids area was repulsed. On the 22d our troops crossed the Seves River, northeast of Periers and took the town of Seves, but a German counter-attack on the following day forced us back across the river.

At 1000 on the 25th, after aggressive patrolling the day before, an offensive was launched along a 6-mile front across the St. Lo-Periers road. The attack was preceded by a very heavy air and artillery bombardment, in the course of which 1,575 heavy bombers of the Eighth Air Force dropped about 3,400 tons of fragmentation bombs in an hour's time. This was followed up with attacks by medium and fighter bombers of the TAF which dropped an additional 1,000 tons. Our troops made good progress under a rolling artillery barrage. Despite the extremely difficult character of this *bocage* country, which is cut up into tiny fields bounded by deep ditches and dirt walls sometimes 5 feet high, they crossed the road and, by midnight, had reached points 1½ miles beyond it. Further advances to the south will tend to outflank the Germans to the east, who are still holding out south of St. Lo, and those to the west who are defending Perier and Coutances.

The Second Army offensive, which began so auspiciously with an armored breakthrough south and east of Caen on the morning of the 18th, failed to make substantial progress. Stiff German resistance developed and heavy rains subsequently turned the whole countryside into a sea of mud.

On the 19th, British troops took Bras, Soliers and Bourguebus—points 3 to 4 miles south of Caen at which they had been held up on the previous afternoon. On the east flank, however, attacks on Frenouville and Emieville, where a strong anti-tank screen had been encountered late on the 18th, failed. Frenouville was taken by infantry on the 20th, but it was not until the afternoon of the 22d that Emieville fell into our hands. Still farther east, after slight advances that brought us to the outskirts of Troarn, progress ceased. On the right flank of the breakthrough, on the 19th the Canadians advanced rapidly down the east bank of the Orne reaching Fleury at 1600 and



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On the 24th it was announced that 60,958 German prisoners have been taken. More than 50,500 of these were captured by the U. S. First Army, which has also buried 8,094 Germans.

The British Second Army has put 593 German tanks out of action since our landings. Of these more than 250 have been destroyed.

French Forces of the Interior

During the period July 4th-15th, according to a SHAEF communique, the FFI continued their extensive sabotage operations, despite the efforts of German troops, supported by aircraft and armor, to suppress them. A panzer division moving to Normandy was delayed for 30 hours and lost 80 killed and 300 wounded. A train carrying flying bombs in eastern France was reported derailed and completely destroyed. Between June 24th and July 6th, 26 bridges, most of which were on strategic routes, were destroyed or seriously damaged. Canal traffic has also been interrupted, high tension lines cut and transformer stations destroyed. The Paris-Berlin cable, for instance, has been cut periodically. Fighting in east central France, in the Paris area and in Brittany is tying down German troops and has cost the enemy many casualties.

According to the Paris radio Col. Gen. Otto von Stuelpnagel, *Militaerbefehlshaber* in France, was seriously wounded on the 21st during an inspection in eastern France. General Stuelpnagel's headquarters are in Paris, and he is responsible for the supervision of the native population, the local defenses, internal security and the supply and maintenance of Germany army personnel in France.

Sea Operations

On both flanks of the assault area our ships and planes continued this week to intercept enemy surface craft which were attempting to attack our shipping. In the course of these actions 14 R-boats and an *Elbing* class destroyer were damaged. The destroyer, in company with 3 or 4 E-boats, was encountered off Cap d'Antifer (north of Le Havre) on the night of the 21st by a British destroyer. Several 4-inch hits were scored on the enemy vessel, which was further damaged in a subsequent bombing attack by aircraft.

In attacks on enemy shipping, MTB's sank two tankers and possibly a third off the Dutch coast, and coastal command planes damaged an enemy merchant ship off Guernsey (Channel Islands). Off Helgoland, on the night of the 21st, RAF planes attacked a 40-ship enemy convoy. Torpedo hits were secured on 4 merchant ships, two of which were left sinking, 5 escort vessels were set on fire and most of the other ships in the convoy were damaged.

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On the 19th, two British cruisers shelled enemy mortar positions east of the Orne. On the 25th a monitor and a gun boat shelled positions in the same area.

On two days this week bad weather severely hampered unloading.

Air Operations

This week, through the 22d, a total of 29,300 tons was dropped, as compared with 34,600 tons last week. The weather was bad and caused a considerable curtailment of operations, especially in Normandy during the first part of the week. However, it improved to permit heavy air support for the opening of the offensive in the St. Lo area on the 25th. Incomplete reports indicate that at least 8,225 tons were dropped in the battle area, as compared with last week's 10,000 tons. Of this total, 950 tons were dropped by U. S. heavy bombers on the 24th, 3,400 tons by heavy bombers on the 25th and 1,225 tons by the TAF on the same day. The RAF dropped some 3,875 tons on flying bomb launching and supply sites between the Seine and the Belgian border. This is the smallest tonnage devoted to this type of target since the first week of the employment of this missile.

Railroad installations were hit with 4,500 tons this week; a considerable weight of bombs was again devoted to the communications from west central Germany into France. Among the targets hit were Coblenz (235 tons), Ludwigshafen (150 tons), and Strasbourg (210 tons), all on the Rhine, and Saarbrücken (500 tons in two attacks). Thus the trend noted recently towards attacking the communications from west central Germany into France was continued this week. The Revigny junction, which received a 270-ton attack last week, was hit this week with 570 tons. This is an important point where the Paris-Strasbourg line crosses the main line from Calais to southern France. The only other rail target in France this week was the junction at Aulnoye, (580 tons), where the Paris-Brussels line crosses the many lines leading to the Channel coast. The heaviest single rail attack of the week was a 2,000-ton bombing of the junction at Courtrai in Belgium where lines from Lille, Calais, Ostend, Ghent and Brussels come together. Rail junctions in this area were heavily and frequently hit in the weeks immediately preceding our landings in Normandy.

The RAF made two attacks on successive nights on an oil storage depot at Donges, near Nantes in northwestern France.

A total of 1,475 tons were dropped on airfields this week, all by U. S. heavy bombers. Of this total 530 tons were dropped on 4 fields in the Paris area on the 23d. The remainder was expended on airfields in the Reich during a series of attacks on industrial targets.

The rest of the week's operations were directed against industrial targets in the Reich. The attack on the enemy's oil and aircraft industries, which fell off markedly last week, was resumed on a heavy scale. Almost 3,500 tons were dropped on synthetic oil plants in the lower Rhineland and the Ruhr, while 1,450 tons were dropped on aircraft components and assembly factories in the Leipzig and Regensburg area. In addition, 900 tons were dropped on ball bearing factories in Schweinfurt, Leipzig and Edelsbach, 270 tons on a chemical factory at Hollreichskreuth and 260 tons on a motor vehicle factory at Russelsheim. Most of these targets were hit in the course of three extremely heavy U. S. bomber missions on three successive days: on the 19th, 1,240 B-17's and B-29's were dispatched, on the 20th, 1,275, and on the 21st, 1,115. A total of 8,225 tons were dropped during these three operations. In addition to the targets already enumerated, Munich was hit with 250 tons and Augsburg with 275 tons during these attacks. The RAF dropped 3,025 tons on Kiel in a very concentrated attack on the night of the 23d and 1,925 tons on Stuttgart the following night.

RAF Mosquitos made 4 raids on Berlin (275 tons), and one each on Hamburg (25 tons), Frankfurt (15 tons), Cologne (10 tons), Düren and Bremen.

Enemy activity over Normandy again averaged about 350-400 sorties daily. Most of these were defensive patrols, but minelaying in the unloading area was continued at night. Flying bombs were launched at a somewhat higher rate than usual. According to unconfirmed reports, the Germans may now also be using launching sites considerably inland or in Belgium. (CORRECTION: In the O. N. I. WEEKLY of July 12, 1944, the incomplete installation in the lower photograph opposite p. 2193 was described as "apparently intended for the launching of flying bombs." This installation was intended for use in connection with a new type of missile, and not to launch the flying bombs described on pp. 2224-25 of the issue of July 12th.)

There appeared to be a slight increase in the number of long-range reconnaissance sorties from Norway over the Jan Mayen-Iceland sector of the North Atlantic, but no anti-shipping activity over the Bay of Biscay was reported during the week.

The enemy's air opposition to our operations was again light. Our claims were 149/24/55. Of these, 109/16/41 were claimed by U. S. bombers and escorting fighters during their three daylight penetrations of the Reich. At least 20/1/11 of the planes claimed were not airborne. Our own losses amounted to 235 aircraft of all types. This includes 15 bombers known to have landed in Switzerland.

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Germany

On the 20th, according to a series of official announcements and broadcasts, an attempt was made on the life of Hitler by a group of disaffected officers plotting to overthrow the government. The assassination attempt failed, although Hitler was singed and several of his "dear collaborators" were killed. The ringleaders in the plot have been discovered and dealt with, according to the Nazis. A number of changes have been made in the High Command: Col. Gen. Hans Guderian has succeeded Col. Gen. Kurt Zeitzler as Army Chief of Staff and Himmler has been appointed "Commander of the Army at home," charged with the task of "creating order at last."

The first word of these events was confined to a brief announcement of the attempt on Hitler's life. This was followed up shortly by a radio broadcast by Hitler himself, presumably designed to demonstrate that his life had indeed been spared, and by speeches by Doenitz and Goering pledging the loyalty of the Navy and Luftwaffe, respectively. Although various generals, including, besides Guderian, Kluge (West), Weichs (Balkans) and Rentulic (Finland), have subsequently issued statements along the same lines, it is perhaps significant that only one of the Army commanders on the Eastern Front, Field Marshal Walter Model, has been heard from and then only after 5 days of silence.

In the days following these announcements, a flood of rumors emanating from Bern, Stockholm and the usual neutral sources has killed off or arrested most of the General officers on the active list, but only four names have been mentioned by the Nazis themselves. One of these is a Lt. Col. Count von Stauffenberg, who had access to Hitler's entourage and who, it is claimed, played the role of assassin. He is "no longer among the living," according to the Nazis. The others are Col. Gen. Ludwig Beck, who, it is claimed, committed suicide on his arrest, General of Infantry, Frederick Olbricht, who was shot after a court martial, and Col. Gen. Erich Hoepner, who is still under arrest. Gen. Olbricht, who was accused of being the ringleader, was head of the General Army Office, a section of the High Command responsible for Inspectorates and Mobilization. The General Army Office is under the Home Command. This probably explains the removal of its Commander, General Fritz Fromm. Although Fromm is a loyal Nazi he has a reputation for being somewhat easygoing and has probably been held responsible for the revolt of one of his leading subordinates. Both the remaining officers implicated in the plot are on the retired list. Gen. Hoepner was retired in 1942. Previously he had commanded the 4th Panzer Army. Gen. Beck, who was born in 1880, served in the last war as an artillery officer. Several years before

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the Nazis came to power he succeeded von Blomberg as chief of the *Truppenamt*, a camouflaged version of the General Staff, which had been set up when that organization was forbidden by the Versailles Treaty. In 1934, when the General Staff was reintroduced, he was made its chief. At the same time he is said to have begun to oppose Hitler's expansionist policy. Beck was also the leader of a group of officers who resisted the introduction of Nazi political ideas and Nazi indoctrination into the Army. In 1936 he opposed Hitler's plan to occupy the Rhineland, and in 1938 he opposed the occupation of Austria, in both cases on the grounds that these acts would precipitate war. It was this last conflict which led to the removal of Fritsch, the commander-in-chief of the Army, and 16 other generals. Beck offered his resignation at this time but it was not accepted.

Beck opposed the occupation of Czechoslovakia, and, early in September 1938, is said to have written a long memorandum outlining the long-range consequences of this move. In this he is supposed to have predicted a world war for which, he stated, Germany was not prepared. This provoked Hitler's resentment, and Beck was removed on November 1, 1938. He held the rank of general of artillery at that time and it is likely that on his retirement he was elevated to the rank of colonel general. Though there is ample evidence in his career of opposition to Hitler's policies, it is not entirely credible that he instigated the plot since he is said to have been under surveillance since his removal from office.

There are other mysteries in these events. Taken at their face value, the various announcements of Hitler and his fellow Nazis indicate great alarm and distress. Thus Goering announced on the 20th that only his own orders and those of Col. Gen. Stumpff, commander of the Central Air Fleet based in the Reich, were to be obeyed and stated that in case of doubt confirmation should be secured by telephone. Hitler, too, referred to "usurpers" who "arrogantly" assumed authority and whose orders, he declared, were not to be obeyed. All of this supports the story, which the Germans allowed through their censorship, that an elaborate plot, in which many important personages were involved, actually existed and was only nipped in the bud at the last moment. Indeed, according to the official version provided for the edification of German troops, an "officer clique" which was connected with "an enemy power" managed to get control of "certain means of communications" through the connivance of a junior officer. Through these channels, according to this version, orders were sent to a Major Remer, commander of a battalion of the Berlin guard, telling him that Hitler was dead, that disorders were occurring in the Reich and that the Army had been

Confidential

obliged to take over the government. He was then ordered to occupy certain government buildings in Berlin. This he did, but Dr. Goebbels, the story continues, convinced him that he was obeying faked orders and a telephone conversation with the Fuehrer himself convinced the major that Hitler was alive. In this way, and because of a merciful providence which spared the Fuehrer's life, the plot came to nothing and all that was required was to round up the traitors and punish them.

While this version is not lacking in plausibility, there is ample evidence in the Nazis' past of faked, or partly faked, events of this kind. In 1933, they rid themselves of the socialist and communist deputies by burning down the Reichstag, claiming this act of arson to be the work of their enemies, and then, in the excitement which followed, eliminated all the opposition. Again the following year, the famous "blood purge" was nothing more than a device, under the guise of a threat to the state, for disposing of various discontents and dissidents. At that time there was no "plot," in the sense of a coordinated plan for overthrowing the Nazis; the Nazis simply created for themselves an opportunity for removing all potentially dangerous persons.

It is not impossible that a similar situation existed on the 20th. The Nazis knew, of course, that many officers like Beck were opposed to their policies and they would naturally desire to rid themselves of these persons. It cannot be supposed that only captured officers like Lt. Gen. Edmund Hoffmeister (see Eastern Europe, in this issue of the WEEKLY) are dissatisfied with Hitler's "intuitive" strategy or feel that a continuation of his regime will result in irretrievable disaster. While the Nazis insist, for personal reasons, on fighting on to the bitter end, some of the generals may hold that Germany's interests are best served by concluding a lost war while the Reich's military power is still intact and the fighting is still on foreign soil. Moreover, the Army is the only group in the Reich in a position to give effect to its discontent. It alone has the power to stage a successful rebellion; it alone has in any measure managed to resist Nazi infiltration. Hence it is the only group which the Nazis have to fear at home. Under these circumstances, it is not at all impossible that they would either stage an assassination attempt, as they staged the Reichstag fire, or seize upon some genuine but isolated private attempt (of which there have been many) on Hitler's life as an excuse for disposing of any persons they regard as dangerous, regardless of whether these persons had any connection with the attempt. The fact that the Nazis make use of this opportunity in order to try to dominate the Army does not, of course, necessarily mean that they created the opportunity.

Confidential

In any case, immediate steps were taken by the Nazis to bring the army under the control of the party. Himmler probably has wide powers as "commander in chief at home," and it is symbolic of the change that has come that an order has now been issued making the Hitler salute compulsory in the Wehrmacht. This change in relationship of the Party and Army is one of the few positive facts to issue from the confusion.

Another is the obvious intention to extract the last final ounce of effort from the war-weary German public. On the 25th Hitler issued a decree appointing Goebbels "Reich Plenipotentiary for Total War," with sweeping powers to "examine the entire state organization" and "to adapt the whole public life" to the requirements of the war. There are several points of interest in connection with the move. One is the fact that the "Stalingrad" technique is being exactly followed, that is, that a moment of crisis and emotional tension is being utilized to make further sacrifices less unpalatable. A second is the way in which the decree was promulgated. Instead of appointing Goebbels directly, Hitler instructed Goering to "nominate a candidate," who turned out to be Goebbels. This was probably done to avoid offending Goering's tender sensibilities, especially since he and Goebbels are reported to be bitter rivals. But, however phrased, the new appointment means a very considerable increase in the latter's power. His functions will also directly infringe those of Speer and Sauckel, who are, respectively, Minister of War Production and Commissioner for the Allocation of Labor, and this probably means that Speer, whose star has recently been in the ascendent, has fallen out of favor. Speer has probably done as good a job as was possible under the circumstances and it is to be doubted whether, since the bottom of the manpower barrel has long since been reached, Goebbels can effect any significant results.

In addition to their exploitation of the plot in order to get a firm grip on the Army and home front, the Nazis may also be preparing a scapegoat for the time when the collapse comes. In 1918, although it was the Army which demanded that the civil government seek an armistice, it nevertheless managed to make it appear that defeat was the result of a treacherous collapse of the home front. This was the famous "stab in the back" theory which the Army used to explain away its defeat in the field. The Nazis may feel the need of preparing an excuse for their coming defeat. This will presumably take the form of an attack on the aristocratic Junkers who are charged with attempting to sabotage the socialistic state. This line comes out clearest in a violent speech of Dr. Robert Ley of the Labor Front, who denounced the instigators of the plot as "blueblooded

Confidential

dirty dogs, lunatics and idiots, criminals and murderers. Here, Germans, you see reaction and Bolshevism walking arm in arm—Stalin and German Counts arm in arm." It also appears in the charge by Gen. Kurt Dittmar, the military commentator, that defeats in the east are the result of "sabotage" by certain generals. The plot is also being used by Nazi propaganda to arouse love and admiration for the Fuehrer who was so miraculously preserved. "As for the Fuehrer," declared Goebbels, "he is in God's hands. . . . I can only say that if his salvation was no miracle, then there just are no miracles at all."

The reaction of the German public to this propaganda barrage cannot be predicted with any confidence. The fact that high-ranking officers, who presumably are in a position to judge Germany's military prospects, are admitted to have adjudged the situation to be hopeless might be expected to have a depressing effect on morale. On the other hand, the fact that these highly placed persons could not bring off a successful revolt may impress the German people—as the Nazis obviously intend that it should—with the strength of the regime. But whatever actually happened on the 20th, the events of that day positively substantiate rumors of dissension among the leaders of the Reich. Even if there were no widespread plot, the Nazis would never have gone to such lengths unless there were a powerful current of opposition to their policies and a widespread desire for peace on the part of members of the High Command.

With Hitler, when the bomb went off and subsequently announced to have died of wounds suffered in the explosion were General of Aviators Korten, Chief of Staff of the GAF, and Maj. Gen. Heinz Brandt, of the Operations Group of the Army General Staff. General Korten, who became Chief of Staff less than a year ago was reported to be a zealous and devoted party member rather than a brilliant airman. General Brandt, on the other hand, was, according to General Guderian, one of the Reich's best officers.

Naval Dispositions.—The two obsolete battleships *Schleswig-Holstein* and *Schlesien* are both reported at Gdynia. The heavy cruiser *Admiral Scheer* is still unlocated but probably in the Baltic. The heavy cruiser *Luetzow* and the light cruiser *Koeln* have moved across the bay from Gdynia to Hela. The heavy cruiser *Admiral Hipper*, which was last reported off the Aaland Islands, was reported off Gdynia on July 6th, and the heavy cruiser *Prinz Eugen*, which was at Gdynia on the 6th, had left there by the 19th and is now unlocated. There has been no change in the disposition of destroyers but there is now thought to be only one torpedo boat, a reduction of two since July 1st, in the Biscay area.

Confidential

Radio-Controlled Armor-Piercing FX Bomb.—In addition to the Hs. 293 radio-controlled, jet-propelled glider bomb, the Germans have employed another radio-controlled missile, the armor-piercing "FX" bomb, against Allied shipping in the Mediterranean and, more recently, against a British port.

The FX bomb weighs 1,400 kg. and is designed primarily for high-level attacks on capital ships, cruisers, or other heavily armored targets. According to Army Air Force sources, it is usually released at approximately 155 mph Indicated Air Speed at an altitude of about 20,000 feet. A high altitude of release is said to be essential in order to give the bomb sufficient velocity to penetrate heavy armor and to provide the observer in the attacking plane sufficient time to apply any necessary corrections to the bomb's course. In order to facilitate following and controlling the bomb, the plane climbs and reduces speed eight to ten seconds after the release of the bomb. It is thought that only small lateral variations of course can be applied to the FX, unlike the Hs. 293, during its fall. The releasing plane will normally continue on a straight course and will be almost over the target at the moment of the bomb's impact.

Oil Production.—Synthetic oil production in June was reduced by 50 percent and the output of refined products from crude petroleum by Germany and her satellites by 40 percent, according to M. Dingle Foot, Parliamentary Secretary to the Ministry of Economic Warfare.

So great has been the damage inflicted on refineries, particularly those at Ploesti, that the combined crude oil production of Germany, Austria, Hungary and Rumania is considerably in excess of the refinery capacity available. As a result, a substantial part of the production of the wells has been shut down.

Sweden

Since the British announcement that small British vessels successfully ran the Nazi blockade of the Skagerrak last winter, the Swedish press has published some details of this traffic, which heretofore have been withheld at the request of the authorities. The ships put in at Lysekil, a small port north of Göteborg. The first British vessel to appear was the *Gay Viking* which made port in October 1943 and was carefully guarded by the Swedish State police. Soon other vessels arrived, usually two at a time, and it was generally known that they came to load ball bearings, each ship taking 50 to 100 tons. Swedish naval ships are said to have escorted the British boats while in Swedish waters. The Germans became aware of the traffic and, toward the end of October, the Königsberg radio reported that British "warships" were lying in the Swedish harbor of Lysekil.

Confidential

Denmark

The Danish Foreign Ministry in Copenhagen is reported to have estimated that 675 acts of sabotage were committed in Denmark during 1943. Of these, half were aimed at installations of the German Army and half at industries working for Germany. In addition, there were two series of attacks on railroads in Jutland, attacks on transformer stations, German telephone lines and other communications and acts of "political sabotage," as the destruction of property of Danish Nazis is called. It may be pointed out that this estimate is conservative, since the Danish authorities desire to minimize the effects of sabotage on industrial production in the hope of persuading the Germans to stop the execution of saboteurs.

MEDITERRANEAN

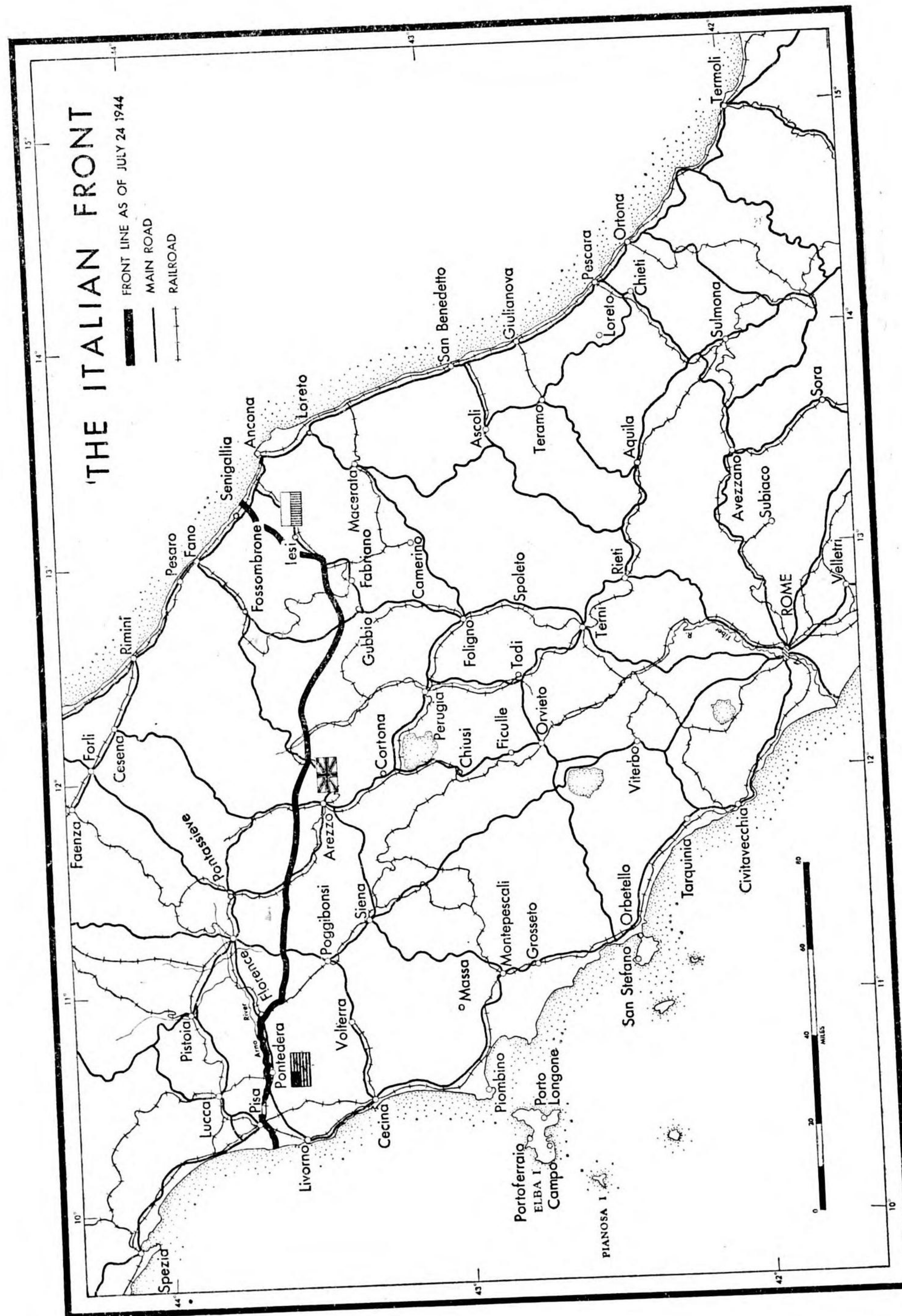
Italy

Substantial gains were made along the entire front this week in spite of bad weather at the beginning and stiffening enemy resistance. Most important of the week's advances were made by American troops in the coastal area. After occupying Leghorn last week, the Americans drove north to enter Pisa and mop up resistance south of the Arno from its mouth to a point over halfway to Florence. In this drive they fought through unusually strong fortifications consisting of mine fields, pill boxes, wire, anti-tank guns, ditches and concrete road blocks. These defenses were especially strong just south of the river near its mouth.

All enemy resistance in Pisa south of the river has been ended, and street-to-street fighting continues in the northern part of the city around the famous Leaning Tower—still undamaged according to reports. East of Pisa our troops have crossed the Arno Canal and occupied Cascina on the Florence-Pisa road below the river. They continued to consolidate their positions south of the river, taking San Miniato, and at the end of the week were firmly established along the winding south bank from the sea to within 18 miles of Florence. Americans also took Castelfiorentino, 17 miles southwest of the city on a secondary road. Meanwhile the Germans were shelling Pontedera and firing large-caliber shells into Leghorn. They covered bridges across the Arno with machine and anti-tank guns, and appear to have fortified the north bank from Pisa to the sea. The mouth of the Arno has been blocked by sunken ships and other obstacles.

The closest approach to Florence along the arc that is closing upon the city was made by the British Eighth Army. Driving north from Poggibonsi, taken last week, fresh New Zealand troops who have replaced the French in that sector took Tavernelle and continued north of Stroda to within 10 miles of Florence. A few miles to the east, on the Siena-Florence road, units of a South African armored division captured Greve. North and west of Arezzo British infantry units advanced to take Castelnuovo and captured San Giovanni. In the Tiber River valley Indian troops reached the vicinity of Sansepolcro, 10 miles northwest of Citta di Castello, which was captured after a week of hard fighting.

On the Adriatic front Polish troops have pushed northwest about 10 miles along the coast from Ancona and inland have made gains of 5 to 10 miles. They now command the approaches to Senigallia.



Official reports reveal that the German 278th Division lost from 3,000 to 4,000 men killed, captured, or wounded in the fighting between Pescara and Ancona.

The enemy is now reported to have 26 divisions in Italy, 17 of them in the front lines, and 13 of them effective. The Hermann Goering Division is reported to have completed its withdrawal from the front.

Americans on the western flank have already encountered outposts of the so-called "Gothic" line from Pisa to Rimini, and the British will soon be facing it in their sector. Started shortly after the capitulation of Italy in September 1943, the line has been brought to an advanced stage of construction, but its defenses are probably not so complete as originally intended.

The Arno River from Marina di Pisa to Florence, fortified with pill boxes and tank traps, is its outpost on the west. The main defense system begins with a formidable anti-tank ditch 4,000 yards long from the sea to the foothills south of Massa, and an anti-tank wall of concrete extending from the sea to the mountains north of Carrara. From there the line swings in an arc to the southeast, then north where it joins the highest mountain terrain of the northern Apennines. Thence the line extends eastward in some depth, then dips southward east of Florence touching the upper part of the Arno near Bibbiena. Concrete defenses guard the roads leading to Florence and Pistoia. Continuing eastward the line includes the peaks of Mt. Frimaiolo and mountains southeast of Pennabilli, guarding 2 roads leading north to Cesena and Rimini, where the defenses appear to end.

The newly captured port of Leghorn could be of great advantage to the Allies in supplying an attack upon the Gothic Line. The port is entirely artificial and consists of two inner harbors, Porto Medicio and Bacino Vittorio Emanuele III, and an outer harbor, Avamporto. There is also Porto Nuovo serving the new industrial zone. The entire port is protected by moles and breakwaters. In the town of Leghorn is a network of canals connected to the harbor, available for barges and lighters.

For ships drawing less than 24 feet the whole of the harbor provides suitable anchorage. Once clear of obstructions, it can accommodate 4 cruisers, 8 destroyers, 20 large cargo ships and a few smaller vessels. A daily clearance of 6,000 tons could be achieved if all facilities were available, but these probably will not be in order for some time. German demolitions are reported to have been thorough, Allied bombing was severe, and more than 16 vessels were sunk in the harbor before the capture of the city. Current shelling of the

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harbor by large caliber enemy guns has not prevented salvage and reclamation work from getting underway.

Naval Operations

U. S. PT boats, encountering 2 F-boats off Voltri this week, sank one and left the other burning and down by the bow. Last week Allied coastal forces sank one F-boat by torpedo and two others by gunfire.

Coastal forces torpedoed a corvette and a tanker, both of which were left on fire, in the Gulf of Genoa, and torpedoed and set fire to a coaster at Menton harbor.

Air Operations

Heavy bombers of the U. S. 15th Air Force were assigned as targets this week oil installations, airdromes, aircraft factories and other industrial targets located in Rumania, Czechoslovakia, Germany, Austria, southern France and northern Italy, with some alternative targets in Yugoslavia.

The heaviest attack of the week was made upon oil refineries in the Ploesti area on the 22d. More than 1,000 aircraft, including a large escort of fighter planes, dropped more than 1,200 tons of bombs. A smoke screen obscured the main target, the Americana Romana refinery, and no direct results were observed, although thick columns of black smoke rose from the area. Alternative targets in Yugoslavia were the airdrome, roads and railroads at Kraljevo, and the Kragujevac railroad yard, on both of which some 60 tons were dropped with good results.

The second attack upon the Ploesti area, made the same day, was the first of its kind during the war. This was an all-fighter plane shuttle operation to Russia, flying some 900 miles. The strong force of long-range P-38s and P-51s struck German airdromes at Bazan and Zilistea, respectively 30 and 40 miles northeast of Ploesti, the oil fields of which they guard. Our fighters reported destroying 41 enemy planes on the ground and 15 in the air, in addition to starting fires in fuel dumps and installations at the fields. Twenty-eight planes were reported missing from the Ploesti operations.

The MAAF carried out two attacks on oil refinery targets in western Czechoslovakia this week. On the night of the 21st Wellingtons and Halifaxes dropped 100 tons of bombs on an oil refinery at Pardubice on the River Elbe, 60 miles east of Prague. Two of the largest refineries in Czechoslovakia are located there. During daylight hours on the 22d some 300 Fortresses and Liberators under very heavy fighter escort dropped 850 tons of bombs on a synthetic oil plant at Brux in northwestern Czechoslovakia. Our force encountered

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between 70 and 75 enemy aircraft, destroyed 12 of them, and lost 16 bombers in these attacks. Reconnaissance showed that both attacks were effective.

A smaller attack was made against an oil refinery at Fiume, Italy, upon which 265 tons of bombs were dropped effectively. An oil field near Berati, Albania, was attacked by bombers that dropped 130 tons of high explosives with good concentration, and 110 tons were dropped on the Prahova oil refinery in Budapest, with unobserved results.

German aircraft factories were the primary targets of two heavy attacks upon the Munich and Friedrichshafen areas. On the 19th 480 heavy bombers escorted by more than 300 fighters dropped about 1,000 tons of bombs on aircraft factories, railroad yards, airdromes, and the Milberthofen Ordnance Depot in the Munich area. The following day over 450 heavy bombers escorted by over 200 fighters attacked the Maybach aircraft factory at Friedrichshafen and the Memmingen airdrome with good to excellent results. Our force reported destroying 31 enemy aircraft and losing 36 planes in these attacks.

On the 25th more than 500 heavy bombers with heavy fighter escort dropped about 1,200 tons of bombs on the new Hermann Goering tank factory at Linz, in Austria near the Bavarian border. Most of the important buildings were reported to have been seriously damaged. This was the first attack on the factory. Between 175 and 200 enemy planes were encountered and our force claimed to have shot down 65 with comparatively few losses among our planes.

Industrial targets in northern Italy and airdromes in southern France were attacked on the 24th by about 350 U. S. heavy bombers and 200 fighters that dropped 680 tons of bombs. Tank works at Turin, ballbearing works at Orbassano, and harbor installations at Genoa were the targets in Italy, and airdromes at Les Chanoines and Valence La Tresorerie were the targets in France. In the latter area 15 enemy fighters were engaged, 5 of which were destroyed.

In the course of operations from July 19th through July 25th the Strategic Air Force of the MAAF dropped a total of more than 6,500 tons.

The Tactical Air Force, hampered this week by bad weather, gave special attention to railroad and highway bridges and enemy communications in and behind the battle area in northern Italy. North of the battle area, in the Po estuary, fighter bombers and fighters destroyed 3 barges, 1 aircraft and 1 locomotive, cut rails in nine places and bombed gun positions. Docks and freight yards at Ravenna, barracks at Viareggio, the airdrome at Bergamo, shipping

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at Porto Corsini, communications in the Padua-Bologna area, an ammunition factory north of Florence, a mole at Fano Harbor, a jetty at Pesaro, and gun positions at Spezia were among the targets this week.

The Coastal Air Force made light attacks on Porto Garibaldi, Capodistria and sank a 120 foot barge in the Adriatic this week.

Italy—Political

Another large part of southern Italy has been turned over to the Italian Government, and Rome and the surrounding territory will be placed under Italian jurisdiction on August 15th, it was announced by the Allied Control Commission on July 20th. Although Naples remains a military zone, the provinces of Foggia, Campobasso, Benevento and Avellino are placed under Italian government. The United Nations, however, reserve the right to hold military courts in the territory and to have a member of the ACC attached as a deputy to each of the major Italian administrations. When Rome is turned over to Italian jurisdiction on August 15th, Col. Charles Poletti and the AMG will remain in an advisory capacity, continuing about the same duties as at present. The ACC statement reminded the Italian people that "the enemy is still on Italian soil and the United Nations, which now are bearing the brunt of the fight for freedom, look to the people of Italy and to their Government to spare no effort and seek no other purpose until victory is achieved."

Henry Grady, retiring as chief of the economic section of the ACC, has reported that "the thoroughness of German destruction is fiendish," as they retire northward in Italy. "The Germans seem to have the idea of destroying competitive manufactures in the neighboring countries," he said.

Yugoslavia

The Germans continued their attempts to raid Partisan strongholds in widely separated regions, whereas Partisan activity has been devoted primarily to sabotage, particularly of railroads and supply routes in the northern regions.

Allied Supporting Operations.—In addition to the heavy bomber operations reported above, U. S. Liberators, escorted by Mustangs, bombed troop concentrations on the 24th at four points in Montenegro. There was no opposition. Allied fighters continued their attacks on bridges, locomotives and motor transport this week. Off the Dalmatian coast on the 19th a small schooner was sunk; the next day shipping in a harbor at Krk, in the northern Adriatic, was successfully attacked. The harbor of Makarska, southeast of Split, was bombed twice this week. On the 20th the main railroad yard at Knin

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was attacked by Allied light bombers. Loading jetties at Sibenik were also bombed this week, and escorted fighters attacked the enemy strongholds of Bihac and Gospic.

Aegean

Six British fighters attacked an enemy convoy consisting of an 800-ton corvette, a 300-ton vessel, 2 large caiques and 2 smaller craft. The corvette and 1 caique were left in flames. In another operation this week a large caique was destroyed and a second was damaged at Khios Island by 5 British fighters. At Crete the Kastelli airfield was bombed by British medium bombers that scored hits on the runway and dispersal area.

Palestine and Trans-Jordan

Field Marshal Viscount Gort, Governor and Commander-in-Chief of Malta, has been appointed High Commissioner and Commander-in-Chief for Palestine and High Commissioner for Trans-Jordan. Viscount Gort has been Governor and Commander-in-Chief of Malta since 1942. He succeeds Sir Harold MacMichael.

Spain

A State Department official reveals that the Spanish Government has actively supported the efforts of private American relief organizations in caring for and evacuating thousands of refugees from Europe. Since November, 1942, some 25,000 French refugees, the most numerous group, have been evacuated through Spain to North Africa.

Turkey

All Turkish ships in foreign waters have received orders to proceed immediately to the nearest Turkish port, according to an Algiers broadcast. The Vichy radio adds that all navigation in Turkish waters of the Black Sea has been suspended. The London radio quotes an Istanbul correspondent as reporting that the Turks have begun to talk "as if a breach of diplomatic relations with Germany as well as of trade relations were merely a matter of days."

The Turkish National Assembly has decided not to adjourn for its usual summer vacation but, beginning July 21st, to hold meetings every 15 days.

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EASTERN EUROPE

Russia

East and southeast of Warsaw the German position deteriorated rapidly this week. Offensives by two Soviet armies put advance units within 60 miles of the Polish capital, outflanked the rail centers of Brest Litovsk and Lwow, which now appear untenable, and threatened to sever the direct supply lines to German forces in southeastern Poland and Rumania. The more northerly thrust was made by Marshal Konstantin K. Rokossovsky's First White Russian Army. Early in the week his forces cut the railroad between Brest Litovsk and Bialystok, some eighty miles to the northwest, and then advanced to the Bug River at a point eighty miles east of Warsaw. Below this salient, other troops of Marshal Rokossovsky's command made gains of almost 100 miles during the week, forcing the Bug river west of Kowel on the 21st and capturing the rail junction of Chelm the next day. In the following days the Russians continued their drive to the west and also moved north toward Siedlce, the latter drive cutting the railroad west from Brest Litovsk on the 24th. Lublin, a city with a pre-war population of 120,000, was also liberated on the 24th; capture of the city deprives the enemy of his last north-south rail communications east of Warsaw. At Lublin, the Red Army is only 25 miles from the Vistula River, last natural defensive barrier of importance in this part of Poland. By the end of the week the Russians had driven to within 10 miles of the Vistula. An even more immediate threat to Warsaw was indicated in a Berlin broadcast on the 24th announcing the evacuation of Siedlce, 50 miles east of the capital. While not yet confirmed, this report suggests that the enemy has been unable to stabilize the front even at points hitherto considered vital to the successful defense of Poland.

Southeast of Warsaw Marshal Ivan S. Konev's forces, continuing their offensive begun last week, likewise made spectacular progress. After advancing to within five miles of the rail center of Lwow from the north, Soviet troops bypassed the city and headed west. By the 24th points 70 miles west of Lwow had been reached, the San river had been cleared of the enemy on a 50-mile front and forced at a number of places, and the railroad and highway west from Lwow to Przemysl cut at a number of places. The same day the Berlin radio announced the evacuation of Jaroslaw, west of the San river. On the 25th Soviet troops were reported fighting in the streets of

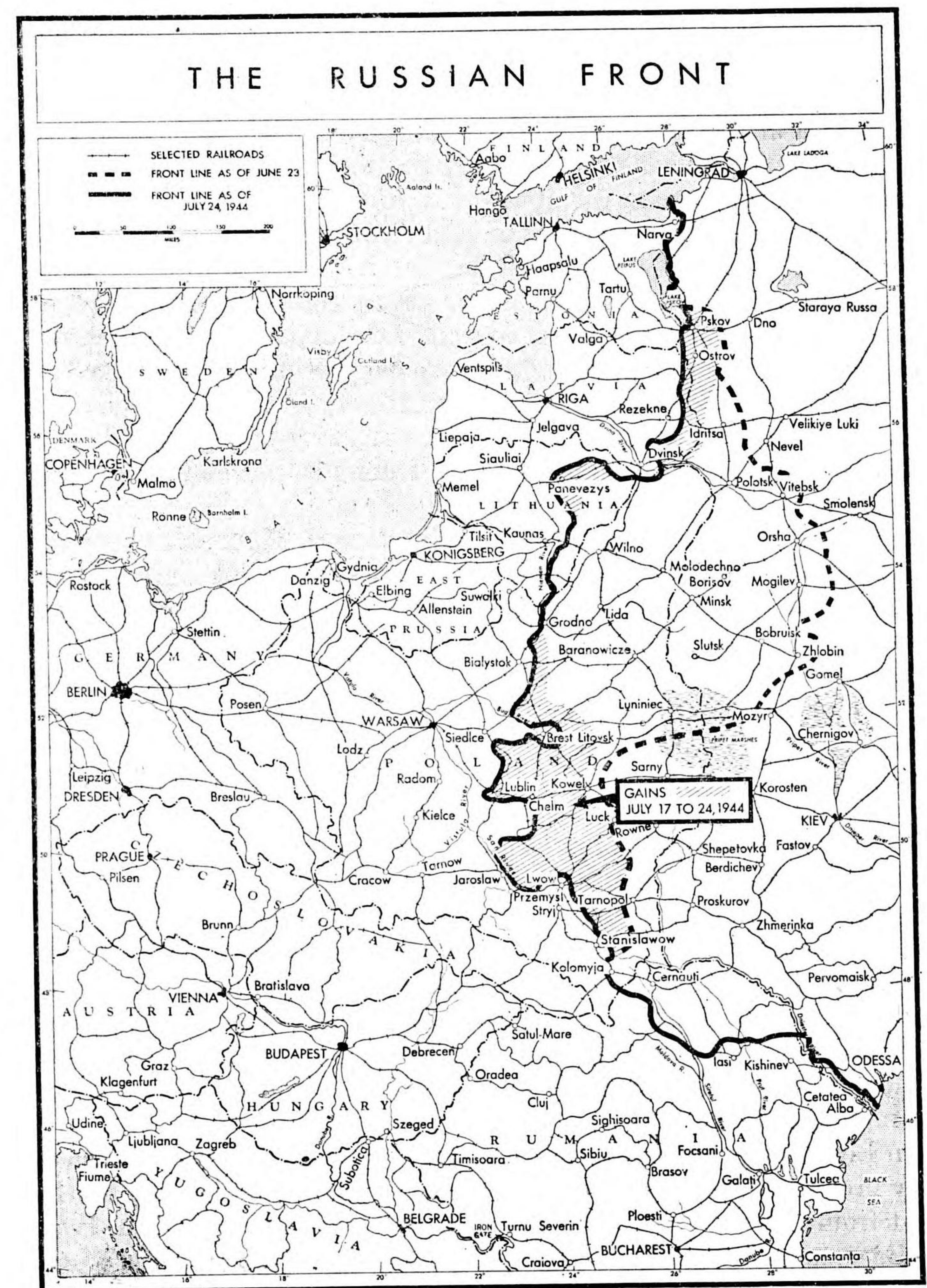
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Lwow, Poland's third largest city with a pre-war population of more than 300,000.

The almost unprecedented speed of Soviet advances in Poland is indicated by an announcement of a gain of 32 miles on the 23d—a distance which obviously could not have been covered against serious opposition. Moscow described German troops as "demoralized." Although the enemy's intentions are far from clear, it is apparent that the Soviet drives are being opposed only in certain sectors and an extensive withdrawal may be in progress. It is interesting to note, however, that the enemy appears to be offering stiffest resistance at points where a withdrawal might naturally be expected, and he has been evacuating rail junctions close to Warsaw. The result has been a front which, temporarily at least, has lengthened rather than shortened.

In its initial breakthrough Marshal Konev's First Ukraine Army trapped a force of Germans east of Lwow which the Soviets estimated at four or five divisions. Despite desperate resistance the entire group was liquidated by the 23d. German prisoners totalled 17,175 while more than 30,000 officers and men were reported killed. Among the prisoners were Maj. Gen. Gerhardt Lindemann, commander of the 361st Infantry Division, and Major General Nedwig of the 454th Security Division. The commander of the 340th Infantry Division, Major General Beitler, was said to have been found dead in this same region.

The terrain of eastern Poland is an historic battlefield. During the First World War the regions of Stanislawow, Lwow, Przemysl, the San and Vistula rivers, Luck and Brest Litovsk were all scenes of intense fighting. Much of the area east of Warsaw is thinly populated and heavily forested, though there are stretches of sandy plain and shallow depressions. Defensively the most important physical features of this region are the rivers, which form deep ravines in the undulating plains characteristic of this part of Poland. The Bug has already been crossed for most of its length, and the San has been forced above Jaroslaw. The Vistula is probably the most important of these rivers and its control was bitterly contested in the last War. The Germans may be hoping to make a stand along the Vistula south of Warsaw. Various towns south of Warsaw and also between Warsaw and East Prussia are believed to have been fortified, but neither these fortifications nor the river barrier itself offer strong defensive positions. Unless the Germans offer resistance at the Vistula, no natural defenses are available on the broad Polish plains leading to Berlin. West of the Vistula the Germans are thought to have developed another defense line, based on fortifications built by the Poles, running south



from Danzig through Poznan (Posen) to Cracow, but the terrain here is flat and unfavorable to defense. About 70 miles east of Berlin are still other defenses, built in a zone running 40 miles north and south and 20 miles east and west; the strength of these fortifications, begun in 1935, is not known.

On the 21st the Russians announced the resumption of offensive operations in the Tarnopol area of southeastern Poland. By the end of the week the Soviets were only four miles northeast of Stanislawow, a rail junction guarding the approaches to the Carpathian passes and Czechoslovakia. Last March the Red Army advanced as far as the Czech border in this vicinity but was forced to abandon its westernmost positions under the pressure of strong counterattacks. Operations in this area are a logical extension of the more important activity in the Lwow region, some 50 miles to the northwest. As yet the southern front below Tarnopol has been relatively inactive. A German radio commentator claimed that the Russians were preparing to launch still another drive near Iasi in northern Rumania, but as yet there has been no indication of such an attack.

North of Marshal Rokossovsky's drive toward Warsaw the Soviets made limited progress this week. The enemy is being gradually forced back toward the city of Bialystok, formerly considered—with Brest Litovsk—as constituting a bulwark in the German defenses of Warsaw. By the end of the week Red troops were 2½ miles northwest of the city and only 6 miles to the southeast. Still farther north, enemy counterattacks were reported against Soviet bridgeheads established last week on the west bank of the Niemen river. In this region between Grodno and Kaunas the Niemen flows through a belt of small hills, interspersed with many small lakes and marshes, which forms a natural defensive barrier. The southern part of East Prussia is likewise characterized by many small lakes. This region, south of Allenstein, is thought to have permanent fortifications facing south against Poland while the area west of the Niemen river has another zone of prepared defenses supplementing the favorable physical features. The Niemen turns west near Kaunas and flows into the Baltic south of Memel after passing through an alluvial valley where the land is swampy and difficult.

In Lithuania, the Soviet salient southwest of Dvinsk was considerably broadened and deepened this week. The railroad leading southwest from Dvinsk was cut on the 20th and two days later Gen. Ivan C. Bagramian's First Baltic Army captured Panevezys, on the Riga-Kaunas and Dvinsk-Königsberg railroads. By these gains the Soviets advanced to within 125 miles of the Baltic port of Memel and to within 75 miles of the Latvian capital of Riga; they are less than 50

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miles from the rail junction of Siauliai, on the last north-south railroad available to the enemy in the Baltic states, except for secondary coastal routes.

Above Dvinsk the Germans were likewise forced back toward the Baltic. The railroad leading north from Dvinsk to Rezekne was cut on the 23d, and two days later the enemy's last remaining railroad linking Dvinsk to Riga and the rear was severed. Soviet troops of the Second and Third Baltic Fronts have also crossed the former Latvian border as far north as the Estonian boundary. On the 21st the town of Ostrov was captured by the Russians and two days later Pskov was seized. By these victories the Red Army drove the Germans from virtually all Soviet territory except that acquired since the outbreak of war. Ostrov, one of the oldest cities of Russia, was captured by the enemy four weeks after the German invasion in June 1941 and its liberation therefore brings the fighting to territory held by the Germans for three years. Only on the Finnish front are the Russians still fighting on soil which they controlled before 1939.

The Finnish front remained relatively quiet this week. Between Lake Onega and Lake Ladoga, the Soviets have cleared virtually all the Aunus isthmus to a point north of the former lake, and at one point they have crossed the Finnish border as established after the "Winter War" of 1939-40. After capturing the port of Viipuri, north of Leningrad, and clearing the entire length of the Murmansk-Leningrad railroad, the Soviet High Command has appeared content to contain Finnish forces while major campaigns developed to the south. The clearing of the Murmansk railroad will provide the Russians, when repairs are completed, a convenient supply route for their troops in the north and will shorten the distance by rail between the port of Murmansk and Leningrad by more than 400 miles.

On the 19th a Soviet torpedo plane was said to have sunk a 4,000-ton enemy supply ship in the Baltic Sea, and twice this week naval planes reportedly attacked German shipping in the Gulf of Narva, off the northeastern coast of Estonia. Five trawlers and a number of patrol vessels were reported sunk.

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A total of 539,890 casualties was inflicted on the German Army between June 23d and July 23d by four Soviet armies, it was announced by Moscow this week. The First Baltic, and the First, Second and Third White Russian Armies were said to have killed at least 381,000 Germans during this period and to have taken 158,480 prisoners. Twenty-three German generals have been captured in the past month; the most recently captured were Maj. Gen. Engels, commander of the 45th Infantry Division, Lt. Gen. Eberhard von

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Kurowski, commander of the 361st Infantry Division, and Lt. Gen. Willifrank Ochsner of the 31st Infantry Division. Berlin announced this week the deaths of Lt. Gen. Walther Scheller and Maj. Gen. Joachim von Tresckow, making a total of at least seven German generals who have met their deaths on the Eastern Front during this period. During the month the enemy was said to have lost 631 aircraft, more than 2,600 tanks and self-propelled guns and 57,000 trucks. These figures do not include operations of the Leningrad and Karelian Armies on the Finnish front, the Second and Third Baltic Fronts, operating east of Latvia, nor the First Ukraine Army, attacking in southeastern Poland.

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Seventeen German generals, including five corps commanders and ten divisional commanders, captured during the past month on the Eastern Front, issued a dramatic appeal on July 25th—five days after the attempted assassination of Hitler—to the generals and officers of the German Army, urging an immediate and decisive break with Hitler and his clique. Declaring that “the fight against Hitler is the fight for Germany,” the generals urged Wehrmacht officers to refuse to carry out Hitler’s orders and to avert “futile and unnecessary bloodshed” by halting the war at once. The 13-page appeal, drafted by Lt. Gen. Rudolf Bamler, former commander of the Twelfth Infantry Division, recited the experiences and mistakes of the German campaign in Russia from June 1941, until the catastrophe of the present summer offensive. The recent defeat of the entire Fourth German Army and the main forces of the Ninth Army and the Third Panzer Army and the extermination of thirty divisions was said to have been caused by misjudgment as to the capabilities and intentions of the Red Army this summer, and by the lack of reserves and air support. Commenting on the attempt on Hitler’s life, the captured generals declared that this proved that the German military crisis had ripened into a political crisis and that the time had come for decisive action against Hitler. If German officers and people continued to obey Hitler’s orders, the appeal continued, they will bring the final stages of the war to Germany itself, which will result in “the extermination of the German nation and its means of existence.”

A further indictment of Hitler’s strategy in Russia appeared in the Moscow press on the 19th in a long statement by Lt. Gen. Edmund Hoffmeister, one of the seventeen officers who signed the appeal to Wehrmacht officers. General Hoffmeister, commander of the 41st Panzer Corps, said that Hitler did not give Field Marshal Ernst Busch, the former commander on the central front, authority to permit withdrawals which officers on the spot felt to be necessary. When

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it was pointed out to Marshal Busch that the front was too long for the number of troops available to defend it, the Marshal replied, “Hitler has prohibited any retreat and has ordered me to defend each meter of territory.” The result was the line did not hold against Russian attacks and that the 41st Panzer Corps was encircled.

General Hoffmeister also said that Hitler was well aware of the dissatisfaction with his leadership and last May called a meeting of 150 generals and admirals in an attempt to bolster their morale. “Hitler looked ill,” General Hoffmeister said. “His face was swollen, his voice low and his speech jumbled. He said that he had wanted to be an architect and a painter but that as a result of the catastrophic outcome of World War I he had been forced to become a statesman. In concluding, he spoke about the necessity for holding on until a complete victory would come. To hold on he recommended to us generals that we study National Socialism.” This hint did not impress the elder and more experienced generals, General Hoffmeister said.

Poland

Three decrees were announced by the Moscow radio as having been issued by the Polish National Council, a pro-Soviet authority set up in Poland last February which does not recognize the authority of the Government-in-exile in London. These decrees place the National Council in charge of the Union of Polish Patriots, an organization formed in Moscow in the spring of 1943, unite the Polish Army operating in Russia under Lt. Gen. Zigmund Berling with the National Council’s underground forces in Poland, and set up a Polish Committee of National Liberation to take charge of the civil administration of Polish territory as it is liberated from the Germans. Gen. Michel Rola-Zelinski has been named commander in chief of the united Polish Army. The National Liberation Committee is headed by Edward Osuska-Morawski, and its vice-chairmen are Andrei Witos and Wanda Wasilewska, the latter president of the Union of Polish Patriots. According to press reports, the Committee has already been set up in Chelm, 15 miles west of the Bug River. Chelm was liberated by the Red Army on July 22nd.

Other points in the Polish manifesto broadcast from Moscow included a declaration that the new National Committee was “the sole source of legal authority” in Poland, that the Government-in-exile was “an illegal and self-styled authority” because it was based on the “Fascist” constitution of 1935, that Poland’s frontiers should be settled by mutual agreement, that Parliamentary elections and democratic freedom “except for Fascist organizations,” should be restored, and that land reforms should be established.

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The Polish Government-in-exile authorized the issuance of a statement in London which termed the Committee a "handful of usurpers" attempting to impose a minority rule in Poland.

On the 25th the Soviet Government issued an official statement on its relations with Poland. The Red Army, together with Polish troops, was said to have entered Polish territory by crossing the Bug river and to have thus begun the liberation of "our long-suffering brother Polish people" from German occupation. (The Bug formed part of a provisional Russo-Polish border proposed by the Supreme Council of Allied and Associated Powers after the last war, but this so-called "Curzon line" was not accepted by Poland, and the newly formed Soviet Government in 1921 was forced to recognize Poland's claims. These borders were generally accepted until the outbreak of war in 1939. The Bug river from a point between Warsaw and Bialystok to some 30 miles north of Lwow was also established as the Russo-German boundary after the defeat of Poland in September, 1939. During recent months the Polish Government-in-exile has asserted its right to all Poland's pre-war territory, despite definite indications by Russia that she intended to retain control of the land west of the Bug river.)

The Soviet statement declared that neither territorial gains nor any change in the social structure of Poland were sought by Russia and that military operations on Polish territory were considered as operations on the territory of a "sovereign, friendly allied state," dictated solely by military necessity.

The Soviet Government, the statement continued, does not intend to establish its own civil administration on Polish territory, "considering this the task of the Polish people." The Soviet Government has therefore decided to "conclude with the Polish Committee of National Liberation an agreement on relations between the Soviet command and the Polish administration."

On May 8th of this year, it will be remembered, the Soviet Government concluded an agreement with the Czechoslovak Government-in-exile regarding the administration of Czech territory liberated by the Red Army. That agreement, apparently similar to the one to be concluded with the newly established Polish National Committee and in disregard of the Polish Government-in-exile, gave the Soviet commander supreme authority in the war zone, but provided that a Czech delegate should set up a civil administration for the liberated territory.

Bulgaria

Recent reports indicate that the Germans are evacuating Burgas and Varna, the two principal ports of Bulgaria.

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ASIA

Burma-India Front

Manipur.—The general Japanese withdrawal along the Tiddim road south of Imphal and along the jungle trails leading south from Ukhrul to the Kabaw and Chindwin valleys continued this week, with the main bodies of enemy forces evading serious contact. In the Palel-Tamu sector between the Ukhrul and Tiddim road sectors, however, the Japanese are strongly resisting Allied pressure. Widespread rains continued to hamper operations in all sectors.

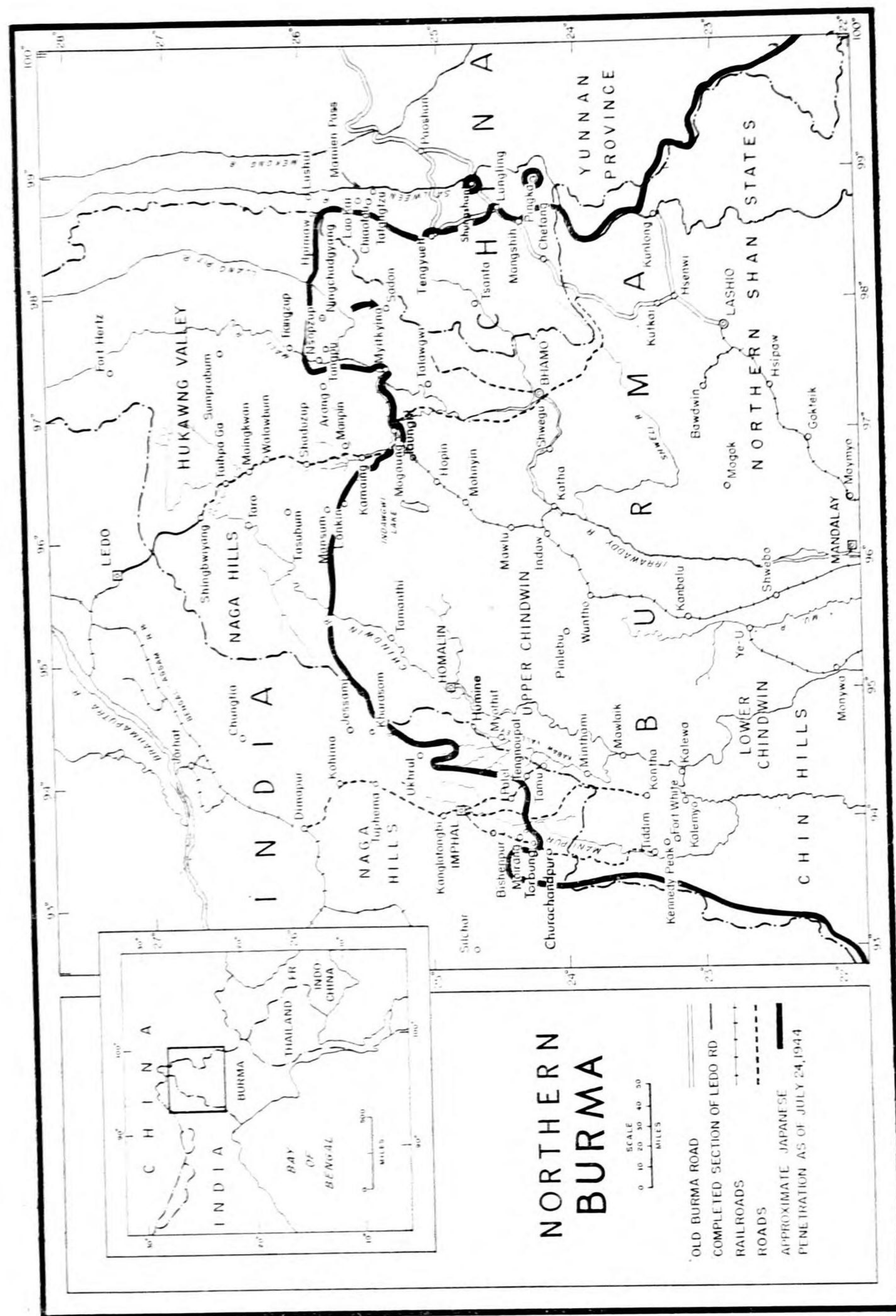
Allied forces pursuing the Japanese down the Tiddim road this week passed Torbung, about 32 miles southwest of Imphal where the road leaves the plain, and are now operating among the first slopes of the Kuki Hills. No enemy troops remain in the Plain of Imphal. Although resistance was slight the British advance was slowed down by heavy rains, swift rivers and extensive demolitions; the enemy is blowing up every bridge and cratering the road. The Japanese are believed to be withdrawing to the Churachandpur area, about 36 miles from Imphal. In the hills, they will have the advantage of strong positions from which delaying actions can be fought.

Considerable enemy equipment was abandoned by the retreating Japanese, and some of the tanks which fell into the hands of the British are believed to have been captured by the Japanese at Shwebo in 1942.

Along the Palel-Tamu road, the Japanese are still offering strong resistance around Tengnoupal; they are also operating about 9 miles east of Palel. Enemy positions in the hills west of the road between Palel and Tengnoupal are being cleared out. The Allied-held Palel airstrip was shelled by enemy artillery on the morning of the 21st.

Mopping-up operations continued in the area below Ukhrul without any organized enemy resistance being encountered. Meanwhile, Allied raiding forces bypassed Japanese rearguards and struck at positions about 18 miles southwest, 26 miles south and 30 miles southeast of Ukhrul. The Japanese retreating to the south appear to have established a line about 27 miles below Ukhrul; defensive positions are also being prepared in the Humine area, about 32 miles southeast of Ukhrul.

Arakan.—Extensive patrolling continued in the Arakan this week, where activities have likewise been limited by heavy rains. A total of 13.15 inches of rainfall in the four days ending July 24th was reported.



North Burma.—Allied troops advancing down the main Mogaung-Mandalay railroad have reached a point about 10 miles southwest of Mogaung. Japanese resistance is stiffening in this area as well as in the hills west of the railroad between Mogaung and Taungni, where several clashes have been reported. West African troops have occupied positions on the jungle trails in these hills about 7 miles northwest of Taungni.

Meanwhile, the railroad leading east from Mogaung to Myitkyina is now clear of the enemy and jeep trains are operating along the line. At Myitkyina itself, the Japanese garrison continued to hold out in their 10th week of siege, while Allied forces made further gains in the northern, southern and western sectors of the city. American Rangers intercepted enemy troops attempting to escape on rafts north of the city, and a road block has been established south of Waingmaw, about 3 miles southeast of Myitkyina. In the fighting in the Myitkyina area on the 19th, according to a Chinese communique, more than 30 Japanese were captured, the largest bag taken in a single day's engagement in the North Burma campaign thus far.

North of Myitkyina, the road leading to Sumprabum has been cleared of Japanese for a distance of 23 miles.

Salween Front.—Activity on this front was limited throughout the week, and no important gains were made at the major Japanese bases of Tengyueh (Tengchung) and Lungling, whose outskirts had previously been reached by the Chinese. The Burma road between Manshih and Lungling, however, has now been effectively blocked, according to the Chinese, and the Lungling garrison is cut off from the east, north and south. An encircled enemy force is still holding out at Pingka, about 24 miles southeast of Lungling, which the Chinese continue to assault after routing a relief column coming east from Mangshih. The enemy strongpoint at Sungshan (Shungshan), northeast of Lungling, is likewise still resisting Chinese pressure.

Air Operations.—Although bad weather greatly restricted air activities, RAF fighters and fighter-bombers continued to harass the retreating enemy in the Manipur area with attacks on troops, transport and supply dumps along the Tiddim and Pael-Tamu roads and in the area below Ukhrul. USAAF aircraft also supported the operations around Mogaung and Myitkyina. Long-range RAF fighters continued their attacks on rail targets in central Burma, and on the 20th severe damage was inflicted on an oil target at Yenangyaung, south of Mandalay, by rocket-equipped aircraft.

Sumatra

On the morning of the 25th an Allied Eastern Fleet task force of battleships, cruisers, destroyers and carrier-borne aircraft almost com-

pletely destroyed harbor installations at Sabang, off the northwestern coast of Sumatra. This was the first Allied surface bombardment of the strategic Japanese base, although it had previously been bombed by carrier-borne planes. The attack, lasting 35 minutes, achieved complete surprise. Under cover of the main bombardment, a force of three destroyers and a Dutch cruiser moved in close to the harbor and opened fire, silencing shore batteries, sinking one medium sized merchant ship and wrecking two jetties with torpedoes. Dockyard workshops and wharves were hit by at least 16 salvos of heavy shells, according to a press dispatch, and the target area was left in flames. Our ships received only minor damage and suffered few casualties, of which two were fatal.

Indochina

The commander-in-chief of the Indochina armed forces, Army Corps General Mordant, has reached the age of retirement. General Aimee, commander of the Tonkin Division, has been named Army Corps General and will take over the functions of commander-in-chief, according to a broadcast by the Japanese-controlled Saigon radio.

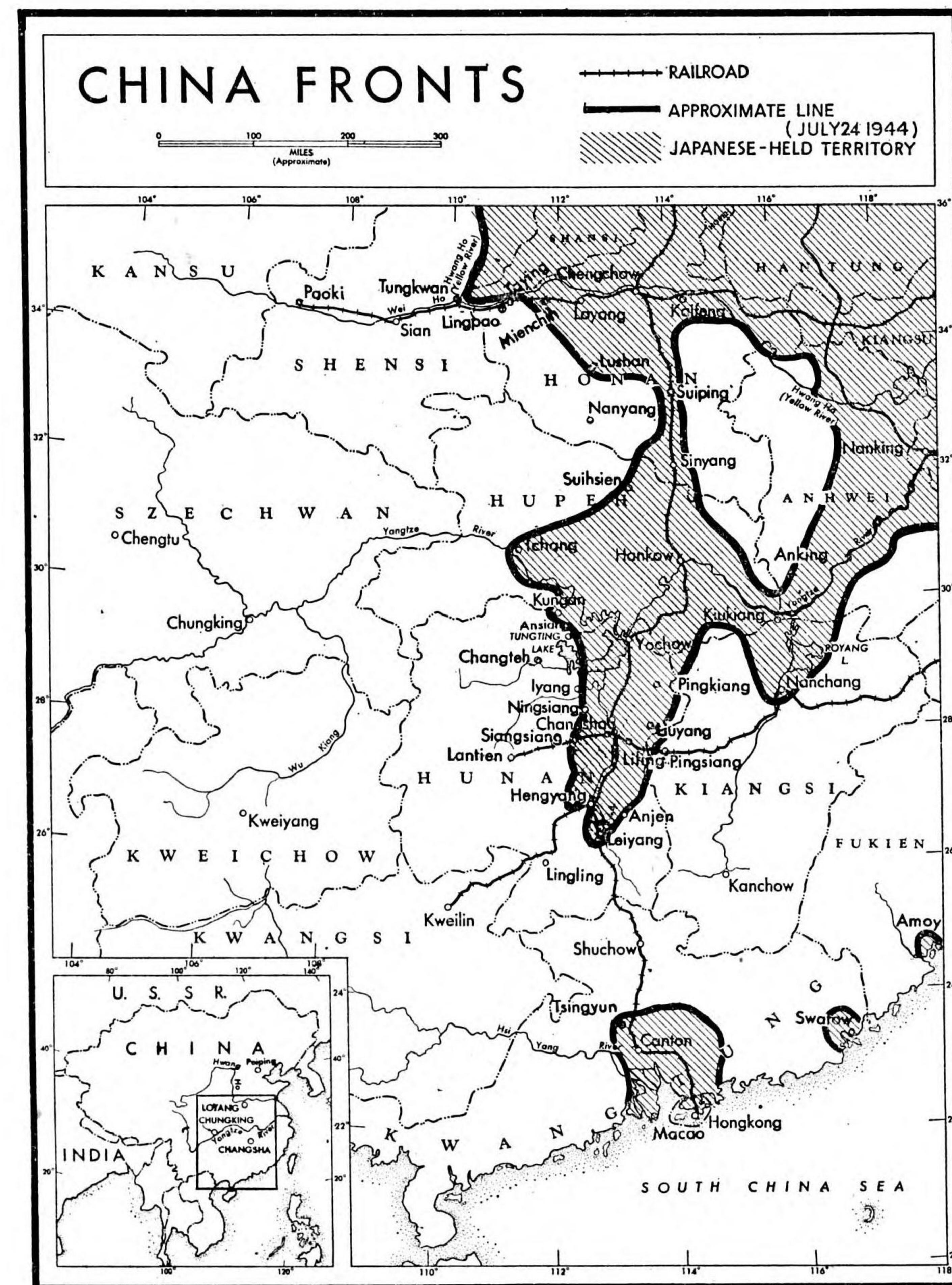
China

Hunan-Kiangsi-Kwantung Front.—There was little change in the situation around the rail center of Hengyang. The Chinese defenders continued to hold out against strong Japanese attacks as the siege entered its fifth week. Meanwhile, other Chinese units are reported driving on the city in an effort to crack the Japanese encirclement, but thus far do not appear to have succeeded in lifting the siege. According to Maj. Gen. C. C. Tseng, Chinese Army Spokesman, four full Japanese divisions are participating in the Hengyang battle out of a total of nine enemy divisions in the area from south of Changsha to Leiyang.

At the southern extension of the enemy drive down the Hankow-Canton railway, the Japanese again appear to be in possession of Leiyang, about 30 miles below Hengyang. The Chinese claim, however, to be conducting successful counter-operations in this area and report the repulse of Japanese efforts to take Anjen, northeast of Leiyang.

Meanwhile, the Chinese are continuing their efforts against the western and eastern flanks of the Japanese drive between Hengyang and Changsha, about 100 miles to the north. At Siangsiang, about 56 miles northwest of Hengyang, they broke into the north gates of the city but were subsequently pushed back. East of the railroad confused fighting continued in the Liling-Liuyang sector.

Confidential



Confidential

Japan will "further strengthen her ties with Germany in a positive pursuit of the common war objective" and will "maintain friendly relations with the Soviet Union and exert her best efforts to avoid unnecessary provocations."

Merchant Seamen's Pay.—Domei announced this week that men of the Japanese merchant marine will be given the rank of "public servant" for the duration of the war, and that a pay raise of 100 per cent as a "performance of duty allowance" has been proposed. This was one of the last acts of the Tojo cabinet before it resigned. The dispatch gave as a reason for the move "the tremendous responsibility shouldered by wartime seamen who volunteer for marine transportation on the front lines of an ocean infested with enemy submarines, and over which enemy planes are rampant."

Kuriles

Venturas of Fleet Air Wing Four resumed their attacks on the northern Kuriles this week, bombing Shimushu on the night of the 22d and Paramushiru on the 24th. In both attacks, fires were started near airfields, and several fishing vessels off Paramushiru were strafed. Enemy fighters intercepted and caused damage to one of our aircraft on both occasions. One enemy plane was probably shot down and another damaged over Paramushiru.

Confidential



Carriers of Task Force 58. The lower photograph (Confidential) shows two destroyers and a battleship of the same force.

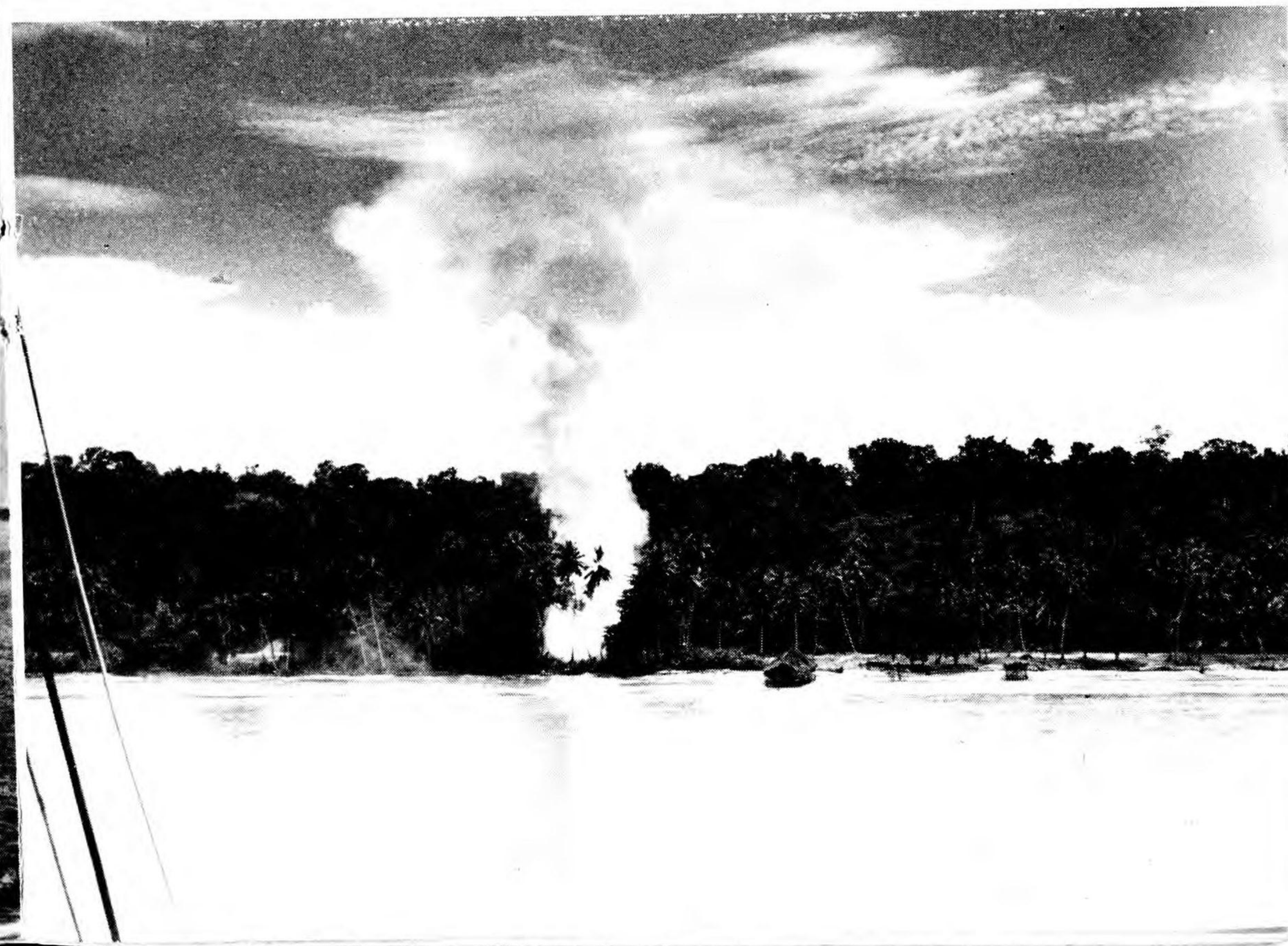


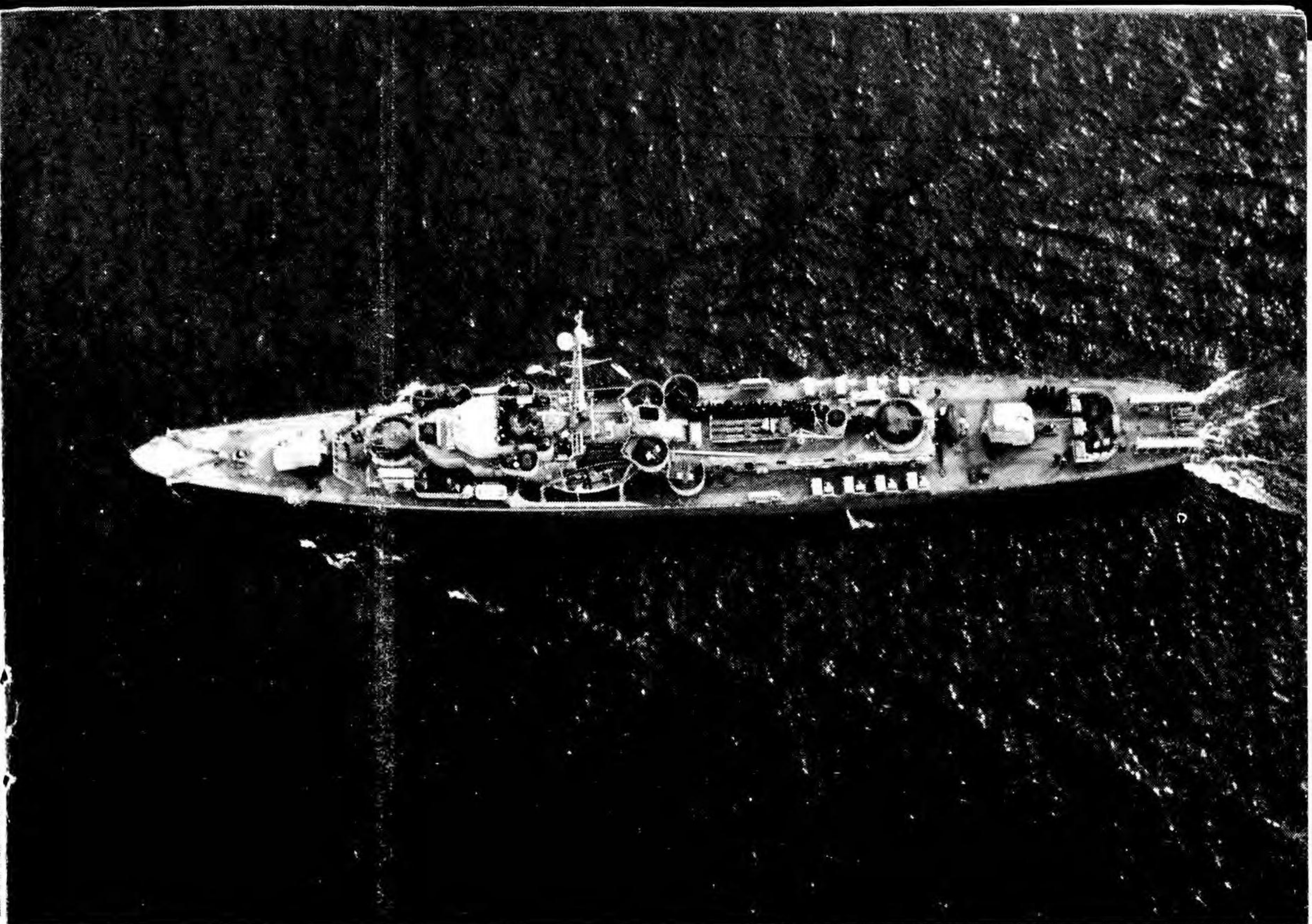


U. S. ships at anchor in a Pacific lagoon. Below are two of our destroyers in Seadler Harbor, in the Admiralties. (Confidential.)



Part of the naval force which supported our landings on Biak Island, off the coast of Dutch New Guinea, on May 27th. In the lower picture a Japanese ammunition dump has been exploded by 40 mm. fire from one of our ships within 300 yards of the beach. (Confidential.)

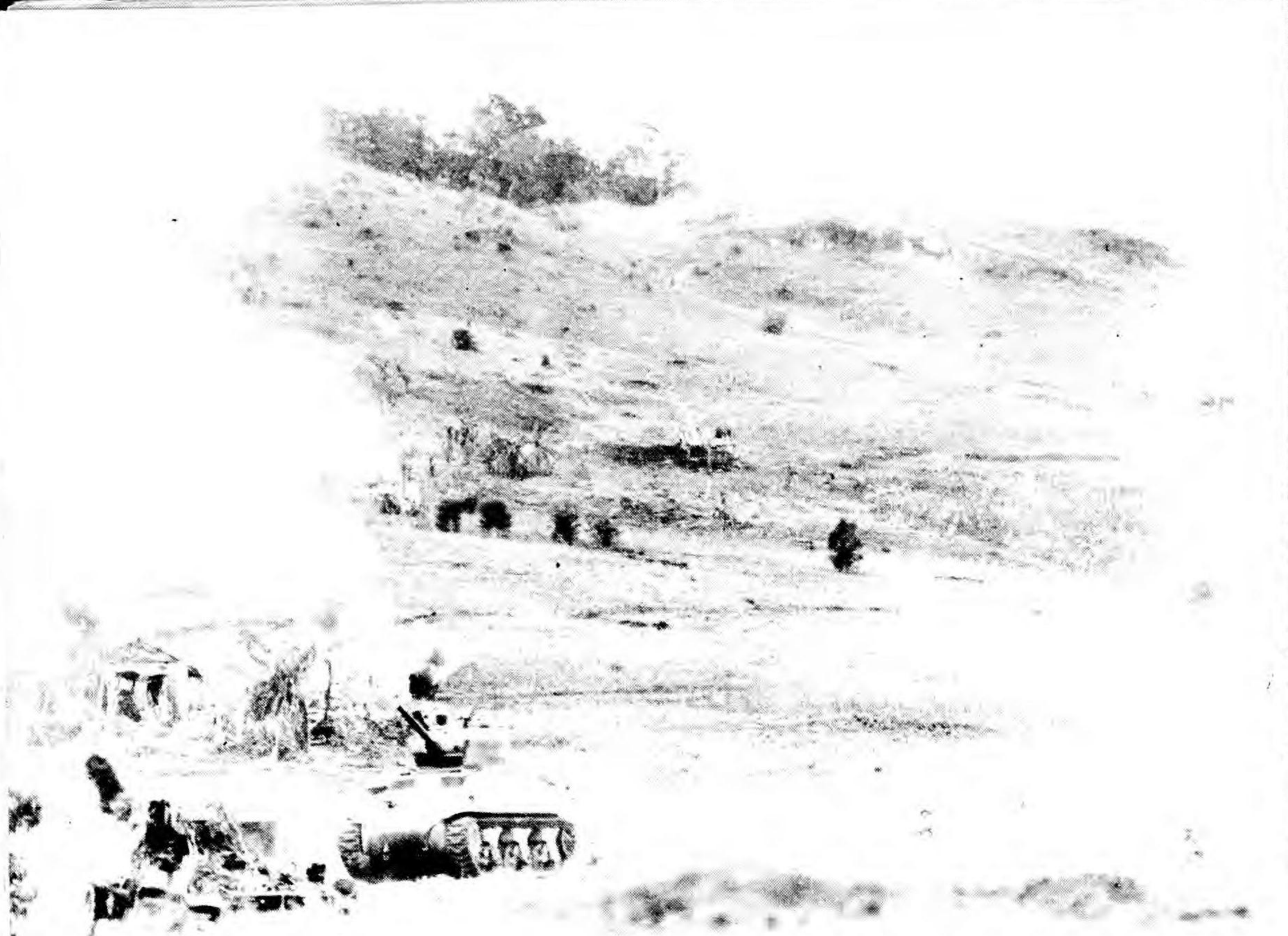




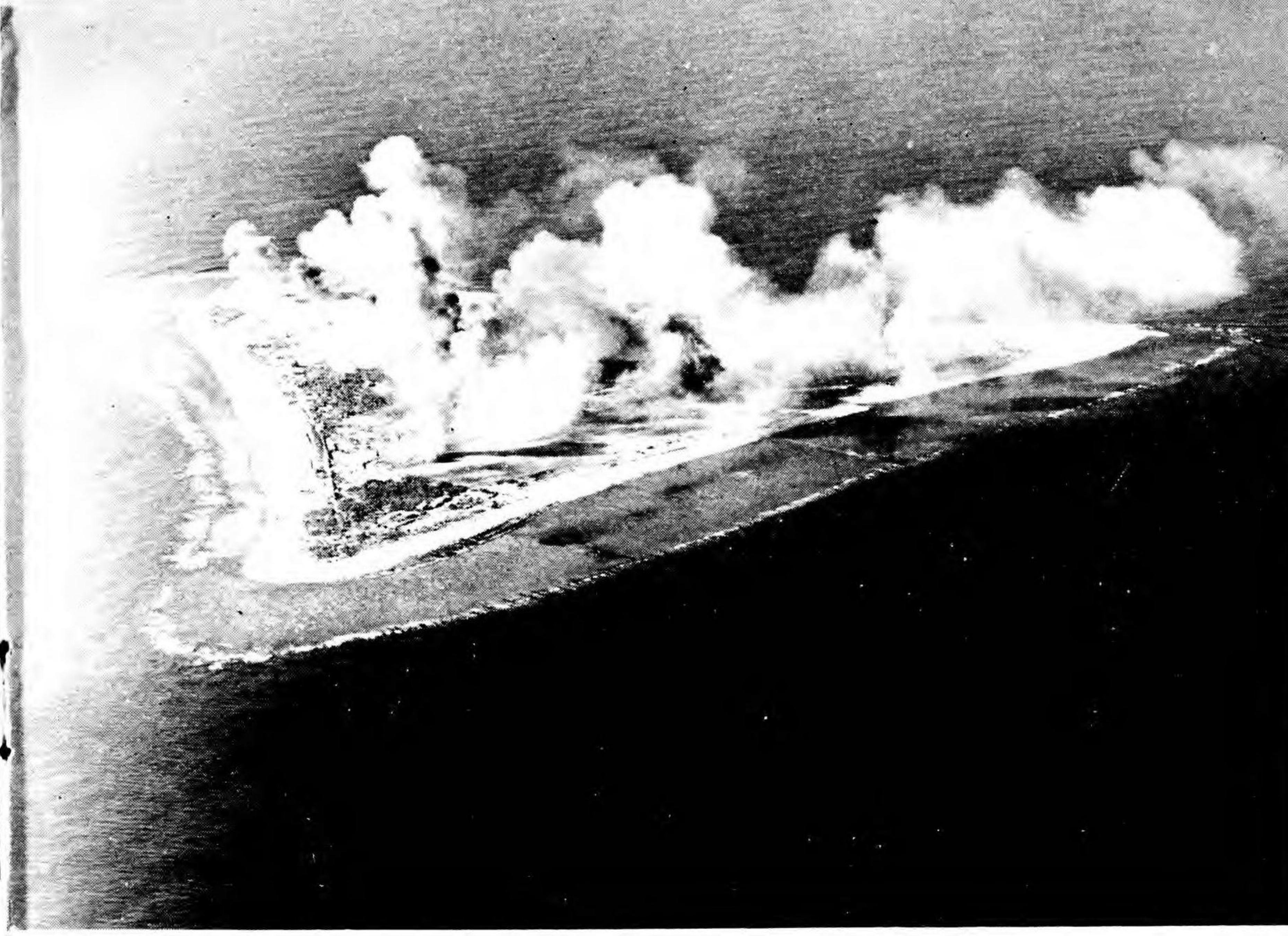
The heavy cruisers *Pensacola* and *Indianapolis* (below) after recent alterations. The tripod control tower aft has been removed from the *Pensacola*. On the *Indianapolis*, the tripod mainmast has been removed and a new tripod mast has been placed on the after stack, a change planned for all units of the *Portland* and *Northampton* classes. (Restricted.)

A destroyer escort of the *Rudderow* class. This class of DE's carries two 5" dual purpose guns. (Confidential.)



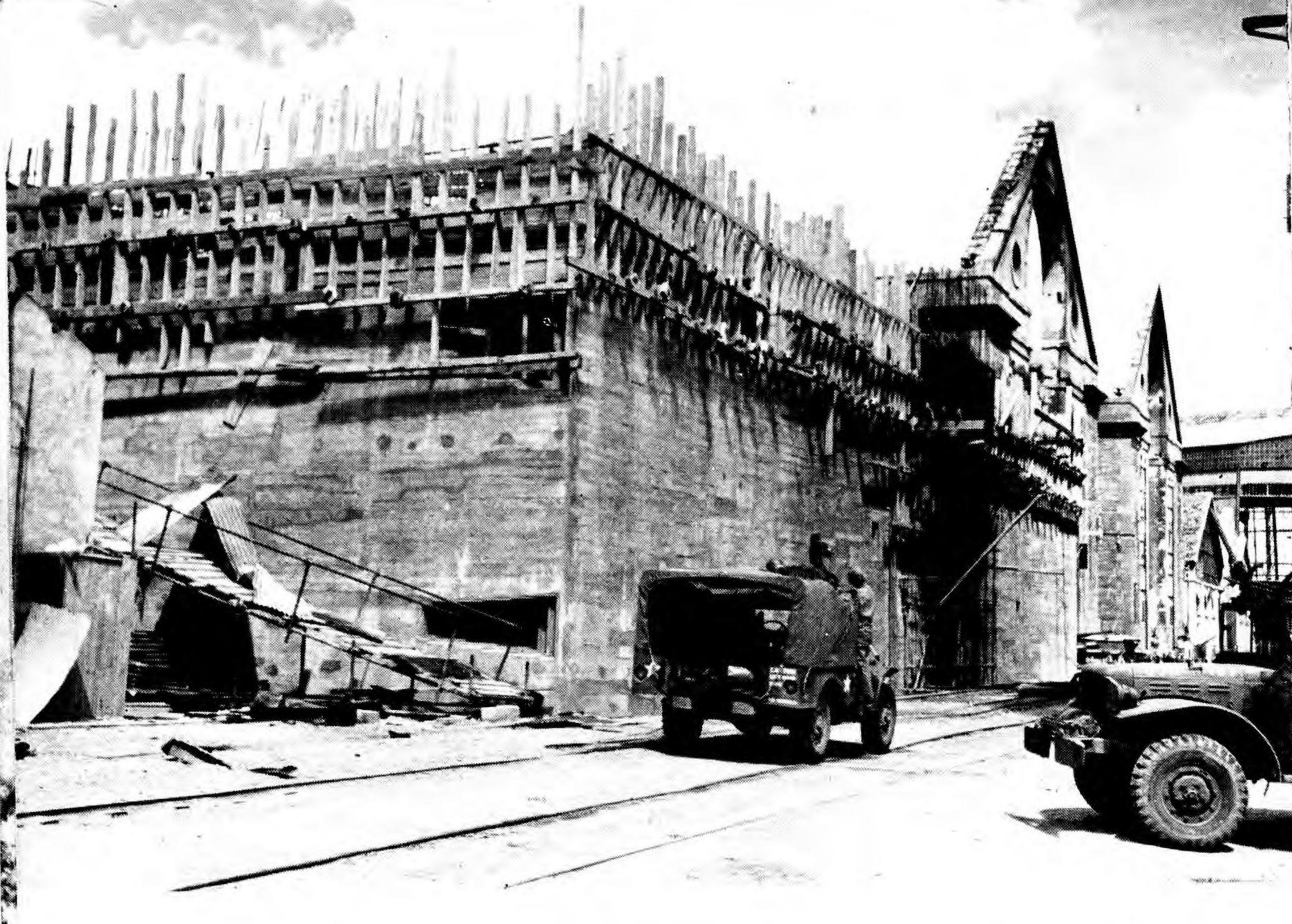


Fighting in the interior of Saipan Island.

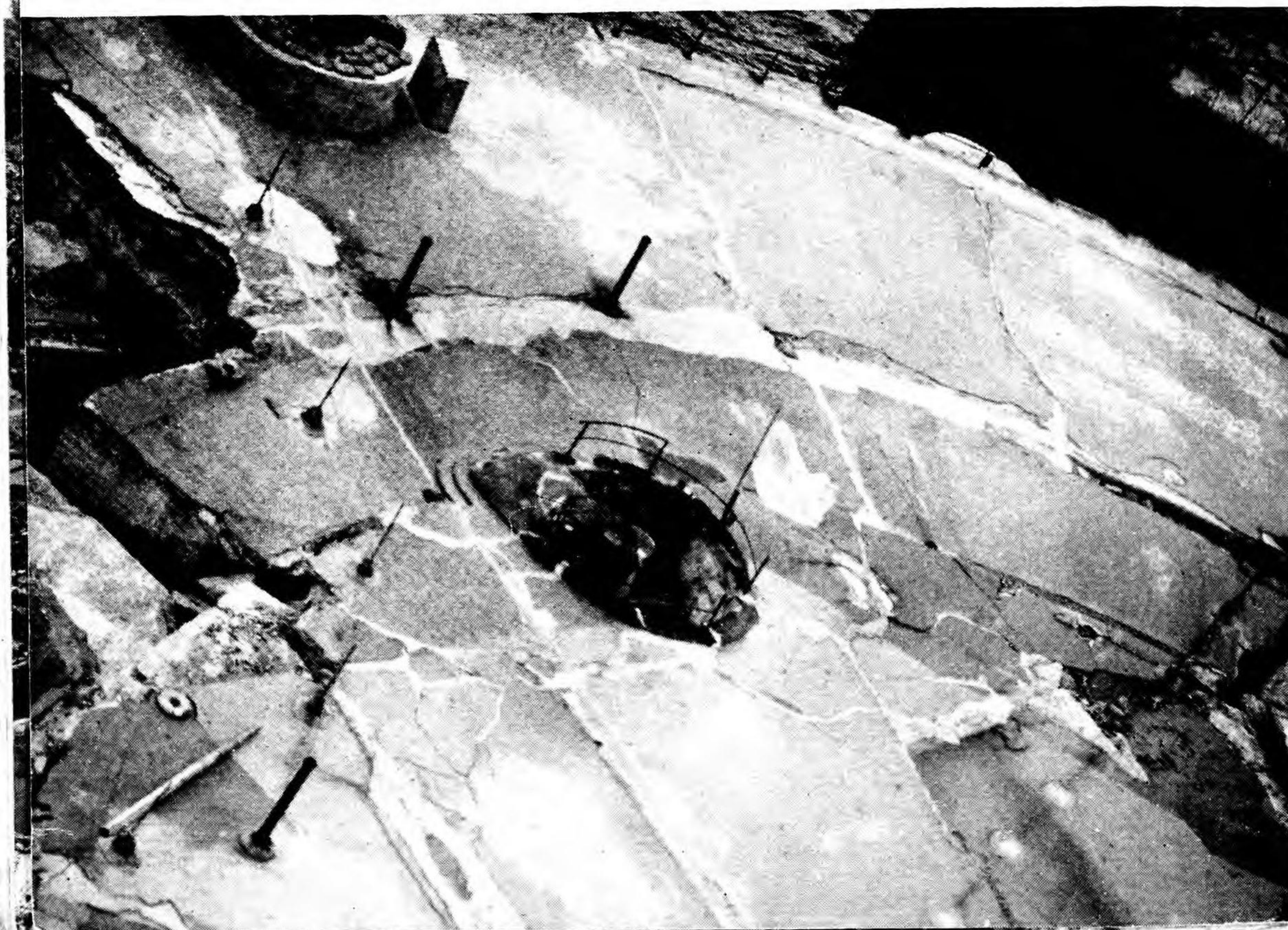


Marcus Island, under attack by our carrier-based aircraft on May 20th. (Confidential.)





An unfinished German submarine pen on the docks in Cherbourg. The pen, of massive concrete construction, was apparently intended to look like an ordinary warehouse. Below are two Germans flying a white flag from a coast artillery emplacement in Cherbourg harbor.



PACIFIC

Central Pacific

Marianas Islands.—The campaign in the southern Marianas was extended this week to the islands of Guam and Tinian, south of Saipan. United States assault troops made landings on Guam on the 21st and on Tinian three days later. Both islands had been heavily bombed and shelled by our air and sea forces for many days in preparation for the invasions. Tinian, in addition, had been bombarded by artillery emplaced on southern Saipan. The air and sea bombardment of Guam was one of the heaviest and most sustained ever conducted by our Fleet in the Pacific. Carrier-based planes hit the island with bombs and rocket projectiles for 17 consecutive days before the landings—627 tons of bombs and 147 rocket projectiles on the day before the assault. Surface craft, including battleships, shelled enemy positions on Guam daily for a week. Thousands of tons of shells were hurled on beach defenses, gun positions and other Japanese installations along the western coast of the island, particularly in the area between Agana, the capital of Guam, and Orote Peninsula, site of the major airfield.

Simultaneous landings were made at two places on the west coast of Guam early in the morning of the 21st by assault troops of the Third Amphibious Corps, under the command of Maj. Gen. Roy S. Geiger, USMC. The over-all command of the amphibious operations was exercised by Rear Admiral Richard L. Conolly, formerly commander of our amphibious bases and landing craft in northwest Africa and a veteran of the Sicilian and Salerno landings. Elements of the Third Marine Division, veterans of the Bougainville invasion, commanded by Maj. Gen. H. A. Turnage, went ashore in the vicinity of Asan, just east of Apra Harbor; Brig. Gen. Lemuel P. Shepherd's First Provisional Marine Brigade, which includes such famous units as Carlson's Raiders and men who served under Brig. Gen. Merritt C. Edson, landed near Agat, south of Orote Peninsula and Apra Harbor. The assault waves proceeded with precision, permitting all attack units and their weapons, including tanks and artillery, to be landed as planned. Some mortar fire was received by the initial waves on the beaches at Agat prior to landing, but on the beaches to the north, between Asan and Adelup Point, mortar fire did not commence until after several waves had landed.

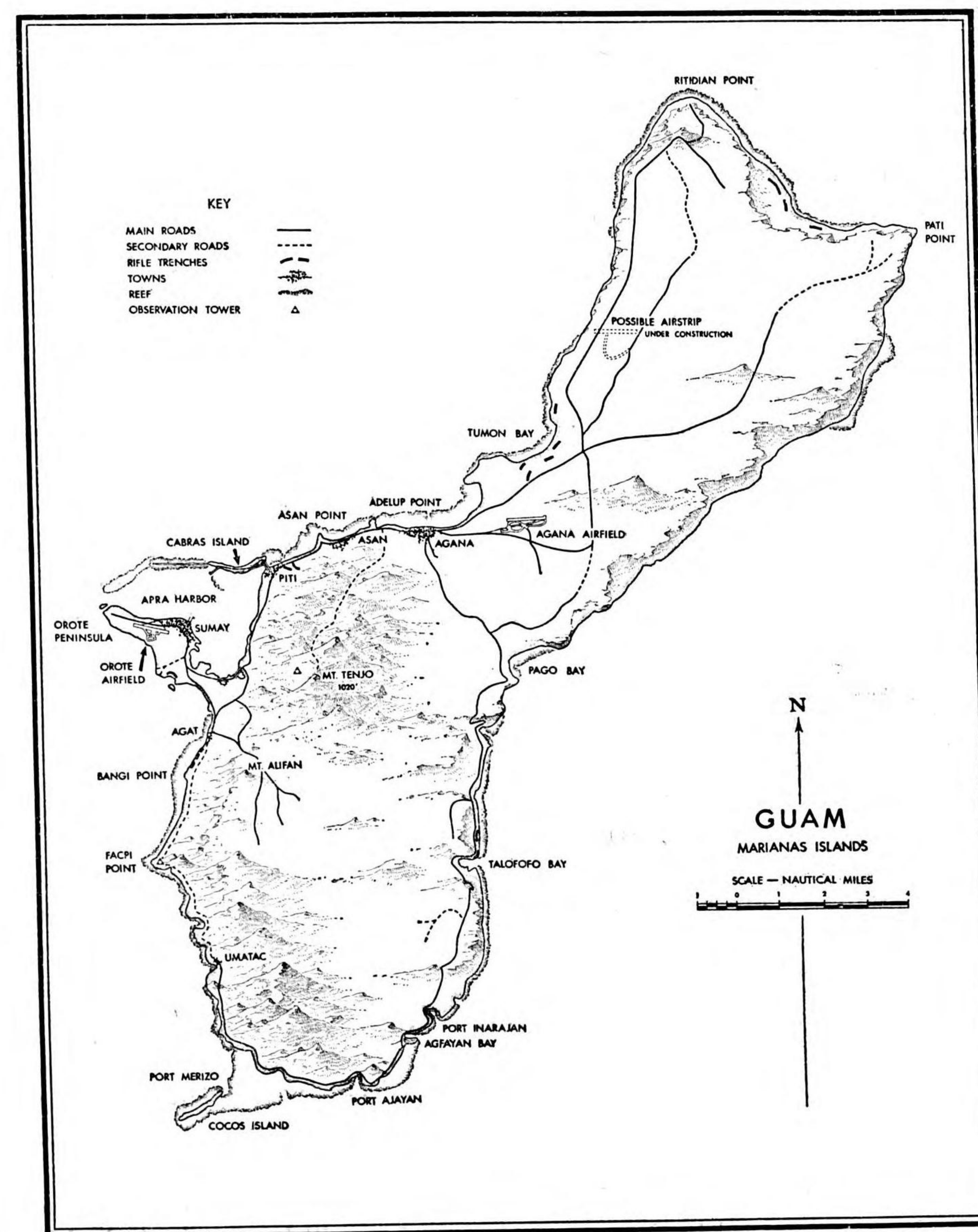
Good beachheads were secured at both assault points with very moderate casualties among the attacking troops. As our Marines moved inland, however, resistance stiffened, especially at the northern

beachhead, which was subjected to heavy mortar fire throughout much of the day and night. Early in the morning of the 22d the eastern sector of our northern beachhead was heavily attacked by the Japanese from prepared positions at Chonito Cliff, which rises sharply from the beach between Adelup Point and Agana. For a short time the situation was critical, but the attack was broken up with the assistance of artillery, naval gunfire and air strikes. The Japanese in this area, despite severe casualties, are still resisting desperately from caves and deep holes along the cliff.

On the right flank of the northern beachhead considerable progress was made early in the assault and by evening of the 23d, the third day of the invasion, Piti town and all of Cabras Island had been occupied by the Marines. From Cabras Island, which forms the upper arm inclosing Apra Harbor, our artillery can dominate the harbor and the Orote Peninsula, which forms the southern boundary of Apra anchorage. Troops of the Third Marines also control the roads between Apra and Agana and one of the trails leading to Mt. Tenjo, the highest point in this part of Guam.

Japanese troops during the first night of the invasion of Guam also strongly attacked the beachhead at Agat, south of Orote. Here the First Provisional Marine Brigade, reinforced by elements of the Seventy-seventh Army Division under the command of Maj. Gen. A. D. Bruce, repulsed the enemy attack, killing 268 Japanese and destroying 5 tanks. On the following day our troops expanded the beachhead in all directions, capturing Mt. Alifan and extending the flanks widely on both sides. Orote Peninsula and all the Japanese defending it had been cut off from the rest of the island by the 24th when our troops pressing north from Agat crossed the base of the peninsula and reached Apra Harbor. The gap between our two beachheads was closed on the 25th when our forces from Asan and Agat made contact on the east shore of the harbor, thus giving them control of about 12 miles of the coastline. The American lines on the 25th extended from a point about midway between Bangi Point and Facpi Point, south of Apra Harbor, in a general northward direction across the base of Orote Peninsula, along the eastern shore of Apra Harbor, then east as far as Adelup Point. The line is reported to extend inland as much as three miles at some places, probably in the area east of Agat. The Japanese appear to be strongly emplaced at the base of Orote Peninsula and in the sector between Adelup Point and Agana. Both of these areas and the enemy's rear were being subjected to continued heavy shelling by surface craft and frequent attacks by carrier planes.

Confidential



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Japanese strength on Guam is believed to be about the same as that of the Saipan garrison, but the troops are reported to be of better caliber and supplied with new equipment. It is thought that a considerable part of the Guam garrison was stationed in the Apra Harbor area and on Orote Peninsula; these are now virtually isolated from the main enemy force around Agana and in other parts of the island's interior. The Japanese have already suffered heavy casualties but, as in the Saipan campaign, they will probably resist to the last man. In the first 5 days of fighting on Guam, Japanese dead numbered at least 2,400. Our casualties were light on the first day, but at Guam, as at Saipan, heavy resistance developed after the beachheads had been established and our troops started inland. Through the 25th our losses numbered 443 killed, 2,366 wounded and 209 missing.

The terrain of Guam is rugged and mountainous, particularly so in the southern part, offering excellent cover and protection to the enemy in the numerous caves and brush areas. The island, about 32 miles long and 4-10 miles wide, has an area of approximately 225 square miles—about three times that of Saipan. Geologically Guam consists of two distinct and dissimilar parts. In the north it is a raised limestone plateau, covered almost wholly by dense low vegetation except where it has been cleared away for farming or for defense purposes. In the southern half there is a range of volcanic peaks towering at one point to about 1,300 feet. On the western shore it drops off abruptly into the sea with short and steep valleys running to the rocky shore. There are, however, many small sandy bays, divided by rocky points. The eastern shore, though bordered with steep cliffs and exposed to the ocean swells, slopes more gently, with larger valleys and big streams, none of which is navigable.

The population of Guam in 1939 was about 22,000 persons, less than 1,000 of whom were Americans, mostly naval personnel. The remaining inhabitants were largely native Chamorros, who have always maintained a friendly attitude toward the Americans. As the Japanese have held Guam only since its capture by them on December 10, 1941 (east longitude time), there has been no time for them to build up on the island a populace similar to that at Saipan, where the majority of the people were Japanese immigrants and consequently hostile to the conquering Americans.

Guam was the first American territory captured by the Japanese and when conquered in the current campaign will be the first sizable inhabited possession of the United States to be retaken from the enemy. The island's small garrison of sailors and Marines was overwhelmed by the Japanese two days after the attack on Pearl Harbor

Confidential

and the survivors, including five women nurses and a large number of American civilian construction workers, were taken prisoner.

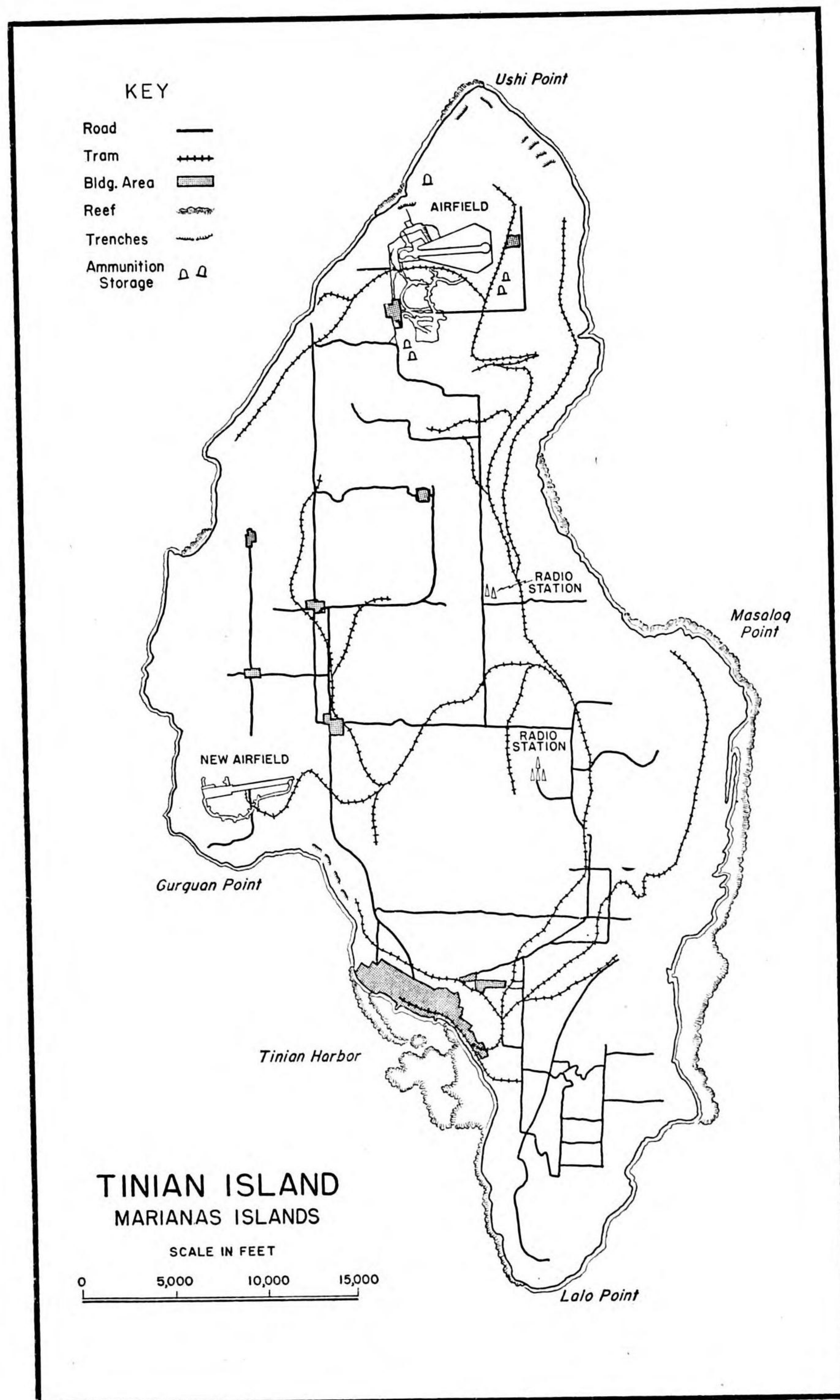
Possession of Guam, little more than 1,500 miles from Tokyo and the Philippines, will give to the United States one of the best harbors in the western Pacific and, with Saipan and Tinian, will provide excellent facilities for air bases dominating large areas of the western Pacific. Occupation of the southern Marianas will also increase the isolation of the Japanese bases in the western Carolines, already bypassed and virtually neutralized by repeated bombings.

In conjunction with the invasion of Guam, troops of the Second and Fourth Marine Divisions, conquerors of Saipan, landed on the 24th just after dawn on the northwest coast of Tinian Island, less than five miles from Saipan. The initial assault hit the beach only a short distance southwest of the airfield at Ushi Point and quickly established a beachhead about 600 yards deep against very weak opposition. Tinian, already badly battered by repeated air and sea bombardments, was again heavily attacked by our aircraft and surface ships in support of the landings. The beachhead was broadened and deepened on the second day of the assault, following the repulse of a Japanese counter-attack just before dawn. Heavy casualties were inflicted on the enemy and 5 of his tanks were destroyed. In the middle of the morning our forces began an attack, preceded by heavy naval and artillery support, which advanced our lines half way across the northern end of the island and widened the coastal area under our control to a distance of three and a half miles. This advance carried our Marines a third of the way across the Ushi airfield and resulted in the capture of most of the airfields installations which are located on the south side of the field. Our lines extended to the south as far as Fabius San Hilo Point, east of which our forces effected their deepest penetration into the island's interior.

American casualties on Tinian have been extremely light. Through the 25th, the second day of the assault, our losses were reported to be 15 killed and 225 wounded. Enemy dead, counted by our troops, numbered 1,324 in the same period.

Commanding the amphibious operations at Tinian was Rear Admiral Harry W. Hill, who had previously directed the attacks on Tarawa and Eniwetok. To command the assault troops at Tinian, Maj. Gen. Harry Schmidt, until now commanding officer of the Fourth Marine Division, took over from Lt. Gen. Holland Smith, who has been promoted from Commander of the Fifth Amphibious Corps to Commanding General, Fleet Marine Forces of the Pacific, a newly created post.

Confidential



Confidential

Tinian Island, approximately 10 miles long and 5 miles wide, is about two-thirds the size of Saipan. Its topography is considerably different from that of the larger island, however, since it is largely a broad plateau without the rugged mountainous terrain found on the other islands of the Marianas group. Most of the island in normal times is covered with fields of sugar cane; these have been almost entirely burned off by incendiary bombs dropped by our aircraft. Because of its more even terrain, it is believed that Tinian's defense will be more difficult for the Japanese garrison, estimated to be about half the size of that on Saipan. The island, like Saipan, has a relatively large Japanese population engaged in the production of sugar. There are two airfields on Tinian, both of which were neutralized early in the Marianas campaign. The one at Ushi Point, which our troops are now attacking, is the larger and better of the two; it has been described by our aviators as the best field in the Marianas. The island has no important anchorage and only one town of any size.

Attacks by carrier planes and by aircraft based on Saipan were made on Rota airfield and town, as well as on Japanese installations at Tinian and Guam in support of the landing operations. Land-based fighter-bombers also raided the airfield on Pagan Island, north of Saipan, where hits were scored on the runway, leaving it unserviceable.

Revised United States casualty figures for the Saipan campaign show that through the 22d we lost 3,049 killed, 13,049 wounded and 365 missing. It has been disclosed that 5,016 of our wounded have returned to duty. By the 22d, we had buried a total of 20,720 Japanese and had taken prisoner 879 Japanese and 828 Koreans. Civilians interned numbered 10,009 Japanese, 1,144 Koreans, 2,261 Chamorros and 778 Carolinians.

Admiral Chester W. Nimitz announced on the 20th that amphibious operations for the assault on and capture of Saipan Island were directed by Vice Admiral Richmond K. Turner, Commander of Amphibious Forces, Pacific Fleet. Admiral Nimitz also disclosed that Maj. Gen. Sanderford Jarman, USA, has taken over on Saipan as Island Commander.

Bonin Islands.—United States heavy bombers made their first attacks on Japanese installations at Chichi Jima and Haha Jima this week. On the 19th the two islands were raided by 3 PB4Y's, which dropped bombs on the radio station, seaplane base and barracks at Chichi. Shipping in the harbor was attacked also and hits were scored on a cargo vessel, a destroyer and a destroyer escort. Two Japanese fighter planes were destroyed and 11 out of 26 other planes seen were damaged. At Haha our bombers sank a cargo vessel and hit 4 coastal ships, setting them afire.

Confidential

Late the following afternoon 4 PB4Y's attacked shipping at Chichi and Haha again. A 4,000-ton cargo vessel was damaged, and the destroyer and destroyer escort which had been damaged the previous day were hit again. Planes on the ground and installations at the Chichi airfield were heavily strafed. At Haha bombs were dropped on 6 coastal vessels. Later in the evening the planes bombed the airfield and enemy bivouacs at Iwo Jima, in the Volcano Islands.

Caroline Islands.—Yap and Truk Islands were heavily attacked again this week by Liberators from the Far Eastern Air Force and the Seventh Air Force. The airfield at Yap was bombed on 4 consecutive days by formations of 15-20 Liberators from the Southwest Pacific, which dropped a total of 135 tons on the runway, revetments and dispersal areas. Enemy interception was on a smaller scale than in previous weeks; the largest number of planes to oppose any of our attacks was 12. Our bombers shot down 13 Japanese fighters over Yap during the week and destroyed two others on the ground. We lost one Liberator.

Harassing raids were carried out by our B-24's on other major enemy bases in the western Pacific. The heaviest raid occurred on the 25th, when approximately 25 Liberators, in two separate attacks, dropped more than 30 tons on gun installations and storage areas at Woleai. The island had previously been bombed each day by 3 or 4 Liberators, which dropped an average of about 6 tons on the island in each raid. Other Liberators attacked Sorol and Ngulu Islands, while the seaplane base and airfields at Palau were bombed nightly by heavy bombers on patrol.

Seventh AAF Liberators made three heavy raids on Truk, each involving 25-30 planes. The targets were the storage areas, the naval base and floating dry dock at Dublon and the airfields at Param, Moen and Mesegon. A total of more than 200 tons of bombs was dropped in the three raids. In two of the attacks, our bombers were intercepted ineffectively by 8 enemy fighters, one of which was shot down.

Ponape was raided on each of three days by 12 Mitchell bombers of the Seventh AAF. These planes dropped a total of 25 tons of bombs on gun positions, the town and dock areas.

Marshall Islands.—Mili, Maloelap and Wotje were raided in small-scale attacks by Navy and Marine Corsairs and dive bombers. Navy PB4Y's also bombed the three atolls and on the 19th and 24th Wotje was attacked by small numbers of Liberators. A total of 285 sorties was flown, all but 30 of them by fighters and dive bombers. The scale of action was very small compared with that of the preceding week, when nearly 1,000 sorties were flown. The only sizable raid of the

Confidential

week occurred on the 24th, when a total of more than 100 Navy fighters and dive bombers hit coastal defenses and gun emplacements at Wotje with approximately 40 tons of bombs.

Nauru.—The phosphate plants at Nauru were attacked on the 24th by 20 Seventh AAF Mitchells, which dropped 20 tons of bombs. That night the island was raided by a Navy medium bomber, which attacked the radar station.

Southwest Pacific

Solomon Islands.—Japanese positions throughout Bougainville Island were the target for approximately 200 sorties of Allied planes, most of them New Zealand Corsairs. On one night several villages near Kieta were destroyed by B-34's and TBF's, while barges in the area were attacked by F4U's. Considerable enemy activity and many defensive positions have been reported in the region along the shores of Reboine Bay, southeast of Kieta.

Bismarck Islands.—Bad weather forced cancellation of most strikes at Rabaul this week, but only on the 20th was the area free from air attack. On all other days small numbers of B-25's, TBF's and F4U's harassed the waterfront and supply areas. Major air action in the Bismarcks was centered on the coast of New Ireland, which was heavily bombed and strafed each day by large groups of medium and dive bombers and fighters. Nearly 400 sorties were flown against targets in this area. Many buildings and bridges were wrecked, particularly on the 21st and 22d, when a total of 116 tons of bombs was dropped on selected targets. Two Corsairs were lost on the 22d out of more than 70 which made the attack.

Patrols this week reported that the Japanese have vacated the west coast of the Gazelle Peninsula; it is on the northeastern point of this peninsula that Rabaul is located.

New Guinea.—Confused fighting is still in progress along the Driniumor River, east of Aitape. Japanese troops circled our right flank early in the week just south of Afua, forcing a withdrawal of our outposts there. A counterattack by American troops on the 19th, however, cleared the area of the enemy. Mopping up operations continued, with only light contacts with the Japanese reported. On the 21st a force of Japanese which had infiltrated our lines attacked one of our outposts from the rear but was repulsed. Japanese efforts against our southern flank were continuing at the end of the week. Attempts by the enemy to cross the Driniumor in the center of our line were frustrated.

Allied air and naval forces gave close support to ground action in the Driniumor sector. Japanese camps and headquarters to the rear were shelled by Allied cruisers and destroyers, while our PT's attacked

Confidential

enemy communications lines and transport facilities along the coast west of Wewak. Most of the air action in the New Guinea theatre was concentrated in the region between Wewak and the Driniumor River, where Allied planes, mostly Beauforts, Beaufighters, Mitchells, Bostons and P-47's, dropped nearly 250 tons of bombs on Japanese bivouacs and supply dumps. All these targets were also heavily strafed. Well over 500 sorties were flown on these missions.

Mopping up operations are still in progress at Maffin, Biak and Noemfoor. At Biak on the 22d, American troops, with the support of 8 Liberators, cleaned out a number of pockets of Japanese resistance around Ibdì, between Bosnek and Mokmer. These enemy troops had been holding out in caves and pillboxes since early June, when their positions were bypassed in the drive which resulted in the capture of Mokmer airfield about two miles to the west. Some Japanese are still present along the northeast coast of Biak and on Soepioro Island, but they are in disorganized and scattered groups.

The total of Japanese dead continues to mount as our troops clear newly won territories of the enemy. By the 20th the enemy's dead in these territories numbered 9,927—721 at Noemfoor, 3,485 at Biak, 3,149 at Maffin and 2,572 at Aitape. More than half the enemy dead at Aitape have been killed in the fighting along the Driniumor River since the 11th.

Allied Liberators attacked the Manokwari area daily, causing large fires and explosions at the airfield and among supply and ammunition dumps. Small coastal craft and barges were bombed and strafed by fighters patrolling both shores of Geelvink Bay. Japanese shipping and waterfront areas at Sorong, Kokas and in MacCluer Gulf were also bombed and strafed. A large number of barges and luggers, many of them loaded with enemy troops and supplies, were sunk or set afire. Our heavy bombers raided the airfields at Babo, Moemi and Ransiki several times during the week. On the Babo field on the 23d there were 15-20 twin-engine planes.

Netherlands East Indies

Liberators and Mitchells attacked Japanese shipping in a wide area from the north coast of Timor to the northern tip of the Halmaheras. Hits were scored on numerous small cargo vessels, several of which were probably sunk. At least 3 coasters were sunk off the north coast of Timor and several seatrucks and large barges were destroyed among the islands to the northeast. One of these was just off Morotai Island, in the northern part of the Halmahera group. About 15 cargo ships and 20 small craft were seen in Wasile and Kaoe Bays in the Halmaheras on the 23d.

Confidential

On the 25th the airfields at Namlea, Boeroe, were attacked by 18 Liberators, which dropped more than 40 tons. Previously approximately 20 enemy aircraft had been seen on the fields; several of these were reported destroyed in the raid, which caused many large fires.

Australia

On the 20th a Japanese reconnaissance plane was shot down by Spitfires off Drysdale, northwestern Australia.

Philippine Islands

An Allied heavy bomber on patrol along the east coast of the Philippines shot down a Japanese bomber about 180 miles east of Mindanao on the 21st. The following day a small enemy cargo vessel was sunk about 70 miles east of Mindanao by a patrolling Liberator.

Pacific—General

Fourteen more Japanese ships, including a destroyer, an escort vessel, and a medium-sized naval auxiliary, have been sunk by United States submarines operating in the Pacific and Far Eastern waters, according to a Navy Department announcement on the 19th. In addition to the 3 naval craft, the ships sunk were 8 medium and 2 small cargo vessels and a small cargo-transport.

The Navy Department on the 22d announced that two United States submarines, the *Trout* and the *Tullibee*, are overdue from patrol and must be presumed lost. The *Trout*, commissioned in November 1940, had made its way into Manila Bay during the Japanese siege of Corregidor early in 1942 to deliver badly-needed ammunition to American forces defending the island. On the return trip from Corregidor, the *Trout* brought out a vast amount of gold and silver, along with millions of dollars worth of negotiable securities belonging to the Philippines Commonwealth and to banks, mines and residents of the islands. The *Trout* was awarded the Presidential unit citation in 1943 for having destroyed 43,200 tons of Japanese shipping and having damaged an additional 31,500 tons, including an aircraft carrier.

The 1,525-ton *Tullibee* was one of our newer submarines, having been commissioned in February 1943.

Confidential

ATLANTIC

Including a summary of Allied and neutral shipping losses in other theatres

Delayed reports of the sinking of two medium-sized British cargo ships were received this week. One was torpedoed 500 miles west of Cochin on July 9th; nine days later survivors were picked up near Bombay. The second was torpedoed and sunk on July 14th northeast of Durban. One U. S. cargo vessel was torpedoed and sunk in the South Atlantic on July 24th.

The total of Allied merchant shipping losses in July due to enemy action is now 53,000 tons.

A small British cargo vessel was sunk in a collision off the coast of Scotland on July 14th. Another was sunk from ordinary perils of the sea on July 5th. Another small U. S. cargo vessel was sunk in collision on June 25th.

A Royal Canadian Navy training base will be established at St. George, Bermuda. The base, to be named H. M. C. S. Somers Isles, will be commissioned soon.

2354

THE AMERICAS

UNITED STATES

Navy

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

Type of vessel	Keel layings	Launchings	Deliveries or Commissionings
COMBATANT:			
Destroyers.....	858 (not named).....	Hugh W. Hadley.....	Harry E. Hubbard, John W. Weeks, Purdy, Kenneth M. Willett, Ulvert M. Moore.
Destroyer escorts.....			
Destroyer transports.....	123 (not named).....	129 (not named).....	Caiman, Sea Owl.
Submarines.....		Tigrone, Bullhead.....	
MINE CRAFT:			
Large minesweepers.....		Zhukor, Ptarmigan.....	Pivot, Diploma.
Motor minesweepers.....		1.....	3.
PATROL CRAFT:			
Frigate.....			Peoria.
173' submarine chasers.....	2.....	2.....	2.
Motor torpedo boats.....	2.....	1.....	2.
AUXILIARY VESSELS:			
Cargo vessel.....			*Sagitta.
Net layer.....			Whitewood.
Ocean tug, auxiliary.....	1.....	1.....	1.
Ocean tug, rescue.....		1.....	Deliver.
Salvage vessel.....			
Seaplane tender, small.....		Corson.....	
LARGE LANDING CRAFT:			
Landing ships, tank.....	8.....	10.....	**20.
Landing ships, medium.....	13.....	10.....	9.
Landing craft, support (L) (3).....	4.....	2.....	1.
Landing craft, infantry (L).....	8.....	11.....	10.
Landing craft, tank (6).....	14.....	14.....	18.
FOR BRITAIN:			
Frigate.....			Sarawak.
Motor torpedo boat.....			1.
Net layer.....		Precise.....	
FOR RUSSIA:			
110' submarine chasers.....			3.
Miscellaneous auxiliary.....		1.....	

* For the Army
 **8 of these in reduced commission.

This week 12 destroyers were approved for reclassification as high speed light minelayers. They are: Robert H. Smith, Thomas E. Fraser, Shannon, Harry F. Bauer, Adams, Tolman, Henry A. Wiley, Shea, J. William Ditter, Lindsey, Gwin, and Aaron Ward.

Secretary Forrestal announced this week that an additional 194,000 enlisted men are needed by the Navy before December 31st, while another 189,000 may be required by June 30, 1945, to meet the demands of the war against Japan. The addition of these 383,000 men will raise the total strength of the naval force to 3,389,000. Most of the additional personnel will man amphibious craft and auxiliary

vessels to be commissioned next year. No increase is expected in the number of officers and officer-candidates previously authorized.

Production of the SBD Dauntless was terminated July 21st. 5,936 have been built. The SBD was the Navy's dive bomber at Coral Sea and Midway, and SBD's from the *Enterprise* were in the air over Pearl Harbor in combat with Japanese fighters on December 7, 1941.

Army

The rate of AAF aircraft accidents in the United States was 29 per cent less in the first 5 months of 1944 than in the corresponding period last year, it has been announced. The rate of fatalities was 35 per cent less.

The first non-stop flight from London to Washington was made this week by an Army Air Transport Command crew in a C-54 four-motored Douglas. The flight covered 3,800 miles and was made in 18 hours exactly. Normal time over the ATC route from New York to Scotland, a shorter distance, is between 20 and 22 hours.

Monetary Conference

The United Nations Monetary and Financial Conference at Bretton Woods, New Hampshire, ended this week after considering ways and means to guarantee post-war international investments, stabilize post-war currencies, stimulate world trade and prevent competitive currency depreciation. The agreements reached at the Conference will have no effect until approved by the governments of the 44 nations in attendance.

Democratic Party Nominations

The Democratic Party convention in Chicago nominated President Roosevelt for re-election. Senator Harry S. Truman of Missouri was nominated for Vice President.

Federal War Ballot

The United States War Ballot Commission announced this week that the laws of 20 States authorize the use of Federal ballots by servicemen overseas. The ballot may be furnished only when the voter takes oath that he applied for a State absentee ballot before September 1st, but did not receive it by October 1st.

Servicemen and attached civilians from the 28 States not authorizing use of the Federal ballot may apply for and vote State absentee ballots. Under the Servicemen's Voting Law, all eligible persons must be furnished an application for a State absentee ballot by August 15th if they are serving overseas, and by September 15th if they are serving in this country.

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LATIN AMERICA

Argentina

At his press conference on July 24th, Secretary of State Hull said that he had clarified for all Latin-American republics the United States attitude toward the Farrell government in Argentina. He was referring to a circular letter on the subject, the text of which was made public 2 days later. This letter states that Argentina has often protested its solidarity with its sister republics, but that "during two and a half years it has persisted in an open, notorious and contrary course of action which has given constant aid and comfort to the enemies of those republics." It declares that although the government of General Ramirez severed relations with the Axis in January, 1944, the Farrell regime displaced it in order to neutralize the rupture, and has opposed any steps which might have been taken to "proceed vigorously and adequately against Axis activities." The letter concludes that the American republics and their associates in the United Nations should continue to refuse to recognize the Farrell government until it has been demonstrated, unequivocally, that there has been a fundamental change of Argentine policy in support of inter-American unity and against the Axis. The text of the letter was approved beforehand by the collaborating countries of Latin America.

This week the Argentine Government recalled its Ambassador to the United States, Dr. Adrian Escobar, presumably to counter the recall of the United States Ambassador to Argentina, Norman Armour. Mr. Armour returned to Washington July 4th, has since been named acting director of the State Department's Office of American Republic Affairs, and probably will not return to Argentina in the very near future.

On July 22d the Argentine Government announced a modification of the strict cable censorship which has been hampering the transmission of newspaper dispatches.

Colombia

The recent uprising appears to have been more widespread than was at first believed, but President Lopez is reported to have the situation under control. Army fears of indiscriminate prosecution have prompted a statement that the government will proceed only against those officers who actually participated in the revolt.

Uruguay

Pan American Airways has renewed service to Montevideo, Uruguay, after a lapse of six years, including that city as a regular stop in the air line's six-days-a-week Miami-Buenos Aires flight.

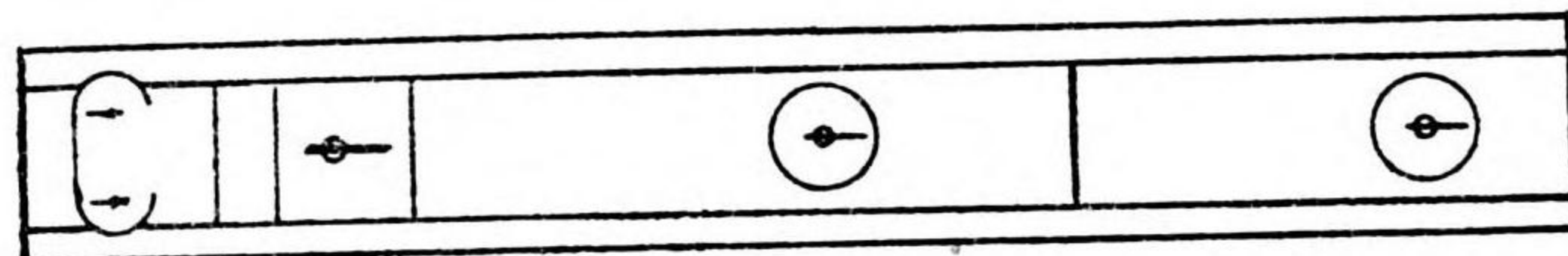
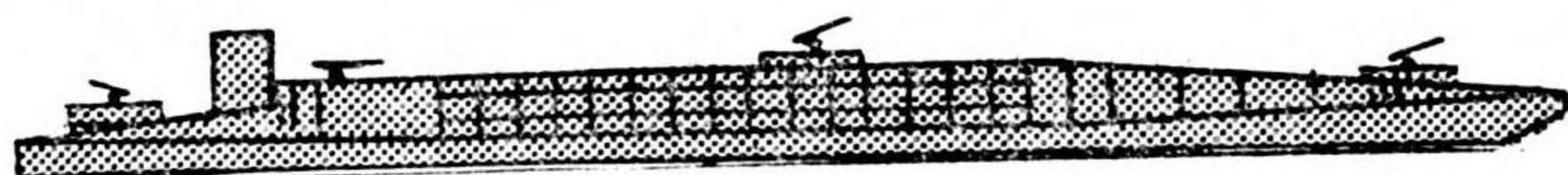
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SPECIAL ARTICLES

GERMAN TANK LANDING CRAFT¹

The original Tank Landing Craft, which carried one 75 mm. gun, was designed primarily as an offensive weapon to be used in the invasion of the British Isles. When the idea of invasion was given up, this craft was changed to a defensive weapon and modified accordingly. As a result of these modifications, there are now three major types of Tank Landing Craft. All three of these types can conveniently be divided into sub-types (a and b). Each of the types listed below exists in a 165-foot version and a 156-foot version.

Type I. *Function:*—Tank Landing Craft. (original type)

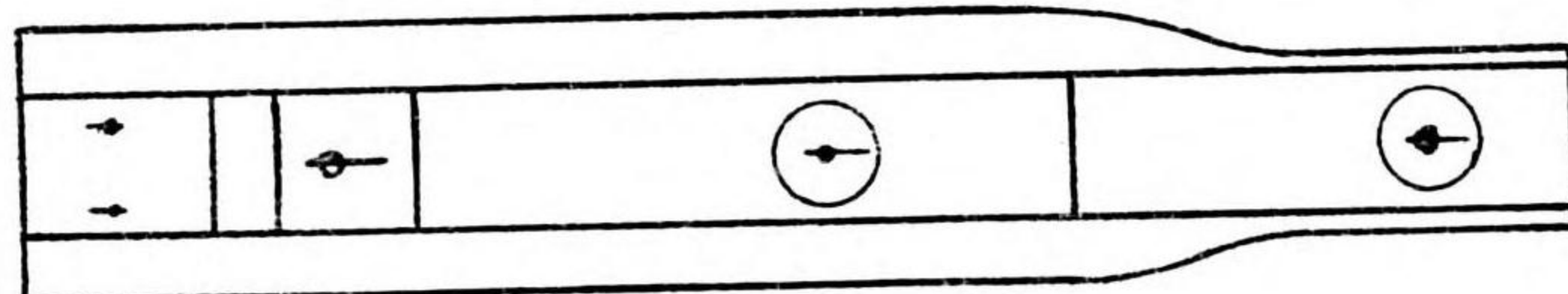
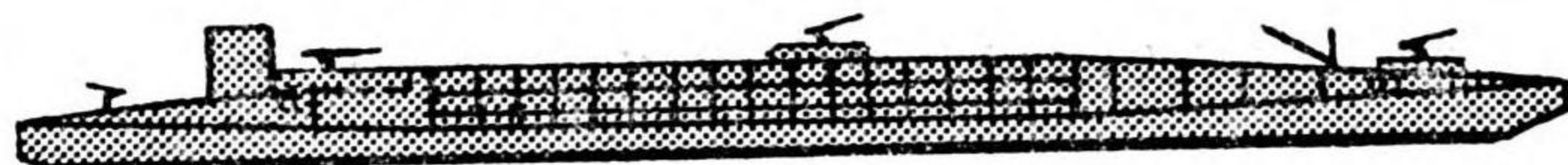


TYPE I

Beam 21 feet.

Ia Armament one 75 mm. (2.9'') gun and 2 machine guns.
Ib. Armament same, plus light positions on top plating.

Type II. *Function:*—Minelaying



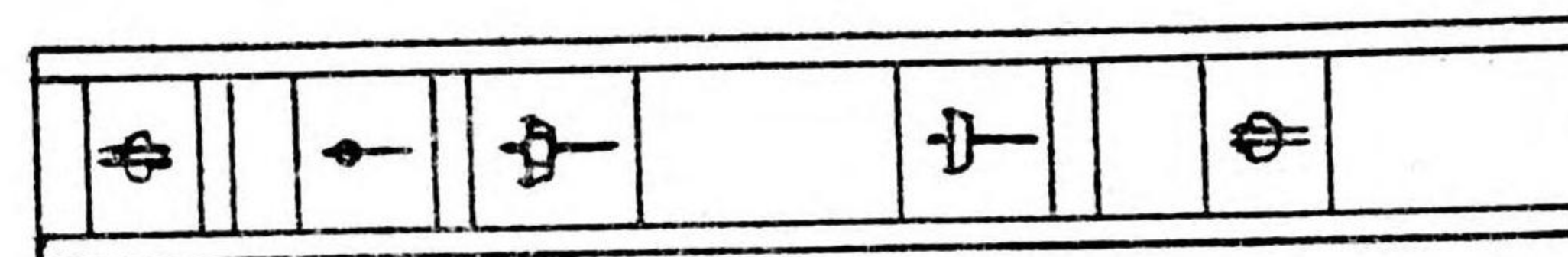
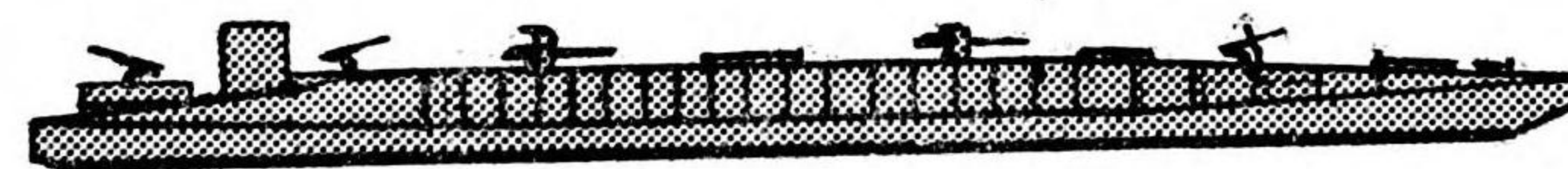
TYPE II

Beam 28 feet.

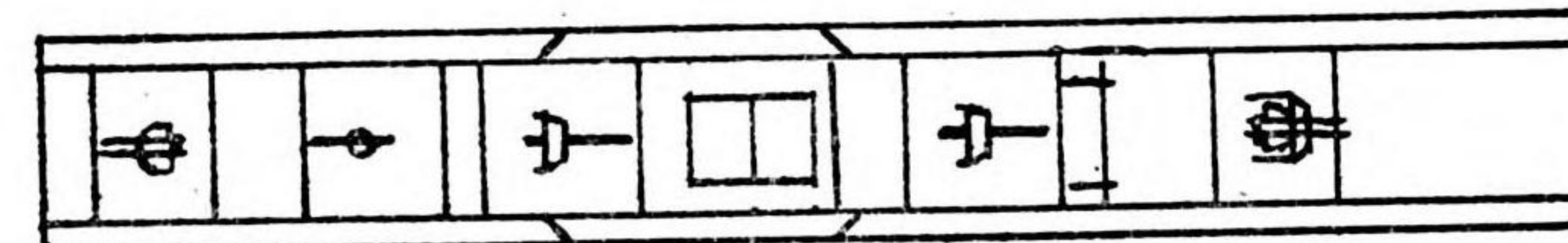
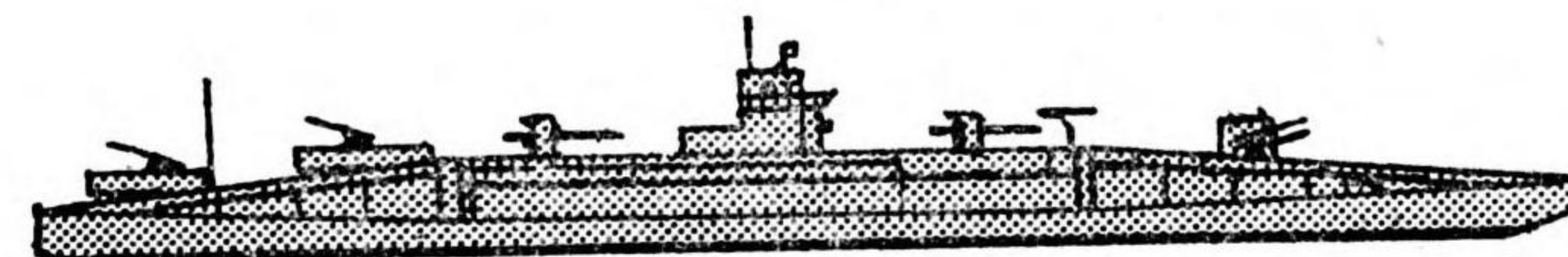
IIa Armament one 75 mm. (2.9'') gun and 2 machine guns.
IIb Armament same, plus light positions on top plating.

¹This report supplements the article on "German Anti-Invasion Craft" published in the O. N. I WEEKLY of March 29, 1944, pp. 968-78.

Type III. *Function:*—Gunboat



TYPE IIIa



TYPE IIIb

Gun positions at lower level than deck plating.
Beam 21 feet.

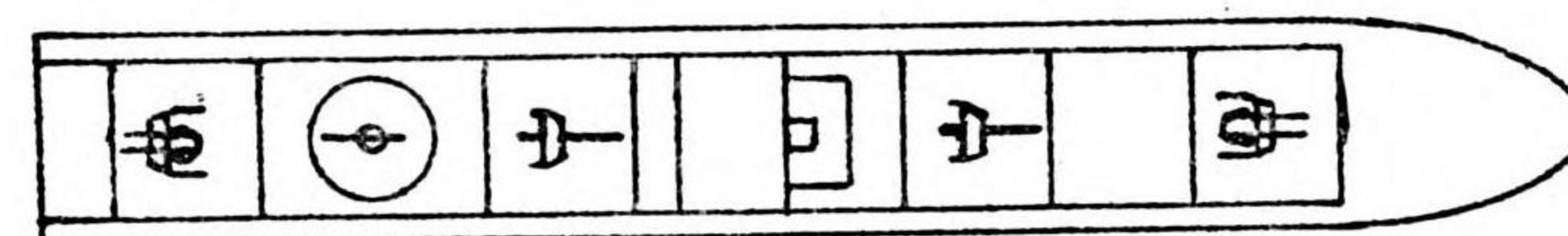
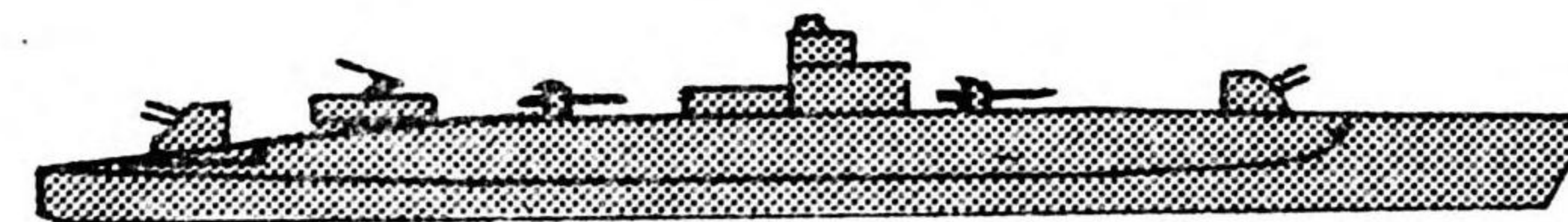
Usual armament 2 x 88 mm. (3.5'') guns, 2 twin 37 mm. (1.46'') guns and one 20 mm. gun.

IIIa Wheelhouse aft.

IIIb Wheelhouse amidships or near amidships.

The Type IIIb TLC illustrated here mounts two 88 mm. guns, one 37 mm. single, one 37 mm. twin and one 20 mm. quad.

Some Type III TLC's are known to have pointed bows. One of these, armed with two 88 mm. guns, one 37 mm. single and two 20 mm. quads, is shown below.



TYPE III.—With pointed bow.

THE ITALIAN MERCHANT FLEET

Italy entered the war on June 10, 1940 with a merchant marine of about 3,500,000 tons (in vessels of 1,000 gross tons and more). As of May 31, 1944, the disposition of this merchant fleet was believed to be as follows:

UNDER AXIS CONTROL

German Control:		
Mediterranean area.....	643, 265	
(Including 46,500 tons new construction)		
Bay of Biscay and North German waters.....	88, 631	
	<hr/>	
	731, 896	
Japanese Control.....	50, 652	782, 548

UNDER ALLIED CONTROL

Requisitioned or seized prior to Armistice of Sept. 1943....	583, 037	
Acquired since Armistice:		
Including 17,637 tons new construction.....	324, 470	907, 507

UNDER NEUTRAL CONTROL

Requisitioned in Western Hemisphere ports.....	107, 534	
Sold by Italy to European neutrals.....	18, 473	126, 007

REFUGED

Spanish ports.....	40, 557	
Portuguese ports.....	5, 342	45, 899

SUNK

Including 188,816 tons new construction.....		1, 864, 590
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DISPOSITION UNKNOWN

Including 11,600 tons new construction.....		54, 161
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TOTAL TONNAGE AS OF MAY 31, 1944.....		3, 780, 712
Less Total New Construction.....		264, 553

TOTAL TONNAGE AS OF JUNE 10, 1940.....		3, 516, 159
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Axis Control

German.—Few vessels which were in northern Italian waters at the time of the Armistice made good their escape to Allied ports. Some had been inactive since the beginning of the war, because of their great size and consequent vulnerability, because of fuel shortages, and, in a few cases, because of incomplete construction, con-

version or repair proceedings. A summary of those vessels now under German control follows:

	Coal	Oil	M/V	Total
Dry cargo.....	35—119, 177	3— 9, 668	8— 42, 518	46—171, 363
Passenger.....	5— 21, 148	15—232, 752	12—126, 778	32—380, 678
Tanker.....		3— 12, 055	2— 20, 175	5— 32, 230
	<hr/>			
	40—140, 325	21—254, 475	22—189, 471	83—584, 271
Miscellaneous vessels, type and/or tonnage unknown.....				12— 58, 994
				<hr/>
				95—643, 265

The large amount of passenger tonnage shown in enemy control is composed largely of well-known liners. The *Duilio* and *Giulio Cesare*, now in Trieste, and the *Vulcania*, now in Venice, were in the Italy-East Africa repatriation service in 1942 and 1943, together with the *Saturnia* (now under Allied control). The *Augustus* and *Roma* have been undergoing conversion to aircraft carriers at Genoa. The *Conte Di Savoia* had been at Venice and the *Rex* at Trieste. The *Stockholm*, built and launched at Monfalcone on March 10, 1940, for the Swedish-American line, but never delivered, was sold to the Italian Government in November, 1941, and moved to Trieste, where she remained. Her German name is the *Saubadia*. The *Gradisca* is now in the repatriation service in the Western Mediterranean.

A total of 18 ships of 88,631 g. t., which was under German control prior to the Armistice, remains in the Bay of Biscay or in north German waters.

Japanese—On Italy's entrance into the war sixteen vessels, totalling 86,344 tons, were located in the Far East, as follows: At Kobe, 5; Shanghai, 2; Puket, Thailand, 3; and 5 under Japanese charter in Japanese waters. Of this number, nine (totaling 50,652 tons) may still be credited to Japanese account, although the *Conte Verde* was scuttled in Shanghai and so far has not been salvaged. Of the other seven, the *Cortelazzo* has been sunk; the *Fusijama* and *Pietro Orseolo* have returned, under German control, to the Bay of Biscay, and the *Eritrea*, a naval sloop, surrendered to the Allies at Colombo after the Armistice. The three vessels at Puket were scuttled and in this report are included in the figure for vessels lost by sinking. It is possible that the Japanese may have attempted salvage of one or all of these three ships.

Allied Control

Requisitioned or Seized Prior to the Armistice.—Seventy-eight vessels of Italian registry, totaling 468,955 gross tons, were in Western Hemisphere ports at the time of Italy's entrance into the war on

June 10, 1940. These vessels were subsequently requisitioned or purchased by the countries in whose ports they had sought refuge. The original distribution of these vessels was as follows:

	Number	Gross tonnage
Argentina.....	16	88,290
Brazil.....	12	80,052
Colombia.....	2	12,584
Costa Rica.....	1	6,072
Cuba.....	1	5,441
Mexico.....	10	59,557
United States.....	28	168,744
Uruguay.....	2	11,048
Venezuela.....	6	37,167
	78	468,955

Subsequently, Brazil resold the *Conte Grande* (23,861 g. t.) to the United States. The only two ships in Colombian ports were also sold to the United States, and of the 6 in Venezuelan ports, five (totalling 28,971 tons) were sold to the United States, the sixth to Argentina. All of the 28 in United States ports except one (*Leme*, 8,059 tons, allocated to the British) were taken over by the United States Government, renamed, and placed under Panamanian registry.

The eventual disposition of these 78 ships, therefore, was as follows:

	Number	Gross tonnage
Argentina.....	17	96,486
Brazil.....	11	56,191
Costa Rica.....	1	6,072
Cuba.....	1	5,441
Mexico.....	10	59,557
United Kingdom.....	1	8,059
United States.....	35	226,101
Uruguay.....	2	11,048

Excluding the vessels acquired by Argentina and Uruguay, the Allies—i. e., the United Kingdom and the American republics which were later to declare war on the Axis—acquired 361,421 tons of the Italian shipping which was in Western Hemisphere ports at the time of Italy's entrance into the war.

In addition to these vessels, the British prior to the Armistice seized 221,616 tons of Italian shipping in ports in Italian Somaliland, Eritrea and elsewhere.

Acquired Since the Armistice.—Since the Armistice, there have come into Allied hands, from the Mediterranean area, Spain, Cape Verdes, Africa, and the Far East, 73 Italian merchant ships (1000 gross tons and over) totaling 309,634 g. t.; 2 ferries, 3 auxiliary sailing vessels, and 1 sloop (all over 1000 tons), totaling 14,836 g. t., plus 45

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smaller vessels totaling 18,740 tons; and 29 vessels of unknown tonnage, consisting of water carriers, tugs, auxiliary schooners, mine-sweepers, and so on. Not all of these vessels have been fit for immediate use, some being in need of much repair or actually sunk, though capable of salvage, in ports now Allied-controlled. A summary of Italian shipping (over 1000 g. t.) which has come under Allied control since last September follows:

	Coal	Oil	M/V	TOTAL
Dry cargo.....	39—113,373	2—9,397	4—25,445	45—148,215
Passenger.....		6—41,593	3—28,371	9—69,964
Tanker.....	2—8,008	10—53,266	7—30,181	19—91,455
Miscellaneous.....				6—14,836
Grand Total.....				79—324,470

Only one of the large passenger liners escaped German seizure, the 24,470 ton motorship *Saturnia*, which was at Trieste at the time of the Armistice but moved out quickly enough to avoid capture. This vessel came under War Shipping Administration time charter November 1, 1943, was brought to the United States at that time, and converted to transport duties.

Neutral Control

As noted above, Argentina acquired 17 of the Italian ships which were in the Western Hemisphere at the time of Italy's entry into the war, and Uruguay acquired 2. These vessels totaled 107,534 tons.

Between June 10, 1940 and the date of the Armistice, Italy sold three ships, each in the 5-7,000 ton class, to European neutrals. The purchasers were Spain, Switzerland and Eire. The total tonnage of these ships was 18,473.

Immobilized in Spanish and Portuguese Ports

At the time of the Armistice, 14 Italian merchant ships were refuged in Spanish ports, and four* in Portuguese, amounting to 100,196 g. t. It was not until November that Spain officially released six of the seven vessels in her mainland ports. These six have been taken to Gibraltar at various intervals, leaving the *Cesena* still at Barcelona with the question of her ownership still unsettled.

Thus there still remain immobilized 8 ships, totaling 40,557 g. t., in Spanish ports: the *Cesena* at Barcelona, six in the Canary Islands, and the *Isonzo* at Rio de Oro. Spain has agreed to release these if she can charter the *Trovatore* and *Madda* as compensation for Spanish ships previously destroyed by Italian submarines. Negotiations for a satisfactory charter are under way.

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Of the four Italian ships in Portuguese ports, the *Gerusalemme* has left Lourenco Marques and is now in Durban being refitted as a British hospital ship. The tankers *Arcola* and *Taigete* have been brought from St. Vincent to Dakar; the *Arcola* now flies the French flag. The *Gerarchia* still remains at St. Vincent, reportedly to be turned over to the Portuguese as a result of an agreement with the British in payment of all obligations incurred by the three Italian vessels during their long stay in port.

War Losses

Approximately half of the Italian merchant fleet is believed to have been lost by sinking or scuttling since June 1940. In this period 388 Italian merchant vessels (1,000 g. t. and over) totaling 1,864,590 tons are known to have been lost. Probably the most notable among these is the liner *Lombardia*, 20,006 tons, which was completely devastated by fire at Naples prior to the capitulation. There were 38 vessels of 205,253 g. t. scuttled.

Construction

Italy was able to add some new vessels to a total of 264,553 g. t. during the period 1940-43. Included in the tonnage under Allied control are several ships launched in 1943, totalling 17,637 tons. In German hands are 46,500 tons of new construction, still for the most part incomplete. Thirty-eight newly constructed ships, totaling 188,816 tons, have been sunk. The present location of 2 of the newly built vessels (11,600 tons) is unknown.

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EXPERIENCES OF A GLIDER PARTY IN BURMA

Excerpts from an article in Military Reports from the United Nations, a publication of the Military Intelligence Service

On the night of March 5-6, 1944, a fleet of C-47 tug planes took off from a base in Assam Province in India, climbed 8,000 feet over the Chin Hills, and released troop-carrying tow gliders 250 miles to the east and 100 miles behind Japanese lines. This was the spearhead of an airborne invasion into the heart of the Upper Burma jungle—an operation without precedent in the China-Burma-India theatre and in many respects novel in military history.

Seventeen gliders containing British, Indian and U. S. personnel were released prematurely on the night of March 5th-6th, either as the result of broken tow ropes or of some other emergency in the air. Nine of these made forced landings on the east (or Japanese) side of the Chindwin River, behind enemy lines. A day-to-day account of the experiences of one of the 9 glider parties in returning to the Allied Lines is presented below. (Of the 9 glider parties forced down in enemy territory, 5 made their way to safety within 2 weeks, and at least 2 had adventures somewhat similar to those related below.)

It will be noted that this glider party avoided native villages as well as the Japanese. (Individual airmen, or small groups of them, who land in Burma cannot expect to get native help except in unusual circumstances.) For approximately one week the group of 15 men succeeded in escaping the notice of both the Burmese and the Japanese, despite the fact that the area in which they landed was used by the enemy several days later to initiate the offensive against Imphal. The party was made up of 6 British officers, 6 British enlisted men, 1 Indian enlisted man, 1 Chinese enlisted man and the U. S. glider pilot. Excerpts from the report of a British lieutenant colonel, who was the commanding officer of the party, follow.

After the Take-Off

It soon became apparent that the glider was not behaving satisfactorily . . . and she proceeded on her way with every sign of reluctance. The controls were not in working order, and nothing we could do would induce them to turn in the required direction. Spells of relatively smooth flying alternated with mild but disturbing aerobatics, during which the glider shuddered convulsively and the blue lights on the tug seesawed up, down, and sideways across our field of vision. . . . We crossed the Chindwin River at a height of 8,000 feet.

The glider had a fit of recalcitrance which culminated (according to the pilot) in an attempt to loop the loop. She banked steeply, causing all loose objects in the cockpit and elsewhere to come adrift. Thereupon, the pilot struck the release mechanism above his head, and we found ourselves diving fairly steeply and in comparative silence, the rush of air having decreased from a roar to a more soothing note with our reduction in speed.

Forced Landing

For what must have been several minutes, we spiraled unsteadily toward a point where a stream bed in a gully splayed out into an irregular patch of white sand. On this restricted and uneven space, after missing a number of tree tops by a margin which was almost certainly greater than it seemed, the pilot put the glider down with extreme skill and a resounding bump which broke open the fore part of the cockpit. Impelled partly by tactical considerations and partly by a sense of self-preservation (for the pilot and I, at the bottom of a groaning and blasphemous pile of soldiery, were now most unfavorably placed), I ordered all ranks to deplane with their arms. No one was more than slightly injured, though several were pardonably dazed. Six men were ordered to form a perimeter around the glider with a radius of 50 yards, and we took stock of the situation.

Ciphers and all secret documents were burned, a process which took some time and made the glider on the moonlit sandbank even more conspicuous than it was already. A short reconnaissance downstream revealed that we had had the ill luck to land within 100 yards of a road used by wheeled traffic (the only road we saw in Burma) that a telephone line ran along the road, and that dogs were barking in the vicinity.

It was obvious that the sooner we got clear of the glider the better, and accordingly I ordered all personnel to withdraw north into the edge of the jungle and wait for me. While this move was in process, the glider, which was still illuminated by burning documents, was attacked from about 300 feet by one single-engine fighter with a burst of cannon fire (or machine-gun fire using explosive bullets). The attack was not repeated. The aircraft may have been attracted by a flare fired, just before landing, to illuminate the sandbank. At the time we thought the aircraft was hostile but it is now assumed to have been a Hurricane.

I did not burn the glider, since it was clearly impossible (owing to the steel framework, etc.) to conceal from the enemy that it had been a glider, and I was not anxious to advertise our position any further than already had proved necessary. I also decided against booby-

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trapping it with grenades, since I felt that the chances of killing Japanese (as opposed to Burmese) were not sufficient to warrant the risk of reprisals on any personnel who might be taken prisoner. Nothing of value except bulk rations was left in the glider, and all ranks moved off complete with their arms and equipment.

First Night (March 5th-6th)

Before leaving the edge of the clearing, I impressed on the party—

(a) That if we behaved sensibly, we had practically nothing to fear from the Japanese, who were almost certainly in a greater state of alarm and confusion than we were ourselves.

(b) That no one was to think of himself as a "survivor" or an "evacuee" but rather as a member of an unusually well situated fighting patrol, inserted in the enemy's rearward administrative areas and perfectly capable of taking care of the small parties from L of C (communications zone) units, which were all we were likely to meet at this stage.

(c) That we had been damned lucky so far.

(Mention is made of these exhortations, and will be made of later ones, because I am convinced that the party was able to extricate itself unaided mainly because of the confident attitude, based on a sense of proportion and an appreciation of the enemy's difficulties, which all ranks displayed under conditions which were discouraging on paper.)

We then climbed a low escarpment overlooking the *chaung* (stream), struck a little used path running slightly west of north through the jungle, and followed it at a brisk pace for approximately 3 hours. This was the only time we traveled on a path and we did so for the sake of speed, which appeared desirable at the time. Two men without nails in their boots marched in the rear with a view to partly obscuring the marks of hobnails.

At approximately 0130 we reached a further escarpment overlooking a small valley. Immediately below us (but not visible) was a village or settlement. As the local post turned itself out—presumably on receipt of news of our landing—there came loud and for the most part petulant voices in Japanese. There were some sounds of animal transport but none of motor transport. We moved off the path and "lay up" for a short time, then doubled back a short distance and attempted a detour to the west. This brought us to a boggy and frequented open glen with a stream in it. I reconnoitered a crossing without incident and the party moved across, walking backward.

There followed a frustrated interlude in a series of overgrown quarrylike cavities (typical, as we later found, of all escarpments in

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the area), during which, while on a reconnaissance, I stumbled on two supply dumps in deep natural pits. (The supplies were partly hutted over and unidentifiable from above.) We seemed to be closer to the village than was healthy and accordingly withdrew to the glen, worked our way up it, and eventually struck southwest into the jungle, halting for the night about one mile in a direct line from the village when the moon set about 0330. All ranks were tired by this time.

Second Night (March 6th-7th)

The following day we lay up in a patch of elephant grass and carried out various administrative tasks. We carried K rations for 8 days, and I put the party on half rations (i. e., 1½ units per man per day) in case of accidents, such as having to "lie up" for several days or having our rate of march cut down by having personnel wounded or injured. Everyone had either a Thompson submachine gun, a Sten gun (9 mm. submachine gun), a caliber .303 rifle, or a caliber .30 carbine, and the 6 officers also carried pistols; ammunition (including grenades) was plentiful. There were several compasses in the party. Nonessential possessions were sorted out of packs and buried. All ranks were ordered to shave daily when the water situation permitted. (This was part of the "anti-survivor" campaign, and in my opinion paid.)

The party was organized into a headquarters and reconnaissance group (consisting of myself, another officer and a British enlisted man), and two sections. We always moved in the above order of march, the leading section throwing out a point to give the reconnaissance group more elbow room on the comparatively rare occasions when there seemed to be need for additional precautions.

On paper our position was complicated, but in practice it was simplified by the fact that we did not know where we were and had no map of the area other than the escape maps referred to above. Opinions differed as to our flying time east of the Chindwin, and the pilot did not know the course on which we had been flying. It was, however, fairly clear that we were between 30 and 50 miles east of the Chindwin.

It was decided to march west, cross the Chindwin, and, after making contact with our own forces, rejoin our brigade by air. Of the various other methods open to us, the following were ruled out:

(a) To march east and rejoin our gliderborne brigade. This was rendered impracticable by the lack of maps and the probable inadequacy of rations.

(b) To march northeast and join the brigade approaching overland from the north. This alternative course was rejected for the same reasons.

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(c) To find a landing ground for light aircraft, to "lie up," to attract attention by ground-to-air signals, and to evacuate by air. This was considered to be unenterprising, uncertain, and calculated to cause an unjustifiable diversion of air effort.

No sounds were heard from the village during the day, and the jungle in our vicinity appeared unfrequented. At 1700 the reconnaissance group went out to have a look at the first leg of the night's march, a smooth getaway from the "lying-up" area being good for confidence. Half a mile west we came to the edge of a large and apparently oblong open space. While observing this space through field glasses, I observed a Japanese in an elaborately camouflaged uniform proceeding across my front at a range of approximately 300 yards. His gait was one of exaggerated stealth and he was moving so slowly, with what appeared to be a submachine gun "at the ready," that I at first assumed he was stalking a deer or buffalo. (During the day there had been several single shots in the area, which sounded as though someone was shooting game.) I then noticed, on the far side of the clearing the legs of a camouflaged man whose body was concealed by a bush. I accordingly sent the remainder of the reconnaissance group back to halt the main body, who would by this time be moving up.

Meanwhile, I had lost the exponent of slow-motion eurythmics, but on moving forward found him again up a tree in a *machan* (a platform built in a tree), the base of which appeared to be improvised from some form of metal plate, presumably with a view to protection from small-arms fire. He was gazing intently toward the center of the clearing, and his buttock offered, at 250 yards, a target which it required the strongest sense of duty to forego.

I withdrew, picked up the main body, and made a short detour to the southwest. It appeared, however, that the clearing curved and that we were on the inside of the curve, for very soon we bumped the edge of it again, at a point where another Japanese, in an attitude of exaggerated vigilance, was peering through a loophole in a kind of camouflaged stockade. This necessitated another slight detour, but this too brought us back to the perimeter immediately behind another sentry, crouching in a tunnel-like *basha* (thatch) covering and sedulously watching his front. It was now near darkness.

We shifted off and halted for a few minutes. I took the opportunity of pointing out to the party that conditions locally were much more favorable to us than we had supposed. All the evidence available suggested that—(a) the local command was in a "state of flap", (b) his troops, who appeared to be thin on the ground were committed to a static defensive role; (c) he was obviously expecting an airborne

Confidential

landing in the clearing and had made careful arrangements to ambush it; (d) there were certain to be other similar clearings in the area which he would have to watch; (e) he had misappreciated our role and probably exaggerated our strength; and (f) we had the initiative. By this time the British planes had begun to drone overhead, lending color to the local commander's fears. I do not consider that the above appreciation was far wide of the mark and it had a noticeable effect on the morale of all ranks (including my own). The march continued in an atmosphere of discreet truculence.

After proceeding for perhaps a mile and a half and almost bumping into a small group of tents in or near which ducks were quacking, we reached, reconnoitered, and crossed a narrow neck of the clearing which at this point appeared to be unsuitable for glider landings and was watched either not at all or inefficiently. I rested the party inside the jungle on the far side and encouraged the men to smoke and boast. We then marched due west through the jungle for 3 or 4 hours, crossing several more small clearings in which there were dried-up wallows. In some of them, we tried unsuccessfully to dig for water. About 2330 we halted for the night. In the course of the night there were two single shots not far away.

The March to the Chindwin

The whole of our route on March 7th lay through teak jungle and across uneven rather than broken country. The going was relatively easy. From the point of view of cover, teak looks more open than in fact it is, and by day the party had only to lie down to become virtually invisible at 50 yards or less, while by moonlight—as long as we kept off the paths, which we always did—it would have been an unenviable task to search for us, even after contact had been made. Owing to the large dead leaves, teak is noisy to move through, but it absorbs the noise far more quickly than the noisemaker realizes. Our only worry at this stage of the march was water.

We had a major slice of luck in this respect. After marching west for an hour, I altered our course to the northwest so as to cut slantwise across the general westerly trend of the watershed. If this alteration in direction had been made 5 minutes or so earlier, we should not have struck (as we immediately did) a large pond of sweet water, which subsequently proved to belong to the headwaters of the Natnan Chaung.

Down this admirable and deserted watercourse we marched the remainder of that day without incident. At 0900 we heard what sounded like a Diesel engine 1 or 2 miles to the southwest, and in the course of the morning we crossed an old path with one fresh set of

Confidential

naked footprints on it. Otherwise there were no signs of life . . . We made slow but steady progress before halting for the night.

This progress was maintained during the next day (March 8th), the only incident being the discovery of the fresh footprints of a small party of Japanese on the only north-south path crossed. The jungle now began to get dense and the *chaung* to wriggle about convulsively, both being factors which lowered our net rate of advance.

Part of March 9th was lost owing to the main body losing touch with the reconnaissance group in thick cover, which caused a certain amount of countermarching. The valley was now opening up and all ranks were cheered by glimpses of the mountains on the west bank of the Chindwin River.

Early in the afternoon we crossed (obliterating our tracks) a much used north-south path and left the *chaung*, which henceforward ran through open country on the floor of the valley. Here the wooded spur which we were following petered out, and at 1630 we "lay up" on the edge of the open ground. A reconnaissance revealed more signs of life than we cared for. To the north was a house and some cultivation, to the east sounds of a village, and immediately ahead of us to the west many woodcutters were working on both sides of the *chaung*. The fact that there were no voices of women and children and that work continued after dark suggested that this activity was under Japanese or BTA (Burmese Traitor Army) supervision. One of the woodcutters, walking past us inconveniently close, emphasized the fact that we were in a dangerously congested area with too much open ground about.

All observable signs of permanent habitation were on the north bank of the Natnan Chaung, and I therefore decided to stick to the south bank and if possible by-pass the activity ahead of us in the course of a night march.

The party had a few hours' sleep on the night of March 9th-10th. A detachment was sent out across the open without incident to fill water bottles and *chaguls* (water bags), and we moved south at midnight, veering southwest after a mile or so. This brought us into some pony lines in the middle of the jungle, either unguarded or poorly guarded. Approximately 20 ponies and no Japanese chargers were seen. We sheered off and at the end of another short detour again bumped into a similar number of ponies in a hollow.

A further detour brought us to a small, partly dried up *chaung*, evidently a tributary of the Natnan Chaung. We struck it at a point where there was some cultivation and, on the opposite bank, a palisade with a gate behind which somebody was moving about. We waited until he quieted down and went southward up the side of a narrow

Confidential

open space. This we presently crossed, halting at a moonlit pool in the middle, partly to drink and partly to restore any confidence which the party might have lost as a result of our recent encounters and evasions. We then did a 2- to 3-hour march due west through fairly easy jungle, halted, and slept heavily till dawn.

The next march was a short one which brought us to the edge of a large open space running southwest and crossed by a well-marked footpath, short of which we prudently "lay up" about noon. At 1600 (March 10th) the only Indian enlisted man in the party, who was on guard, saw a patrol of 15 Japanese marching very fast southwestward down the path, which ran just inside the jungle on the opposite side of the open ground. (This was an extremely creditable sighting under difficult conditions.) They crossed to our side and, as their tracks later showed, carried on southward down the path. The day being Japanese "Army Day," the party was encouraged to believe that the patrol was going to get drunk with a post nearer the river. ("Lying-up" periods tend to impose more strain on the nerves than even the most alarming incidents on the march, and while "lying-up," the more grounds for optimism or even complacency men have, the better they will rest.)

At 1900 (March 10th-11th) I gave out that it was my intention to cross the Chindwin within 48 hours and we moved off, crossing first the track followed by the patrol and then the open space. This move was made without incident but not without disappointment, for there was no water in the old *chaung* that ran down the middle. We then marched west for about 2 hours through easy, unfrequented jungle to reach the top of a steep escarpment below which, and not far away, flowed the Chindwin.

The escarpment at this point appeared to consist of a series of overgrown pits or shafts down which teak had formerly been dropped after felling. Making a noise like a small avalanche, another man and I reached the bottom and found a grass area separated from the river bank by a considerable belt of swamp and jungle. A little way to the west we found a steep track leading up the escarpment. We climbed this, brought the main party down, and drew water at a point where unfortunately we had to leave unmistakable tracks in the mud beside a well-used path.

We were ill-placed here, cramped between the escarpment and the path, and for the first time since the night of March 5th-6th our large and hobnailed feet had advertised our presence. Accordingly, we had a few hours' sleep in one of the quarrylike pits, then climbed the escarpment again before daylight, and moved southwest along

Confidential

its lip, breakfasting in an old Japanese observation post, directly overlooking the Chindwin.

We spent some time in observation, directly above what appeared to be a "five-rooster" village of which nothing was visible except a patch of cultivation. The reconnaissance group then worked its way down the escarpment to a point—ideal for an ambush—overlooking the main Chindwin path at easy gunshot range. The main party was brought up, covering parties were put out, the path and a small footbridge were crossed without incident, and the east bank of the Chindwin was reached by 0900.

Crossing the Chindwin River (March 11th)

We found ourselves in an equilateral triangle of jungle, the sides—each 100 yards long—being formed by the path, the river bank, and a small stream running into the river. The banks on both sides were 50 feet high and steep, and on our side there was a short muddy foreshore. No boats were to be seen on either bank, and there was no movement on the river. We were, though we did not know it at the time, somewhere in the vicinity of the area where the Japanese 15th Division was to effect crossings in strength a few days later.

The absence of boats was a disappointment, for we had always assumed—in the light of our brigade's experiences last year [in Gen. O. C. Wingate's raiding expedition]—that it would be possible to beg, borrow, or more probably steal some kind of craft, either beached or in passage. The river appeared to be about 650 yards wide; we had only six Mae Wests, and we were under the delusion (which ceased to be a delusion 3 or 4 days later) that the west bank was partly dominated by Japanese, BTA (Burmese Traitor Army), and INA (Indian National Army) patrols, which meant that we should continue to be responsible for our own defense and administration and must therefore get our packs and arms across the river at all costs. Under the circumstances it appeared absolutely necessary to build a raft, and to this task all ranks addressed themselves with enthusiasm. (The narrative at this point describes the efforts of the party to construct a raft. Upon being placed in the water after dark, the raft failed to float).

Our situation at this stage appeared so unpromising as to be almost comic. Fifteen officers and men, in nothing but their shirts and by this time extremely cold, were engaged in dismantling, by the brilliant light of the moon, a contraption which hitherto had seemed their only hope of escape. For an hour and a half we had been making a good deal of noise in the immediate vicinity of a village, the whole foreshore was plastered with our tracks, our waterlogged packs were too heavy to

Confidential

carry away, and we were dominated at less than 100 yards by a track running along a steep bank on which even an optimist had to admit the probability of patrols.

However, nobody lost heart, the enlisted men in particular showing great spirit and ingenuity in repacking our equipment into units based on our four groundsheets, some of which, to everyone's surprise, floated. My main worry was for the four non-swimmers, and at Major Lyle's suggestion I sent these across forthwith in Mae Wests under his charge. They were accompanied or closely followed by three officers and one or two others, all carrying arms. Some of the swimmers pushed units of three packs tied up in groundsheets.

Major Parker, two enlisted men, "Automatic" (my Chinese orderly), and I remained with the arms and equipment that the first flight could not take, waiting for Major Lyle (who in happier days had swum for the Royal Military Academy) to bring back the Mae Wests and groundsheets necessary to transport them. After some time we heard screams which made it clear that someone was in difficulties on the far side, and later learned that one enlisted man had been drowned. Shortly thereafter, Lieutenant Smith recrossed with a Mae West for his orderly. Before leaving the west bank again, he gave a very discouraging account of the crossing, which he said was far more difficult than anyone had supposed. He did not know whether Major Lyle was returning.

We had now been active on the foreshore for more than 3 hours, and although reluctant to abandon anything, I did not feel justified in risking the rear party (which was beginning to suffer from exposure and had a long swim before it) much longer in a situation from which, if the enemy did appear, there was virtually no hope of escape. Accordingly, I waited 15 minutes longer and then gave orders for the rear party to cross, leaving the packs on the beach in case Major Lyle returned with groundsheets, carrying all the arms and equipment they could, and throwing the remainder into the river.

I was influenced in making this decision by Lieutenant Smith's report, though I discounted most of it as alarmist, and by the belief that the packs and arms already floated across would be adequate to equip and ration the party for the remainder of our march. (About half of these had sunk.)

The rear party, who all claimed and indeed turned out to be strong swimmers, insisted on my using the only available Mae West, and we got across without incident, although fairly heavily encumbered with arms. However, one man was missing on arrival at the far bank (he belonged to the "I'll manage, sir" school of military swimmers and looked as though he would go straight to the bottom on

Confidential

immersion), and I swam most of the way back without locating him. He turned up shortly afterward, explaining that the two Sten guns around his neck had choked him and he had returned to the shallows to "cast up." "Neptune almost 'ad me," he confessed, giggling. The crossing to the west bank of the Chindwin was completed by 2300.

Party Reaches British Lines

We lit large bonfires and sat over them most of the night, too cold to sleep and trying to dry our clothes. Major Lyle, who had passed the rear party on his return journey to the east bank, turned up with another invaluable "float" containing packs. Even so, we were seriously short of certain supplies, particularly boots, and Major Lyle volunteered to cross again before daylight and salvage outstanding essentials. I accepted this gallant offer, and Major Lyle and Lieutenant Smith returned to the west bank at 0700 with practically all the arms which we had thrown into the shallows, as well as other valuable items. Both officers had thus swum the Chindwin five times in the course of a night. Apart from one or two revolvers which were left in the shallows, I believe that no arms or equipment of any value fell into the enemy's hands, though of course we lost a good deal from sinkings in midstream.

In the morning, after sorting ourselves out and drying everything in the sun, we found that by pooling our resources all ranks could be provided with clothing and a weapon (in some cases only a grenade), and that by reducing our ration scale from one-half to one-third we had food for 3 more days. No movement was seen in our beachhead area on the east bank before we moved off at 1030.

During the last 48 hours we had heard desultory gunfire to the south. We knew that the going on the west bank was much harder than on the east and that we should probably have to use tracks. Accordingly, we marched north along the river bank (which we believed to be partly under enemy control), intending to strike west at the first opportunity. After less than a mile we walked unobserved into an observation post manned by a British patrol, which treated us with some reserve (one sepoy up a tree removed the pin from his grenade) but informed us that there were British posts all along the west bank to the south.

We therefore turned about, marched south, and after 2 hours fell in with a British patrol. It provided us with guides who led us (at a breakneck speed which they possibly imagined to be our normal gait) to their battalion headquarters, 5 miles away. Here we were most hospitably entertained, and in spite of our protests (we were

Confidential

still self-sufficient in regard to rations) all ranks were provided with large quantities of food and drink.

On the following day (March 13th) we marched 12 miles over the pass to a roadhead in the Kabaw Valley and proceeded to Tamu by motor transport. I reported to an Indian Army division at Imphal that night, the remainder of the party following the next day.

THE JAPANESE MIND

Following are excerpts from an article by Dr. Karl Lowith in a recent issue of Fortune magazine. Dr. Lowith was professor of philosophy in Tohoku Imperial University in Japan for several years

The intellectual root of the Japanese way of thinking is to be found in Zen, a Buddhist sect without scriptures, doctrines, ceremonies, or worship. . . . After the thirteenth century Zen [which came originally from China] was developed in Japan into a specific Japanese form of spiritual training and self-mastery by meditation. It prospered especially among the warrior class, although it influenced also artists and men of letters. The Zen literature consists chiefly of puzzling anecdotes and collections of "test problems." Their purpose is not to suggest a definite answer, but to provoke the effort of finding an answer. A famous Zen priest used to challenge his pupils by asking them to hear the sound of one of his hands. He knew, of course, that only two hands can produce a sound but for this very reason he challenged the common sense. Another example of test problems is the question of a monk: what is the purest form of truth? His master answered: the hedge wall around the lavatory. The meaning is that the purity of the whole truth includes also the meanest and ugliest things.

The creative power of Zen can hardly be overestimated. There is no Japanese art that does not draw its strength from it. Japanese painting, poetry, landscape gardening and architecture, flower arrangement and the tea cult, as well as fencing, archery, and even the art of war, are inspired by it. Zen masters are also good students of the Confucian classics, and of the Shinto literature.

The appropriate means of expression in Zen is no more or less than an indication, without rational explanation. The result of this method is, of course, enigmatic to us. The traditional illustration of it is a Zen painting showing a humorous monk who points with his finger to the moon. The explanation is that to point to the moon (truth) requires a pointer, but one should not be so foolish as to confuse the finger with the moon. Thus images, words, concepts, and doctrines are never more than pointers. Those who understand these pointers grasp the whole truth by momentary intuition, in a sudden enlightenment, without reason or analysis...

A famous illustration of the intellectual process working in Zen is the common story, often told, of the cowherd in search of his lost cow, which represents his own soul. After having overcome many obstacles he finds a trace of the cow. Then he sees its tail; then its

body and head. He fights hard to get hold of the beast. Exhausted, but very cheerful, he rides home on its back. He plays his flute, unmindful of himself as well as of the beast. The meadow is again green, the blossoms are again red; things are restored to their "suchness." The moon illuminates the world and his mind with supreme emptiness. All earthly confusion, the sense of loss as well as of possession, have vanished. All things have changed and yet are the same...

All Zen paradoxes point to an "emptiness," which seems to us nothing other than absence of content. For the Japanese it is the most positive frame of mind. Just as the reality of a room is to be found neither in the ceiling nor in the walls, but in the vacant space, so the vacuum of the mind is the true essential. One who could make of himself a pure vacuum would become master of all situations; everything could freely enter into his mind. "Emptiness" is also the true source of action.

There were, of course, even among the learned Buddhists themselves, some who ridiculed the Zen teachers for being, as they thought, mere jugglers. "They just doze in their seats and think depraved, wanton thoughts," said one of their opponents in the thirteenth century. But, as Sir George Sansom, a Western authority on Japanese cultural history, has pointed out, it would be foolish to suppose that a meditation which has been so assiduously practiced and has had such far-reaching effects upon the intellectual life of two great peoples, the Chinese and Japanese, is a mere farcical imposture.

To illustrate with a certain finality the Japanese paradox of spiritual refinement and physical bravery I choose two stories of two famous Japanese: a warlord and a tea master. The warlord, Iyeyasu, wrote in 1616, in his testament: "I have fought ninety times, and eighteen times death seemed to be sure. If nonetheless I escaped death, it is due to the teaching of the Zen monks, from whom I learned that life is something indifferent and death desirable. He who keeps in his heart the principle of the vanity of life will stand victoriously the dangers to which others might succumb." He was convinced that he owed his military successes to the practice of meditation, by which a man's soul and body become concentrated on one point, zero.

Rikyu, the founder of the tea cult, might be thought of as an unmannerly aesthete, or even a snob. He had planted his whole garden with morning-glories, which were rare in the sixteenth century. Its fame had reached the ears of the great general, Hideyoshi, who expressed the desire to see Rikyu's morning-glories. When he arrived on the appointed day, no morning-glory was to be seen anywhere. The ground was leveled and strewn with pebbles and sand. The visitor was at a loss to understand this impertinence. At last he was

conducted to the tearoom. There he saw, in an old bronze vase, a vine of morning-glory with a single white blossom. From the thousands of blossoms Rikyu had picked a single flower of supreme beauty Hideyoshi was highly satisfied. That refinement is what constitutes Japanese "simplicity."

After a long friendship between Rikyu and Hideyoshi, the tea master and the warrior, the enemies of the first accused him of being implicated in a conspiracy against the despot. Rikyu was condemned; but the privilege was granted him of dying by hara-kiri. Rikyu invited his friends to his famous teahouse, where he had a precious scroll painting that suggested the evanescence of life. Each of the guests was served with tea by the host. Then he gave to each of them, as a last present, one of the various articles used in the tea cult. After the silent ceremony they left the room. Only one remained, for he had been requested to witness the perfect performance of Rikyu's self-immolation. Rikyu removed his tea gown, disclosing the white death robe. Before thrusting the dagger into his abdomen in the prescribed way, he spoke a customary death song: "Welcome to thee, O sword of eternity. Through Buddha, and through Dharma alike, thou hast cleft thy way."

Though an occasional scorn of the past was for a short period a fashion among the Japanese intellectuals, the habits of loyalty, obedience, and sacrifice are much stronger. One should never forget that the whole adoption of Western civilization was brought about by obedience to an Imperial edict, by loyalty but not by a spontaneous movement of emancipation. The great revolution of 1868 was at the same time a restoration of loyalty to the Emperor. The ultimate test of the loyalty that every Japanese, simply as a Japanese, feels is his readiness to sacrifice his life for his country and the Emperor or, as in former times, for his feudal lord. "Patriotism," wrote B. H. Chamberlain forty years ago, to Lafcadio Hearn, "comes before everything, before Christianity, before humility, before even fair play and truth." Everyone, of course, loves his fatherland but only for the Japanese is his land strictly the land of his forefathers.

The Japanese family is not a family in our sense, i. e., a man, his wife, and their children, separated from the parents and grandparents. The Japanese family is not an individual unity but the center and substance of state and society, including parents and grandparents. The grandfather is the head of the family while the grandson is the guarantee of an uninterrupted ancestor cult. The Japanese live into the future because they live under the presence of the dead who are still there as ancestral spirits. Every house has a small wooden shrine with the tablets of the deceased.

The source and climax of the whole family and ancestral system is the Imperial family, which derives from the Sun Goddess. The "big house" (*Oyake*) of the Imperial family is the principal house from which descend all the "small houses" (*Koyake*) of the people. Loyalty and filial piety are in the same line and connected by the ancestor cult. Every Japanese child bows at the beginning of his classes in the direction of the Imperial palace in Tokyo just as he pays respect to the tablets of the family shrine. Fatherland and Imperial house are for the Japanese the same. Hence the social and moral foundations of the Japanese "patriotism" are very different from what we call patriotism, nationalism and imperialism without ancestor worship and imperial families. In a certain sense the Japanese nationalism is much more substantial and total than that of the totalitarian states, for it is integrated with the social system as based in the ancestor cult of the family system and thereby with the national religion, the Shinto. The Japanese are the only modern nation with a genuine *national religion*, where religion neither transcends nor interferes with but supports the social-political system. The Nazis in Tokyo envied them for this, for they realized that the cult of the Führer and the propaganda of a Nazi millennium can never compete with the originality and antiquity of Japan's Shinto cult through which the government is a "matter of cult."

Such identity of the political and religious system is only possible in a country that has no Christian history and with a people whose individuals are not emancipated personalities, deciding upon religion and political allegiance by their own opinion and conscience. In Japan theology and politics are quite compatible, for the Caesar is a divine king-priest who reigns without governing and the people are not a nation of Christian personalities, emphasizing the ultimate value of each single soul, but a nation of families. Hence the comparison with the dictatorial authority in the totalitarian states is definitely misleading. The Western totalitarian state presupposes the total disintegration of the bourgeois society, and its dictatorial power is required because otherwise nobody would obey. The Japanese people are not a modern bourgeois society but an ancient community and in the case of emergency a devotional unity, based on the ancestor cult and the family system. The authority of the Imperial house is not enforced or superimposed but traditionally acknowledged as the natural basis of the people's solidarity. The loyalty to the Emperor does not depend on a personal conviction or a fantastic belief in his supernatural power. It is the extension of the filial piety to the Imperial family, supported by tradition and emotional appeal. The Japanese nursery tales abound in anecdotes of heroic sacrifices for the sake of honor and of tragic conflicts between filial piety and fealty.

In training for the contempt of death the military Bushido code and the peace-loving Buddhism came together to help form the national religion, the Shinto.

It is difficult for us to understand why the ultimate values for the Japanese mind have never been "life, liberty, and the pursuit of happiness," but rather loyalty, a free disregard of life, and an honorable death. They are accustomed to calamities and disasters by earthquakes, typhoons, and fires, while we are accustomed to physical comforts and social security. The Japanese find it easy to die, but our social arrangements hide death from our sight. The Japanese sacrifice their lives, not only for the Emperor who is for them the source and the head of their ancestral system, but also as a means of justification for any wrong they may have committed. They believe in the possibility of accomplishing by death what they are unable to accomplish in life.