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THE O. N. I. WEEKLY

For the Officers of the United States Navy

VOL. IV, NO. 6

FEBRUARY 7, 1945



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

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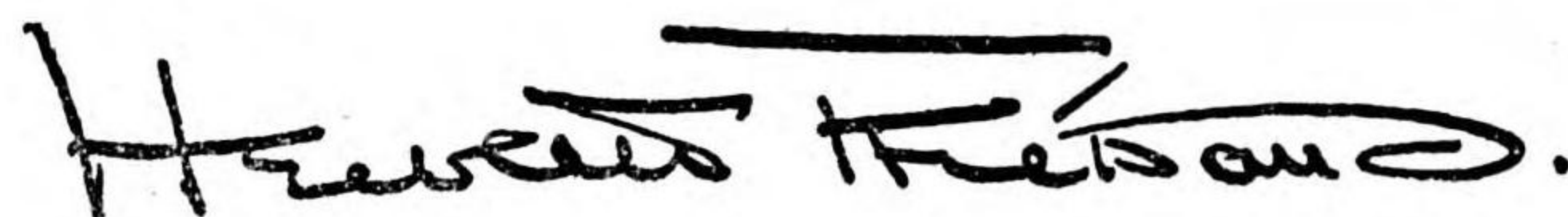
NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON, D. C.

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

THE O. N. I. WEEKLY

PROGRESS OF THE WAR

President Roosevelt, Prime Minister Churchill and Premier Stalin, accompanied by their Chiefs of Staff and Foreign Secretaries, met this week at an undisclosed spot in the Black Sea area. The Allied leaders, meeting for the first time since the November 1943 conference at Teheran, have reached complete agreement on joint military operations in the final phase of the war against Germany. The discussions, which are continuing, are now centered on problems involved in establishing a secure peace and will cover joint plans for the occupation and control of Germany, the political and economic problems of liberated Europe and proposals for the earliest possible establishment of a permanent international organization to maintain peace.

While the conference was in session, the Allied armies carried the war to the enemy on three major fronts. Russian forces have crossed the Oder at a point 33 miles from Berlin. On the Western Front, American troops advanced into the Siegfried defenses southeast of Aachen, and we virtually eliminated the Colmar pocket south of Strasbourg. In the Pacific General MacArthur's troops reentered Manila, three years and one month after its occupation by the Japanese.

☆☆☆

Although their territorial gains were the smallest of any week since the start of the offensive on January 12th, the Russian armies in the east continued to make impressive progress. By last week Soviet forces had completed the occupation of Upper Silesia and had reached the Oder Quadrilateral defenses west of Poznan. This week the Russians overran German defensive positions both in East Prussia and in the much vaunted Oder Quadrilateral and reached or crossed the Oder from a point northeast of Berlin to Ratibor, just above the Czechoslovak border.

In East Prussia, Soviet troops captured Heilsberg and Bartenstein, south of Königsberg, thus cracking the defenses of the Heilsberger triangle, on which the Germans caught in the pocket north of the

Masurian Lakes are believed to have based their defensive plans. Königsberg, the capital of East Prussia, is practically encircled, and German troops have been driven to the northwest corner of the Samland Peninsula, northwest of the city. Although light enemy naval forces have been supporting German operations at Elbing and on the peninsula, there is as yet no sign of an attempt to evacuate encircled forces by sea.

Marshal Zhukov's First White Russian Army, which has advanced from Warsaw due west along the line to Berlin, cleared the Oder Quadrilateral defenses (between Landsberg and Schwiebus and the Oder) and reached the outskirts of Frankfurt and of Küstrin, which lies at the junction of the Oder and the Warta 38 miles from Berlin. Although the Germans appeared to be attempting to hold the line of the Oder, Marshal Zhukov after a brief pause established bridgeheads across the river northwest and south of Küstrin and south of Frankfurt. The Soviet salient extending north of Landsberg toward Stettin was further developed and leading elements are approaching Pyritz, 25 miles southeast of the Balkan port.

On the Silesian front Marshal Konev's First Ukrainian Army broke through German defenses on the west bank of the Oder south of Breslau and threatened to encircle Silesia's largest city. In Hungary, Soviet forces continued to mop up dwindling German resistance in Budapest. The enemy salient south of Budapest, which at one time reached to the Danube, was further reduced.

American heavy bombers based on the United Kingdom gave indirect support to the Russian offensive, attacking railroad facilities at Berlin, Magdeburg and Chemnitz.

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On the Western Front American and French troops have practically eliminated the troublesome Colmar bridgehead, to which the enemy has clung since our breakthrough to the Rhine last November. American and French forces, which attacked north of Colmar on the 23d, occupied Colmar this week and on the 5th joined forces midway between Colmar and Mulhouse with French troops advancing from the south. This junction isolated a large pocket to the west on the eastern slopes of the High Vosges, in which small numbers of the enemy are encircled. Earlier in the week the French eliminated the panhandle between the Ill and the Rhine stretching north of Colmar toward Strasbourg. North of Strasbourg we have made good progress in eliminating the small German salient along the Rhine southeast of Haguenau.

Farther north the First and Third Armies continued to make slow progress along a 25-mile front extending from the Prüm area to

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northeast of Monschau. The southern sector of this offensive is a continuation of the eastward movement which forced the Germans out of the Ardennes. Last week the attack spread farther north to the Monschau area, where we have made deep penetrations into the forward Siegfried fortifications and have reached the area of the dams controlling the level of the Roer.

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The fall of Manila, the capital of the Philippines, was announced by General MacArthur on February 6th. American troops of the First Cavalry and 37th Infantry Divisions first entered the city on the night of the 3d and the morning of the 4th, 26 days after our landings in Lingayen Gulf, and at once set about the liberation of prisoners and internees at Santo Tomas concentration camp and Bilibid prison. The First Cavalry, which advanced close to 60 miles in three days, broke through northeast of Tarlac, captured Cabanatuan and drove down Highway 5, entering the city from the northeast after securing the Manila reservoir. The 37th Division, which had reached the Pampanga River last week, advanced south along the San Fernando road and reached the city soon after the First Cavalry.

The Japanese did not attempt to make a stand before Manila, and our troops encountered only sporadic delaying actions north of the city. In the city the enemy has been largely cleared from north of the Pasig River, but he has blown all bridges across the Pasig and still controls the city south of the river. Widespread fires have been set by the Japanese throughout Manila, and street to street fighting is in progress.

A third landing on Luzon was effected on the 31st by the 11th Airborne Division of the Eighth Army at Nasugbu, south of the entrance to Manila Bay. Although originally intended as a reconnaissance in force, the landing party was substantially reinforced when it was evident that there would be no opposition. Paratroops dropped near Tagaytay, 20 miles inland, secured the town on the 3d, and our combined forces moved north along Route 25 toward Manila, where they encountered stiff enemy resistance in the outskirts of the city.

North of Manila our troops have now cut off the base of the Bataan peninsula, and patrols are probing south into Bataan along the east coast road. Hard fighting is still reported east of the Lingayen plain, where four of our divisions are in action with the largest concentration of Japanese troops yet identified on Luzon. We have captured San Jose on the main north-south highway and have established a road block just south of Balete Pass, the main entrance to the Cagayan Valley.

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In Burma, British amphibious forces have carried out another landing, the seventh of the present campaign. A beachhead has been established on the southern tip of Ramree Island; the British had landed on northern Ramree two weeks earlier and have encountered considerable resistance in their advance south.

The offensive against Mandalay has developed to the west and southwest of the city. British troops have consolidated their positions along the north bank of the Irrawaddy west of Mandalay as far as the Chindwin and are approaching Pakokku, just below the junction of the Irrawaddy and the Chindwin. Forty miles north of Mandalay tank reinforcements have reached the British Kyaukmyaung bridgehead on the east bank of the Irrawaddy.

Although sections of the Ledo-Burma road near the Chinese border are still under enemy artillery fire, the Japanese are continuing their withdrawal from the northern Shan States. The American Mars Task Force reported heavy skirmishes with the enemy on the Lashio-Namhkam road above Mongyu.

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A carrier task force of the British East Indies fleet, which included the carriers *Indefatigable*, *Indomitable*, *Illustrious* and *Victorious* and the battleship *King George V*, attacked oil installations at Palembang on southeast Sumatra on the 29th. An official London report estimated that 75 percent of Japan's aviation gasoline refining facilities in the forward areas were destroyed in the British carrier attacks on Palembang on January 24th and 29th.

A large force of India-based B-29's sank the large 855-foot floating dry dock at Singapore in an attack on the 1st.

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In China the Japanese have closed the last gaps in the Hengyang-Canton railroad and now control unbroken rail connections between Hankow and Canton. The last United States airfields east of the railroad have also fallen to the enemy. The Japanese command is continuing to expand and strengthen their positions along the Chinese coast between Swatow and Hongkong.

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EUROPE

SEA OPERATIONS

German Naval Dispositions

While no official reports of movements of major enemy units have been received, it appears likely that their evacuation from Gdynia has begun. Some reports claim that Copenhagen is destined to become the major base. These sources state that more than 20 units, including the *Nürnberg*, several torpedo boats and 10 E-boats were at Copenhagen on January 31st. Other reports, appearing in the Swedish press, state that Oslo Fjord rather than Copenhagen is to receive the refugees. (Several of Germany's light cruisers have recently been in Oslo Fjord, covering recent troop movements southward to the mainland).

Baltic

According to the communiques of the German High Command, units of the German Navy repeatedly this week came to the support of the East Prussian garrisons at Elbing and on the Samland Peninsula, with bombardments of the Soviet forces from the sea.

Soviet communiques this week announce the sinking of two German transports, totaling 25,000 tons by naval action in the Baltic. In the area of Libau, Soviet naval aircraft sank 4 German supply ships. In Kurisch Sound south of Memel, the Soviets report they have seized 130 German vessels.

On February 4th, RAF Coastal Command heavy bombers raided enemy vessels in the Baltic northwest of the Gulf of Danzig. One destroyer, 4 submarines and a merchant vessel were attacked. Results are not yet known. This was the first raid of its kind to be carried out by aircraft of the Coastal Command. The round trip of 1,600 miles was flown at extremely low altitude and most of it in darkness. Heavy flak was encountered from shore batteries and surface vessels, and enemy fighters attacked, but none of the British planes was lost.

North Sea.

On the 3d, the day of their heavy attack on Berlin, bombers of the U. S. Eighth Air Force dropped 20 tons of bombs on Cuxhaven, at the mouth of the Elbe, and 40 tons on Wesermunde with unobserved results. On the same day RAF heavy bombers divided more than 200 tons of 6-ton bombs on midget submarine pens at Ijmuiden and near Masaluis, across from Hook of Holland. At the former target a

good concentration was achieved with three or four direct hits made. At the latter, results were unassessed since delayed action fuses were used.

Losses

The British Admiralty has announced that the submarine *Strategem* is overdue and presumed lost.

Western Mediterranean

Planes of the Tactical and Coastal Air Forces attacked small shipping and coastal targets in the Gulf of Genoa.

Adriatic

On February 1st, RAF Beaufighters of the Coastal Air Force bombed a 60-foot launch in the North Adriatic with unobserved results and on the 6th set fire to a 50-foot motor schooner in the same area.

In raids over Lussin Island, P-51's of the Balkan Air Force obtained hits on gun positions at Fort Asino and Cigale Cove on the 5th and damaged an enemy radar station at the latter place on the following day.

Vis and Italy-based fighter-bombers made several successful sweeps in the Planinski-Podgorski Channel area. Rocket projectile hits were made on a 100-foot steamer and three landing craft at Crikvenica and on several small craft at Senj on the 5th. On the 6th quays and warehouses were hit at Pag on Maon Island and a small schooner was damaged at Baskanova harbor, Krk.

Aegean

Balkan Air Force Wellingtons and Middle East Air Force Baltimores dropped leaflets on enemy-held islands. On February 5th, RAF A-30's made an unsuccessful attack on gun positions at Melos.

GROUND OPERATIONS

Western Front

Since the failure of his abortive effort to capture Haguenau on January 25th the enemy has remained passive and has allowed the initiative to slip from his hands. While our own operations are still on a relatively small scale, the Germans have not been able to prevent a deep penetration into the Siegfried Line in the Monschau sector and have had to watch the virtual elimination of the big Rhine bridgehead south of Strasbourg.

The enemy's intentions in the West are still uncertain. No new German divisions have appeared in the West this week and none is definitely known to have been withdrawn. Two infantry divisions

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appear, however, to have been cannibalized to furnish replacements, and the Russians report that prisoners have been taken in the Küstrin area from the 25th Panzer-Grenadier Division. This division, which was reconstituted last summer in the Reich having been destroyed earlier on the Eastern Front, took part in the attacks around Haguenau on January 24th and 25th. It was then apparently withdrawn, though at least one regiment was in contact as late as January 30th. Hence, though the division may now have gone to the Eastern Front, it is unlikely that much of it could have been in action there this week unless it made a phenomenally rapid transit. There were perhaps 72 or 73 divisional formations in the West this week, including three cut off in fortresses in France. Of this total, upwards of 23 are out of the line—a high ratio—and of the 23 out of line at least half are unlocated. Of the armor in the west, amounting to 15 divisional formations, only two panzer-grenadier divisions and one panzer division are in contact. While some of this armor, the most likely candidates being the four armored divisions of the Sixth SS Panzer Army, which CinC West apparently had on a loan basis for the December offensive, is probably on its way to the East, other panzer divisions are presumably getting a temporary refitting or are even now on their way to other sectors of the front. The enemy is probably attempting to build up a mobile armored reserve behind the line, presumably in front of Cologne, where, if the enemy's broadcasts can be believed, he anticipates an Allied offensive. This sector, moreover, has recently been very thinly held. There is indeed, some sign of a shifting, at least of infantry, northward toward this sector, through some of the reinforcements intended for the Roer River line may have been diverted to the northern Eifel on account of the U. S. First Army attacks in that sector.¹ At present the enemy's situation with respect to infantry is probably more stringent than with respect to armor. His infantry in the Ardennes sector bore the brunt of the fighting during the withdrawal and was considerably weakened. Similar shortages of infantry last summer in Normandy compelled the enemy to expend his armor in defensive fighting and left it depleted when the Allied breakthrough was finally achieved.

Though early in the week there were some reports of hasty German withdrawals from Siegfried Line pillboxes in the northern Eifel, resistance there stiffened and the enemy continues to fight tenaciously with the forces at his disposal. There have, however, been indications recently of a decline in morale of the German infantry, and a

¹ CORRECTION: In the last issue of the WEEKLY, in the table on p. 328, the five infantry divisions committed in the West in mid-August are those which were in the south of France at the time of our landings. Their commitment was therefore not the result of a decision of the German high command and had nothing to do with the pincers movement on the Falaise pocket.

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somewhat higher rate of desertion was noticeable during the enemy's withdrawal from the Ardennes. This is probably in part a reaction from the extremely high hopes which had been set on the outcome of the December offensive. Enemy morale at that time was probably as high as at any period since our landings. The subsequent failure to reach the ambitious goals set by Hitler and the High Command may well have had a depressing effect on the less fanatical elements among the German forces in the west. Other causes contributing to the present lowered morale are probably the tremendous Russian successes in the East and the difficult supply situation in the West. Panzer and parachute troops appear not to have been affected by these factors. No deterioration in their morale has appeared and they have been fighting in recent weeks with their accustomed skill and determination.

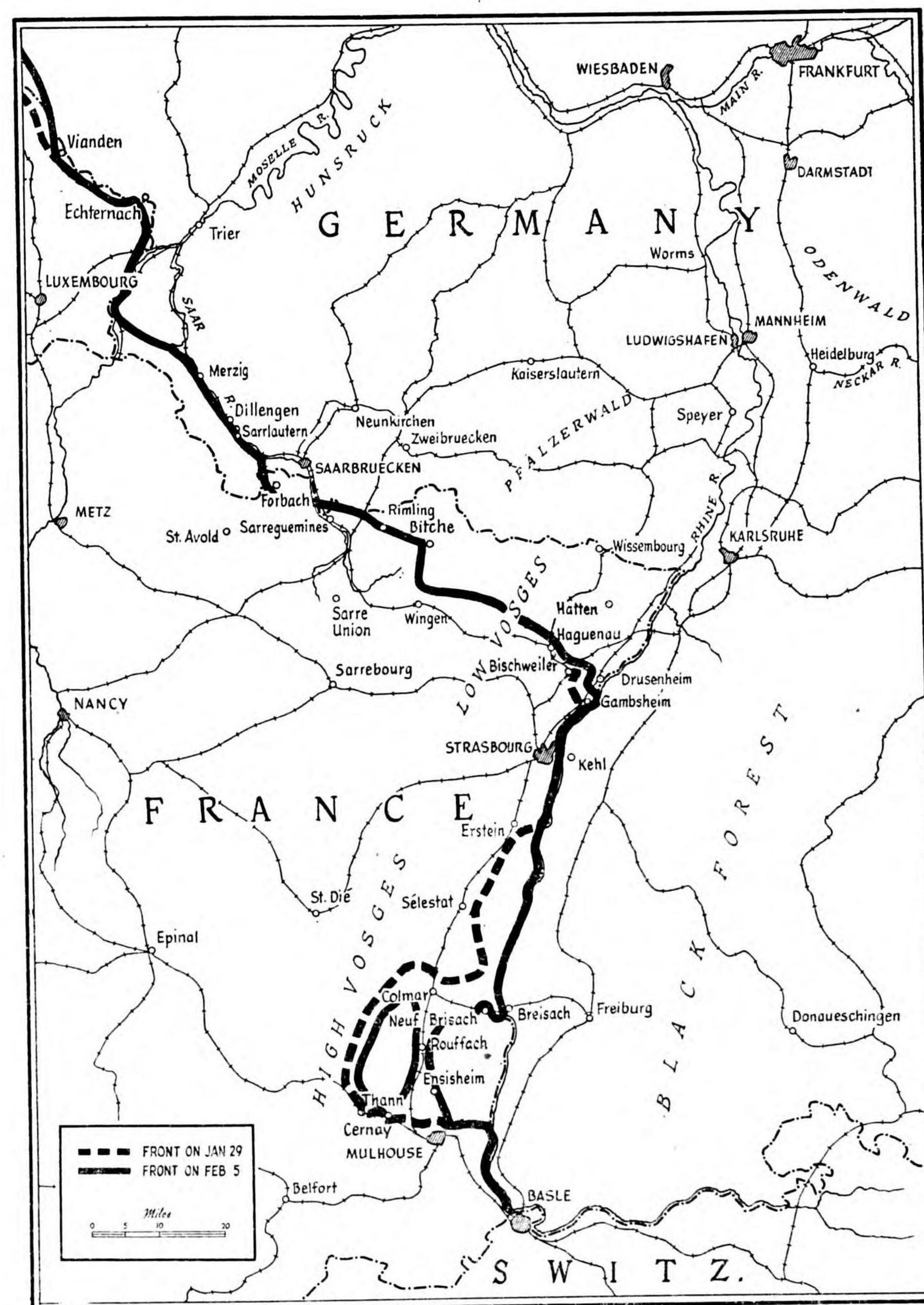
The operation to reduce the enemy's west bank bridgehead south of Strasbourg, which was begun from the south on January 20th and on the north three days later, was virtually completed on February 5th when the two forces made a juncture in the middle of the bridgehead at Rouffach.

West of the breakthrough a fairly large pocket was cut off, but it is believed that most of the enemy troops holding the slopes of the Vosges were extricated in time. On the 6th it was announced that more than 10,000 prisoners had been captured here since January 20th. Of these, 1,000 were taken on February 5th. East of the breakthrough the Germans still hold a fairly extensive section of the Rhine bank and, though the Breisach bridge has been damaged and is under artillery fire, the enemy will probably be able to withdraw most of his effectives to the east bank, since he has pontoon bridges and ferries at his disposal and since the Rhone-Rhine canal should form a convenient line from which to cover the evacuation. The withdrawal to the east bank will presumably release some troops for use elsewhere, for in the present stringency of their situation the Germans will hardly think it necessary to hold the Siegfried Line positions on the east bank with as many troops as were committed in the bridgehead.

This advantage is more than offset by the loss of a valuable toe-hold on the west bank. The enemy is always loath to surrender territory especially when he has expended considerable effort in holding it, and, in this case, this policy was justified by the considerable nuisance value which the bridgehead possessed and which was exploited to the full. In addition to tying down the French First Army and, from time to time, a varying number of U. S. divisions, the bridgehead was a threat to Strasbourg, especially in conjunction with the German operations last month in northern Alsace.

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By the beginning of this week, U. S. troops on the northern shoulder of the bridgehead had driven a deep salient into the enemy lines between Colmar and Sélestat and were threatening the main highway



and railroad from Colmar to Neufbrisach, where they cross the Rhine on the only permanent bridge still standing in this sector. On February 1st we cut this road at several points, our left flank reached

points three miles north of Neufbrisach, from which we brought the bridge under artillery fire, and our right flank was fighting in the suburbs of Colmar. Early on the 2d infantry and tanks entered Colmar. By the end of the day our armor was pushing through the city to the south. Except for some street barricades and sniping, there was no opposition. Colmar is a textile manufacturing city with a pre-war population of 40,000. Correspondents with our troops report that the population received its liberators with apparent indifference. There were no FFI armbands to be seen and it was not civilians but soldiers of the French First Army who tore down German street signs and converted "Adolf Hitler Platz" into the "Place de la République."

Meanwhile French forces north of this drive were pressing against the long "panhandle" stretching up toward Strasbourg. On January 31st they crossed the Ill River at one point and advanced four miles to reach the Rhine-Rhone canal, which parallels the Rhine at a distance of about two miles. On February 1st the canal was crossed at many points and the whole of the panhandle was overrun. By the next day the west bank of the Rhine had been cleared to a point 35 miles below Strasbourg.

On the 3d the advance southward continued. By 1200 the armor which had passed through Colmar was four miles south of the city and only 12 miles from a juncture with the units advancing up from the south. Nearer the Rhine our progress was slower, but on the 4th we reached the outskirts of Neufbrisach and on the next day cut the highway and railroad between the town and the Rhine bridge. Resistance around Neufbrisach was stubborn.

To the south at the beginning of the week the enemy was still fighting with great tenacity in Cernay and in Wittenheim, a town about three miles north of Mulhouse. It was not until the 4th that the clearing of Cernay was completed. Better progress, however, had been made farther east, and on this day the French pushing up from Mulhouse reached the outskirts of Ensisheim. On the 5th they drove north some six miles to Rouffach, where they met U. S. armor advancing southward from Colmar. On the 6th the corridor thus formed was expanded to a width of five miles, and the western pocket was itself cut in two when a force pushing westward from Rouffach made contact with other troops emerging from the Vosges. Farther east, Neufbrisach was captured, the western end of the bridge to Breisach was seized and our units advanced two miles southward along the Rhine.

Some progress was also made this week in northern Alsace. On January 31st French units captured Gambesheim, 11 miles north of Strasbourg, at the bottom of the enemy pocket along the Rhine.

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On February 1st they advanced northeastward almost two miles beyond the town and cleared a forest. Also on the 1st, U. S. troops southeast of Haguenau launched an attack which gained upward of two miles. The enemy had used the interval between his January 25th attack and ours to prepare defensive positions, lay minefields and erect barbed wire. His reaction to our assault was vigorous, and though we entered the village of Oberhofen, about a mile north of Bischweiler, on the 1st, we did not succeed in clearing it until the 3d. The next day, while hard but inconclusive fighting continued in this area, we made appreciable gains toward the Rhine in a southeasterly direction from Bischweiler, advancing 2½ miles despite some flooding. On the 6th the advance in this sector continued, and Herlisheim, a village about 3 miles north of Gambesheim and on the main railroad and highway along the west bank of the Rhine, was captured.

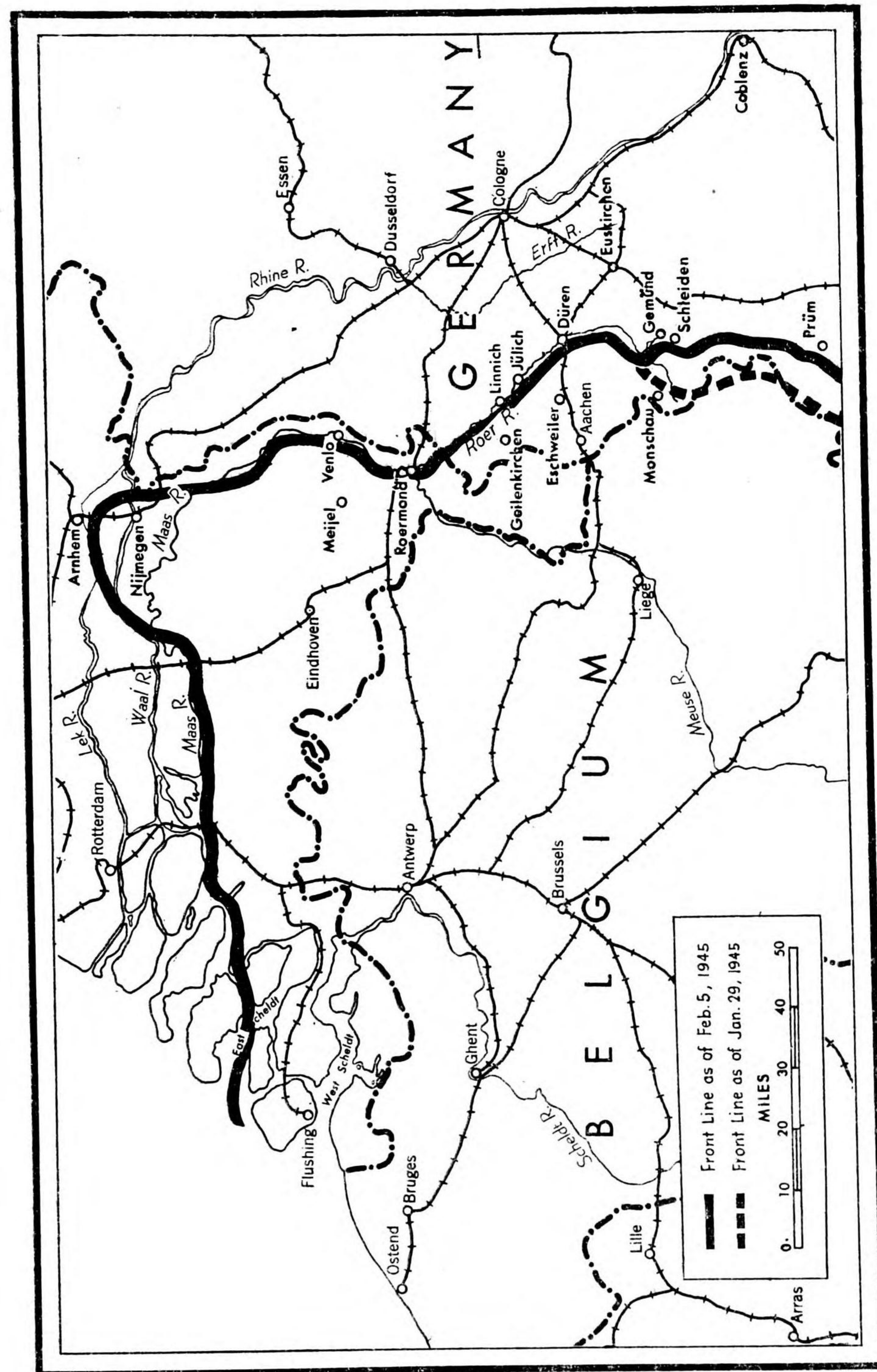
Bad weather hampered operations of the U. S. First Tactical Air Force and the French Air Force throughout the week. The best day was the 6th, when we flew 875 sorties and dropped 745 tons of bombs. On two days no flights were possible. Totals for the week were 1,340 sorties and 465 tons. A number of pontoon bridges were attacked during the week, and on the 4th the east end of the Neufbrisach-Breisach bridge was damaged. Rail centers and traffic on both sides of the Rhine were attacked. Claims against transport for the week were: locomotives, 2/0/37;² railroad cars, 238/0/502; motor vehicles, 113/0/182; armored vehicles, 17/0/0. In addition 16 highway cuts and 68 rail cuts were claimed.

The U. S. First and Third Armies, which last week crossed the Reich frontier at several points, continued their advance into the Eifel and by the end of this week had at some points penetrated deep into the Siegfried defenses. This drive is in part a continuation of the operations to clear the enemy out of the Ardennes, but last week the front was extended northward by the opening of a new attack in the Monschau area, toward the head waters of the Roer River, where a number of dams across the Roer and its tributaries control the level of water in the lower reaches of the stream. The terrain here is rugged; steep hills, deep valleys, many streams and the scarcity of roads make a formidable natural defense system quite apart from the man-made fortifications of the Westwall. A breakthrough out of the hills into the Rhine Plain would, however, open up important strategic possibilities, since the heavily fortified line of the Roer River before Cologne would be largely turned.

On the First Army left flank the 78th Infantry Division and the 9th Infantry Division made rapid progress along both banks of the

² Destroyed/probably destroyed/damaged.

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Roer, which at this point flows almost due east. By the 6th they had reached and gained control of one of the Roer dams, had reached the reservoir of a second and had taken the dam itself under artillery fire, and had advanced to within 2½ miles of the largest dam of the complex—the Schwammenäul Dam, on the Roer itself southwest of Schmidt, a fortified town in the Siegfried Line. Schmidt was virtually cut off by advances southwards from the Bergstein area, as well as from the south. It was the scene of heavy fighting last November, when the enemy held off an attempt to penetrate through it to the Roer. Farther south, the 2d Infantry Division also made good progress at the beginning of the week against remarkably little opposition.

As we approached the main fortified line, resistance stiffened, but the 2d and the right wing of the 9th on its left continued to gain slowly, and by the 5th they were within 1,500 yards of Gemünd and 1,000 yards of Schleiden, two fortified towns which are probably near the eastern edge of the Siegfried Line. South of here, the 1st Infantry and the 82d Airborne Divisions also made gains during the week, but resistance in the forward areas of the fortified zone was stiffer in their sectors and our advance was correspondingly slower.

Still farther south, the Third Army continued a slow and steady advance. By February 1st it had reached and captured towns 8 miles northwest and 9 miles west of Prüm, an important communications point. On succeeding days the advance in the direction of Prüm continued, and by the 6th on the northwest our troops were within three miles of the town. The enemy was, however, counter-attacking in this sector and on the 6th forced his way back into Brandscheid, 5 miles west of Prüm, which we had taken the day before.

Despite poor weather, the U. S. Ninth Air Force flew 3,500 sorties this week and dropped 2,060 tons of bombs. The number of sorties flown on any given day varied from a maximum of 1,497 on February 2d to none on January 31st. Targets were chiefly rail bridges and communications centers behind the lines and towns immediately in the rear of the battle area. In addition the following claims against transport were made: locomotives, 27/0/20; railroad cars, 575/0/770; motor vehicles, 289/0/203; armored vehicles, including tanks, 8/0/19. In addition 49 highway cuts and 111 rail cuts were claimed.

The Canadians, who had begun an attack on January 25th to force the enemy off of Kapelscheveer Island, finished mopping up the last remaining pockets of resistance on the 31st after heavy fighting. Kapelscheveer Island, a long narrow sliver of land between the old and new courses of the Maas, lies northwest of Tilburg.

Elsewhere on the Twenty-first Army Group front, activity was

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limited to patrolling. During the week the British Second Tactical Air Force flew 3,628 sorties and dropped 352 tons of bombs. Targets were chiefly rail movements and towns behind the lines.

Alpine Front

No change reported.

Italy

A small Allied advance in the Serchio Valley sector of the Fifth Army front this week brought the first noticeable change in the Italian battle line in more than a month. Negro troops of the U. S. 92d Division, anchor of Lt. Gen. Lucian K. Truscott's line at the Ligurian coast, moved up both sides of the Serchio river against slight enemy resistance on the 5th to retake Callicano, occupied by the Germans in their abortive Christmas week push. The villages of Calomini, west of the river, and Castel Vecchio, Alibano and Lama to the east were also entered by our troops, establishing a five-mile front athwart the river north of Gallicano. The advance was hampered by waist-deep snow in the gullies and icy mountain trails, as well as by enemy mines. On the 6th and 7th three enemy counter attacks were repulsed southwest of Lama.

East of Gallicano, at the head of the Cutigliano salient, a Fifth Army patrol on January 31st engaged enemy units in a brisk skirmish near 6,200-foot Mount Rondinaio, inflicting some casualties and taking prisoners. In the same sector on February 5th the enemy raided our lines below Piansinatico and was driven off only after a stiff fight. Somewhat to the northeast U. S. troops meanwhile raided German machine gun positions on Mt. Spigolino and captured several of the enemy there. Among prisoners taken in the coastal area during the week was a group of Silesian Poles from the 148th German Infantry Division.

Operating in snow and drizzling rain, Allied patrols repeatedly raided enemy defensive positions south of Bologna, taking prisoners and directing our artillery fire. The Germans were extremely sensitive to these raids and met them with light weapon and artillery fire. One Fifth Army unit ran into a field of German "shoe" mines and suffered some casualties.

On February 5th and 6th Allied troops made gains of 500 to 600 yards in a limited objective attack in the direction of the Bologna-Rimini highway between Bologna and Castel San Pietro. The action was accompanied by a brisk artillery duel all along the Bologna front.

Along the Eighth Army Front the ground was reported to be thawing, but no significant action took place. Reconnaissance patrols discovered a number of buildings demolished by the enemy behind his lines north of Faenza and in the Alfonsine area. The Germans

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were still in contact, however, throughout the Senio river sector. On the 4th a narrow spit of land projecting into Lake Comacchio north of San Alberto was reconnoitered and found abandoned by the enemy.

The Mediterranean Allied Air Forces continued, despite adverse weather, to hammer at the Po river crossings and other communications behind the enemy lines in order to hamper German supply and replacement traffic and prevent an orderly withdrawal over the Po, if that should be the enemy strategy.

A British officer recently returned from a tour of liaison duty in North Italy told the press on February 4th that partisan activity in the occupied territory, though much reduced from its peak of last summer, was still tying down the equivalent of four or five German divisions.

There was no indication this week of additional transfers of German troops from the Italian front to the east. In fact, the enemy appears to have sufficient reserves in the theatre to continue replacing battle-weary front line units at regular intervals.

Eastern Front

Red Air fleets raked the Berlin-Frankfort highways during the period January 31-February 6, and the British radio reported that Russian forces are building airfields near the Oder "at ten minutes flying distance from Berlin." On the First Ukrainian front, north and south of Breslau, Russian planes took to the air between snowstorms to support the columns moving steadily across the pontoon bridges.

The German Transocean News Agency reported this week that "Zhukov seems to have completed his preparations for a major thrust against Berlin." DNB apparently disagreed, stating that although the fighting near Küstrin and Frankfort has reached "a new pitch of ferocity," it cannot be regarded "as the beginning of the expected large-scale decisive battle, since the deployment of the Bolshevik armored formations is not yet concluded."

Both Soviet and German sources agree that mild weather, softening ice, lengthening Russian communications, prepared fortifications, and Nazi reserves massed in depth all along the Oder have this week presented the Red Armies with more formidable obstacles than they have met since the start of the offensive on the Vistula January 12th. Despite all this, the campaign has gone ahead on all critical fronts. Any doubts as to the strength in which the First White Russian Army had reached the Oder quadrilateral, after its swift drive of more than 200 miles from Warsaw, were dispelled with the capture of the line Landsberg-Züllichau on January 31st, and the subsequent advance of 30 miles through swampy, wooded, heavily defended country in 7

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days. Meanwhile Marshal Zhukov's supply problem has probably been eased by the fall of Torun, which stands beside the main railroad line from Warsaw to the west.

If the First Ukrainian Army of Marshal Konev can in the near future reach the Neisse River, it will then have aligned itself with the forces of Marshal Zhukov, and the two Red Armies will present a straight front of 120 miles from the area of Pyritz, near the Baltic, to Görlitz at the Czechoslovak border. The threat of a German counter-attack from the south against Zhukov's flank will in that event have been eliminated. The threat from the north is daily being reduced by the development of the salients in Pomerania.

Caught between General Chernyakhovsky on the north and Marshal Rokossovsky on the south, the German forces in East Prussia had a harrowing week. North of Königsberg, German naval units came repeatedly to their support; nevertheless they were driven back to the coasts of the Samland Peninsula. The town of Cranz was captured by the Soviets on February 4th. Cranz is at the south end of the Kurisch Nehrung, an outer bank which divides Kurisch Sound from the Baltic, and provides an alternate land route from Memel to the south. With the capture of Cranz, Moscow announced that the Soviets had completely cleared this outer bank and its fishing towns of German forces.

In the fighting for Cranz, Moscow reported that the German units lost contact with one another, and appeared to be demoralized. Elsewhere on the Samland Peninsula, however, the communiqués spoke of "stubborn resistance." On the 5th Soviets reached the west coast below Palmicken, again splitting up the German forces. In one day's fighting, 1,600 prisoners were taken and the following equipment captured: 30 tanks and self-propelled guns, 3 airplanes, 186 field guns, 267 machine guns and 1,160 motor vehicles.

Königsberg was encircled this week, with Soviet forces in considerable depth across all approaches except possibly that from the southwest. Here the Germans claim that panzer grenadiers have opened a route to the city.

The German pocket in the center of East Prussia has been reduced to an area of about 900 square miles. On the 31st, General Chernyakhovsky's Third White Russian Army forced the Alle River and captured Heilsberg, the southeastern bastion of the formidable Heilsberger defense triangle. Despite blizzards the Soviet offensive pressed forward on succeeding days. Bartenstein, another fortress of the Heilsberger line, was captured on the 4th. With the capture of Landsberg the same day, the Russians drove a wedge into the center of the pocket, and a movement to split the German forces was apparently under way.

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The Second White Russian Army, under Marshal Rokossovsky, has been attacking this week in the area northwest of Allenstein. There have been few reports from this front, but the Germans claim to have checked the Soviet advance outside the city of Wormditt. They report further that Elbing has been the center of "bitter fighting," and that the Soviets, following a call to surrender, have been



attacking from north and east, under fire from German naval units offshore. If Marshal Rokossovsky's forces are at Elbing as indicated by the German statement, they have advanced 10 or 12 miles during the week and considerably broadened their salient to Frisch Sound.

In Poland the most important event of the week was the capture of Torun on February 1st. The Germans fought hard for this town. Specially trained fortress battalions held the 12 principal forts, which were of concrete ten feet thick. Beyond was a belt of field fortifica-

tions, consisting of wire, anti-tank ditches and wide minefields. According to the Soviets, the garrison had orders to fight to the last man, and any who tried to surrender were shot by the SS men. Resistance was described as fierce. The German communique declared that the garrison withdrew "under orders" and fought its way back to the German lines. According to the Soviet communique, however, a column which broke out of town was pursued, attacked from all directions, and wiped out, with the greater part killed and the rest captured.

The right flank of Marshal Zhukov's First White Russian Army developed two salients on the Pomeranian front this week, one apparently aimed at Neustettin and the other at Stettin. The first got under way on January 31st with the capture of Jastrow and Flatow, both in the lakes area about 15 miles north and northeast of Schniedemühl. By February 1st, Schniedemühl had been encircled. Deutsch Krone was outflanked to north and south on the 3rd, and the Soviets, advancing northward along the road to Danzig, were within 10 miles of Neustettin at the end of the week. The other salient developed to the northwest of Landsberg along lines which had begun to suggest themselves a week ago. Soldin was captured on the 2nd; on the 6th, the Soviets were in the environs of Pyritz, and 20 airline miles southeast of Stettin.

As previously reported, the Soviets broke into the Oder quadrilateral on January 31st with the capture of Landsberg, Messeritz, Schwiebus and Züllichau. Next day Schwerin was taken, and thereby a solid line established from Landsberg to the south. This area had been reported to be heavily fortified, with rows of dragon's teeth placed in front of buried casements, the latter surmounted by cupolas and spaced 600 yards apart, on the average. Dense belts of wire were also reported. At a distance of about 3 miles to the west there was said to be a second line, consisting of antitank ditches, filling the space between a chain of lakes, the whole supported by a line of forts similar to the above. Whether these defenses proved to be as redoubtable as reported or not, the Soviets methodically cleared the area during the week, and advanced a total of 30 miles from the line Landsberg-Züllichau. This has enabled Marshal Zhukov to begin the assault of Küstrin, and presumably also of Frankfort and Fürstenberg, the last outposts of Berlin on the east. According to enemy reports, he has one bridgehead northwest of Küstrin, at a point 31 miles from Berlin, and on the 7th won another south of Küstrin, presumably opposite the town of Görlitz, 37 miles from Berlin. From this point the Russians have been shelling the Berlin-Küstrin highway. A third bridgehead has been built up immediately to the south of Frankfort, and others on either side of Fürstenberg, 43 miles southeast of Berlin. German descriptions of fighting at this point

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report that the bridge across the river was blown by their engineers in the face of Soviet fire.

While the Oder quadrilateral was being cleared, other Soviet forces west of Leszno began to cross the border in force, and occupied positions on the Oder in the area of Schlauer Lake. Here Marshal Zhukov's troops were in contact with those of the First Ukrainian Army under Marshal Konev. These two Red Armies now held a front on an arc of about 350 miles inside the borders of Germany. Konev's right was on the Oder for a distance of 85 miles north of Breslau; his left for 75 miles south. Since January 22nd, following their swift drive across southern Poland, these troops had been engaged in clearing pockets of Germans between the frontier and the river bank, and in capturing, one by one, the industrial cities of Upper Silesia. Bridgeheads had been thrown across the river on both sides of Glogau, on both sides of Steinau, on both sides of Brieg and of Oppeln. Reports of these came from the Germans who announced persistently that they were attacking the bridgeheads, sometimes with success, sometimes not. Then on the 7th, the Soviets disclosed that they had resumed their westward advance. Steinau had been captured after five days of fighting. Southeast of Breslau, the Oder had been crossed in force both north and south of the town of Ohlau. The latter operations are said to have been accomplished with "enormous difficulties." Between Oppeln and Breslau the Oder varies in width from 130 to 180 meters, and it was not frozen. Soviet dispositions on the east bank were under constant shelling by German artillery firing from permanent defenses. Advance units crossed the river under machine gun fire, on "makeshift appliances", and also by wading and swimming. Gun positions were stormed, pontoon bridges built and the crossing made good. Ohlau and Brieg were captured. The bridgeheads were joined up with those west of Oppeln and expanded until they stretched for 50 miles along the west bank of the Oder.

Marshal Konev now faces a country of low rolling hills, semi-wooded with stands of hardwood and conifer; mainly an agricultural area with small industrial towns. Beyond, on the direct line westward from Brieg and Oppeln, are the Reisen Mountains, with altitudes of 4-5,000 feet. These however can be avoided by a slight deviation to the northwest, in the area of Görlitz. West of the Steinau bridgeheads, no mountains are encountered, only low wooded ridges, cut by small rivers running northward to the Oder, chiefly the Bober and the Neisse. From Steinau to Dresden it is 100 airline miles. From Brieg the distance is a little greater, 140 airline miles.

The drive toward Moravska Ostrava in the Moravian gate continued this week, when the Soviets reached a point 20 miles to the east.

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In the mountains of southern Slovakia, the Fourth Rumanian Army has captured the town of Brezno, an important junction in the valley of the Hron.

Soviets mopping up in the city of Budapest this week captured the Technological Industrial Museum, which had been converted by the Germans into a strong point. A German communique reported that the situation of the garrison had been "noticeably eased by German battle planes and fighters."

The German salient based on Szekesfehervar, southwest of Budapest, was greatly reduced this week. Some of the towns in this region have now changed hands three times since the autumn.

In Yugoslavia, the Germans captured the town of Metkovic, south of Mostar, destroyed the Neretva bridge and demolished installations in an attempt to interrupt Partisan communications along the coast, and then withdrew. Partisan forces following them northward reoccupied Capljina, between Metkovic and Mostar.

In the Drina Valley, the Germans are apparently seeking to open the escape route north above Drinjaca, and are now fighting to cut the road from Zvornik to Tuzla.

The bridgehead across the Drava was expanded somewhat to the westward this week by the Partisan capture of a town southeast of Bjelovar.

Allied planes were over Yugoslavia throughout the week. Heaviest raids were: on the 1st, when about 85 fighters and light and medium bombers hit railway installations in the Busovaca-Travnik area, and in the area of Zagreb-Welje-Maribor; and on the 5th when 115 sorties were flown.

AIR OPERATIONS

Allied planes operating from bases in Western Europe and the Mediterranean flew approximately 27,350 strategic and tactical sorties and dropped about 24,500 tons of bombs on enemy targets in the period January 30/31—February 6th.¹ The weather, which has severely handicapped operations thus far this winter, improved slightly to permit the completion of a number of strategic missions from both United Kingdom and Italian bases. Tactical operations over both the Western and Italian fronts were, however, still curtailed. A total of 49 enemy aircraft were claimed destroyed in the air during the week and 38 on the ground; our losses were about 205 bombers and fighters.

Tonnage dropped on our strategic missions was almost equally

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

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divided among rail installations, oil targets and industrial cities. Railroad targets received more than 6,600 tons from Eighth Air Force heavy bombers. The major attack of the week was delivered against Berlin on February 3d, when more than 1,000 B-17's dropped 2,250 tons on railroad installations in the heart of the German capital. This 45-minute pre-noon raid, the Eighth Air Force's fifteenth attack on Berlin and its first since December 5, 1944, severely damaged the Tempelhof marshaling yards, inflicted lesser damage on the Anhalter, Potsdamer, Friedrichstrasse, Görlitzer and Schleicher railroad stations, and presumably effectively interrupted the evacuation of the capital by officials and refugees fleeing the Russian armies approaching from the east. Eight direct hits were scored on the German Air Ministry, and the area of the Reich Chancellory and the German War Office, which includes a number of government office buildings, was blanketed by high explosions; pilots reported that an area 2 miles long and 1 mile wide southeast of the Tiergarten and south of Unter den Linden was an unbroken mass of fire and smoke.

On the 6th Eighth Air Force heavy bombers dropped 900 tons on marshaling yards at Chemnitz, west of Dresden, 725 tons on yards at Magdeburg, southwest of Berlin, and lesser tonnage on Gotha, Giessen and Saalfeld. Other targets under attack this week were railway and road bridges across the Rhine at Mannheim (790 tons), marshaling yards at Mannheim (200 tons) and at Ludwigshafen across the river (200 tons); marshaling yards at Krefeld, a junction southwest of the Ruhr (100 tons); railway and road bridges across the Rhine at Wesel, at the northwest corner of the Ruhr, a supply bottleneck for the German armies in the Netherlands (375 tons); and railway yards at Magdeburg (575 tons).

More than 5,600 tons were dropped on industrial centers, principally in the Rhine and Ruhr areas, by RAF Lancasters and Halifaxes. In addition to destroying industrial areas, these attacks disrupted road and rail communications along the Rhine and interrupted supply routes to the front. The principal targets were Karlsruhe (400 tons), Ludwigshafen (900 tons), Mainz (700 tons), Wiesbaden (1,250 tons), Siegen (800 tons), Bonn (850 tons) and München Gladbach (700 tons), where the intention was to create route blocks to hinder enemy movement. Mosquitos carried out a 125-ton raid on Berlin on the night of the 1st, in which some planes carried 4,000-pound bombs. Berlin was again attacked by Mosquitos later in the week. Other Mosquito targets this week were Hannover, Wiesbaden, Osnabrück, Magdeburg, Mannheim and benzol plants near Dortmund and Duisburg.

Oil targets, a primary objective of our strategic bombers in the past six months, received 6,000 tons of bombs. British and American bombers based on the United Kingdom dropped 850 tons on the Wanne

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Eickel synthetic oil plant in the Ruhr, 250 tons on a synthetic oil plant at Magdeburg, and 750 tons on benzol plants at Bottrop, Dortmund, Gelsenkirchen (Nordstern) and Osterfeld, all in the Ruhr. MAAF heavy bombers dropped 1,525 tons on the Moosbierbaum oil refinery, 22 miles northwest of Vienna, and 1,125 tons on oil storage facilities at Regensburg, northeast of Munich. In the January 31st raid on Moosbierbaum 1,356 tons were dropped, the largest tonnage yet dropped on one target by the Fifteenth Air Force.

MAAF heavy bombers also struck at railroad targets in Austria and southern Germany. A total of 500 tons was dropped on marshaling yards at Graz, and railroad installations at Salzburg, Villach, Straubing, southeast of Regensburg and Rosenheim were also bombed.

Continued unfavorable weather again restricted tactical operations over the Western Front. The Ninth Air Force, whose missions were principally flown in support of the First and Third Armies, concentrated its attacks in the area between the Belgian border and the Rhine. Railway bridges over the Rhine at Engers, over the Lahn at Nassau, and over the Moselle at Eller and other bridges and communication facilities at Euskirchen, Prüm, Blankenheim, Wittlich, Berg Gladbach, Gemünd, Stadkyll, Ahrweiler and Sinzip were attacked by medium bombers. Fighter bombers again cooperated with our ground forces and attacked motor transport and railroad facilities behind the enemy lines; on the 2d, 23 locomotives and 362 railroad cars were claimed destroyed.

Over the northern sector of the front RAF fighter bombers carried out ground cooperation missions in the battle area and rail interdiction missions in the Apeldoorn area of the Netherlands and the Münster-Rhine area of northwest Germany. Railroad bridges at Deventer and at Zwolle, north of Deventer, was bombed, and fighter bombers attacked rocket sites near The Hague. At the southern end of the front, aircraft of the First U. S. Tactical Air Force, assisted by small units of the French Air Force, cooperated with the attack on the Colmar pocket and attacked communications targets in the Bitche-Wissembourg area and in the Rhine Valley from Karlsruhe south.

In Italy, where the weather permitted widespread tactical operations on only two days, the main Allied effort was again directed against railroad lines and bridges in the Po Valley and north along the route to the Brenner. Medium bombers attacked railway bridges, yards and diversions at Ala, Rovereto, Colliana, Lavis and San Michele on the Brenner route and railroad bridges at Mantua and Canale di Isonza. Fighter bombers also attacked railroad targets along the Brenner line and throughout the Po Valley and buildings, bridges, motor transport and supply dumps along the Fifth and Eighth Army fronts. The enemy's use of pontoon bridges to replace permanent

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bridges across the Po and its tributaries which have been knocked out by our aircraft is believed to be relatively successful. The pontoon bridges are harder to hit and easier to repair, and their number quite possibly gives the enemy as many, if not more, crossings of the Po as he had prior to our air offensive.

German Air Force operations over the Western Front continued to be on an extremely small scale, the lowest since the Normandy invasion. The largest number of enemy planes engaged in tactical operations on any one day was 50; on the morning of the 2d a few ground-attack jet aircraft were in operation over the northern sector of the front. On the night of the 1st a number of Ju-87's were reported operating offensively in the Ardennes sector. Observers have reported that the most effective German air operations during the Ardennes offensive were carried out at night by Ju-87's and by Me-110 and Ju-88 night fighters fitted with racks for carrying light bombs, which ranged up and down the highways strafing and bombing motor columns. Railway bridges, trains and yards at Aubenton, Rheims and Soissons were also attacked; sorties ranged between 100 and 150 per night and some aircraft reached as far as Paris. German twin-engine tactical night fighters are now believed to have been transferred to the Eastern Front.

In Italy the GAF has been more than customarily active in the past 10 days. On the night of the 28th, 4 Ju-87's flew offensive sorties south of Bologna; on the night of the 29th, 20 Ju-87's bombed and strafed the central and eastern battle areas; and on the 30th three FW-190's dropped fuel tank bombs southwest of Bologna. On the 4th, Allied P-47's encountered 15 Me-109's and FW-190's near Vicenza. On the 6th six jet aircraft were seen near Ancona, and 30 enemy fighters attempted to intercept a B-25 formation headed for the Brenner route.

The only enemy reaction to our daylight strategic bombing missions was encountered by Eighth Air Force heavy bombers during the heavy attack on Berlin and Magdeburg on the 3d. Between 75 and 100 enemy fighters were observed, including 35 Me-410's in the Stendal area. Six pick-a-back FW-190's on He-111's attacked east of Berlin, and six composite Me-109's/Ju-88's were encountered, probably accidentally, near Hengelo, Holland. Twenty-one German fighters were shot down by our fighters and 17 more destroyed on the ground; our losses were 19 bombers and 5 fighters. At night RAF heavy bomber raids continued to draw a moderately heavy reaction from the enemy. On the night of the 1st, between 100 and 130 night fighters were airborne to intercept the Ludwigshafen and Mainz raids; on the night of the 2d, 100/120 enemy planes, including jet aircraft, reacted to the raids on Wiesbaden, Karlsruhe and Wanne; and on

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the following night 150/170 enemy fighters were encountered over the Ruhr and on the return trip.

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

Despite adverse winter weather, which included snow, sleet and bitter cold, American and British heavy bombers dropped 82,014 tons of bombs on German targets during January. All but a small proportion of the total was dropped on Germany proper, with the bulk of the tonnage being directed at communication centers behind the Ardennes front. American Eighth Air Force heavy bombers dropped 39,100 tons during the month. RAF bombers dropped 36,750 tons and Italian-based Fifteenth Air Force bombers dropped 6,164 tons.

In the Mediterranean January weather was the worst in Fifteenth Air Force history. Heavy bombers were able to operate on only eight days as against 19 in January 1944. A clear indication of MAAF difficulties during the month is that we lost 219 planes while claiming only 14 enemy aircraft.

In the year 1944 the Mediterranean Allied Air Force dropped 390,258 tons of bombs on enemy installations in 604,383 sorties, Lieut. Gen. Ira C. Eaker has announced. Our losses were 5,306 planes, more than 100 a week. The score for the year included 4,203 German planes destroyed, 486 ships sunk and 15,093 motor vehicles, 1,940 locomotives, 6,446 railroad cars and 668 bridges destroyed.

POLITICAL AND ECONOMIC NOTES

Germany

Nazi propagandists this week became increasingly preoccupied with the possibility that the Big Three Conference, now in session, may attempt to weaken German civilian morale by elaborating on the unconditional surrender formula. Anticipating an appeal to the people over the heads of the Nazi leaders, German writers and orators recalled sarcastically "the farce of Wilson's fourteen points" and warned against "political trickery in the last round of the war." The choice, they stoutly maintained, lay only between "victory and Siberia."

DNB, the German news agency, declared that the unconditional surrender policy had been criticized in Britain and America because it strengthened the "German people's resistance and fighting spirit." This statement was used solely for foreign broadcast, however, which raised the possibility that the surrender policy had not affected the German people so strenuously as alleged.

Hitler's personal newspaper, the *Völkischer Beobachter*, summed the

matter up with the headline: "New Gigantic Swindle Planned! Stalin, Roosevelt, Churchill Want to Outstrip Wilson!"

The press reported that information available at Supreme Allied Headquarters showed that 23,000,000 Germans, or more than one-third of the pre-war Reich's population, have been driven from their homes by the war. About 3,000,000 of these are said to have been displaced since the start of the Russian offensive.

Military operations in the east are also responsible for the extension of the current ration cards, according to announcement by DNB. Civilians will have to spread food supplies over nine weeks instead of eight.

Belgium

On February 1st the five Socialist Cabinet Ministers, including Foreign Minister Paul-Henri Spaak, informed Premier Hubert Pierlot that their party had decided to withdraw them from the Government. Next day the Premier announced that he would present the matter to Parliament since he refused to admit that the coalition Government could be forced out of office by a single party. As a result, the five Ministers withdrew their resignations pending the debate on the Pierlot policies to be held on February 6-7. On the 6th the Premier spoke to a hostile Chamber of Deputies for two hours and a half in a tone which practically conceded that he would be defeated when a vote was taken. Belgium's difficulties are not likely to be quickly solved by a change in Government, however. Premier Pierlot himself has told correspondents that his country's troubles are basically a result of the supply shortage, and that no Government can remedy the situation until a higher level of imports has been attained.

Belgium faced a new labor problem on the 3d, when dock workers in Antwerp struck for the second time in recent weeks. According to the press, soldiers had to be called out to unload supplies for the fighting fronts.

France

In a radio speech to the nation on February 5th, Gen. Charles de Gaulle summarized France's postwar aims, reiterating such "essential conditions" as the presence of French forces on the Rhine and the "separation of the territories of the left bank of the river and of the Ruhr basin from what will be the German state or states." As for the occupation of the rest of Germany, "which will necessarily follow the hostilities, it is clear," he asserted, "that the French Army will become little by little the dominant element in the west." Referring to the current Big Three Conference, the General said, "We know that many people consider it rather strange that at this

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stage of the struggle the heads of the three other great powers should appear to settle the manner in which this war is to be concluded, and the conditions governing its conclusion, without France." While reassuring the nation "that it may await without alarm the development of events," he repeated his earlier declaration that France would "be bound by nothing that she had not had the opportunity to discuss and approve on the same ground as the others."

Paris newspapers have expressed alarm at the possibility that the Soviets might set up in Germany a provisional regime under Field Marshal von Paulus, of Stalingrad fame, and the Moscow-sponsored Free German Committee and Union of German Officers. One publication cited Marshal Stalin's speech of November 6, 1942, in which he was represented as having said that he did not want to destroy Germany but only Adolf Hitler. The newspaper added that France could have no confidence in the German Army or its marshals.

The War Shipping Administration in Washington announced on February 4th that a number of American merchant ships would be turned over to the French Government for operation in the United Nations' shipping pool. The WSA also stated that it had approved a French request for the allocation of cargo space in other vessels to import essential supplies into France. The agency said the first of the necessary French crews would be available in a few weeks, and that other vessels would be allocated as further crews were recruited. It also revealed that requisitioned French ships which had been operated by American crews were being turned back to France, though they will remain in the shipping pool.

The WSA did not disclose the amount of shipping space set aside for essential French imports, but the Office of War Information issued a comprehensive report on the 3d which stated that the United States had assigned space equivalent to 26 shiploads for the first quarter of 1945. The OWI also said that this country had arranged for military supplies valued at \$1,000,000,000 to be produced in France this year. The U. S. was declared to have shipped France \$30,000,000 worth of civilian supplies, aggregating 175,000 tons, up to January 1st. In addition, eight French divisions and 80 air force units have been equipped, and eight more divisions are to be formed. Equipment for two divisions is said to be already on the way. The United States has overhauled and modernized a score of French naval units, including the battleship *Richelieu* and several cruisers and submarines now operating with the Allies in the Mediterranean.

Switzerland

The British Ministry of Economic Warfare announced on February 3d, according to press dispatches, that a British delegation will assist

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the American mission headed by Lauchlin Currie which is attempting to persuade the Swiss to sever economic relations with Germany.

The two aims of the joint mission were reported to be the stopping of German-Italian traffic across Switzerland and the termination of Swiss-German agreements under which locomotives, motor cars and certain machinery are said to be sold to the Reich.

Spain

With its usual stalwart disregard for facts, the Falangist radio has rallied to the defense of Germany, exuding confidence and rhetoric. "The vital forces of Europe exist in two eternally young nations," we are told. "One is Germany. The other country—God, how wonderful is its sun and how wonderful also was its blood when Europe demanded it [during the Spanish civil war.] . . . That the Germans have in their hands a sensational trump becomes more evident every hour," the broadcast continued. "Germany is cool, serious and possessed by her own destiny, is awake and ready to save herself and to save Europe. [She is] the nation which at the present moment has the most probabilities of obtaining a clear horizon for Europe" . . .

In another program the same station referred to Soviet forces as "insolent upstarts" and "hordes" who were despoiling the "noble farmers" of East Prussia.

Sweden

The Swedish domestic radio announced on February 2d that the German Government, in a retaliatory move against Sweden, had "for the time being cancelled its permission for Swedish safe-conduct traffic. According to German reports," the broadcast added, "this measure is the result of Swedish compliance with Allied political demands." Formal trade relations between Germany and Sweden expired on January 1st, and Sweden has refused to negotiate a new treaty.

Poland

Boleslaw Berut, President of the Polish Provisional Government, which is now established in the Praga suburb of Warsaw, revealed to the press on February 1st that his régime had already started incorporating pre-war German territory into Poland, carrying out its program of extending Poland's western frontiers to the Oder and Neisse Rivers. Specifically, a Polish authority is being organized in the city of Oppeln.

"It is our feeling," Berut said, "that on Polish soil there should be a Polish administration, regardless of the opinions that may be expressed at the international conference." He added that the exact division of East Prussia between Russia and Poland had not yet been

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determined but would be worked out on a population basis. Many of the inhabitants of the Königsberg region are of Lithuanian origin, he said, indicating that that part of East Prussia would be joined to the Lithuanian Soviet Republic.

On the question of pre-war Czechoslovak territory incorporated in Poland at the time of the Munich settlement, the Provisional President said that he believed this question could be settled amicably, but that the portions of the area, including the city of Teschen, which were predominantly Polish in population should remain part of Poland.

Czechoslovakia

The Czechoslovak Government-in-exile formally recognized the Polish Provisional Government on January 31st but nevertheless did not break off relations with the Polish Government in London. The press reported that the Czechs explained their action by pointing out that the rapidly advancing liberation of Czechoslovakia and her neighbor on the north had made it necessary to establish de facto relations with the civil power governing Poland in order to look out for Czech interests. "We simply recognize the legal and political fact of a provisional Government sitting in the ruins of Warsaw," a spokesman said. "We have nothing against the London Polish Government."

Yugoslavia

All able-bodied adults of German descent are being sent to Russia for forced labor, according to report. A dual purpose is thus served, since the *Volksdeutsche* are thoroughly hated by the Yugoslav partisans, who wish to banish them permanently, and Russia needs the labor. Excess German prisoners are also being released to the Soviets by Marshal Tito.

Rumania

The Rumanian Council of Ministers approved on January 30th the first list of 100 generals, officials and politicians to be tried as war criminals, according to the press. Former Premier Marshal Ion Antonescu was among those charged. The most severe punishment which may be inflicted is life imprisonment.

Deliveries of oil to the Soviet Union under the armistice are reported to have reached 478,000 tons. It is said that Rumanian officials are complaining that in spite of the country's earnest efforts to live up to the terms of the armistice, co-belligerent status has not been granted by the Allies, while Italy, a less important contributor to the war effort, has attained this recognition, and Bulgaria, whose armistice followed Rumania's, is permitted to maintain an official diplomatic representative in Moscow.

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Bulgaria

Prince Cyril, brother of the late King Boris, Bogdan Filov and General Nikola Mikhov, the three former Regents, were executed as war criminals on February 2d. Many other death sentences are reported to have been issued, while ex-Premier Constantin Muraviev has been condemned to life imprisonment.

In Bulgaria, as in Rumania and Yugoslavia, men and women of Teutonic descent are reportedly being mobilized for forced labor by the Soviet High Command.

Greece

The peace conference between Greek Government and National Liberation Front (EAM) delegates finally began on February 2d but was halted the next day, according to the press, when a breach developed on the subject of general amnesty for the ELAS [army of the EAM]. The Government contended that crimes of a penal, as distinguished from a political, nature should be punished. The EAM insisted that it was impossible to differentiate between crimes covered by the penal code and political offenses such as sedition. There was also a divergence on the subject of hostages, since the EAM, which had been criticized for seizing and maltreating large numbers of rightists, maintained that the Government had also arrested many persons for their political views. The EAM declared, too, that the Government was not wholeheartedly pursuing the collaborationists, while the Government argument was that many quislings fled with the Germans, and that others were probably among the inmates of Averof prison set free by the ELAS.

The conferences were reportedly resumed on the 6th, after the EAM delegates had grudgingly agreed to the Government's definition of amnesty.

Regent Damaskinos has issued a statement that Gen. Stylianos Gonatas has not been appointed Governor-General of Macedonia (contrary to the report in the O. N. I. WEEKLY of January 24th).

Iran

The opening of the Dardanelles to Allied shipments to Russia is reported to be bringing about a gradual reduction of the great supply establishment in Iran. According to press dispatches, the personnel of the U. S. Army's Persian Gulf command has already been cut. The motor transport service was terminated a few weeks ago. The only remaining function is rail service between Persian Gulf ports and the Soviet Union.

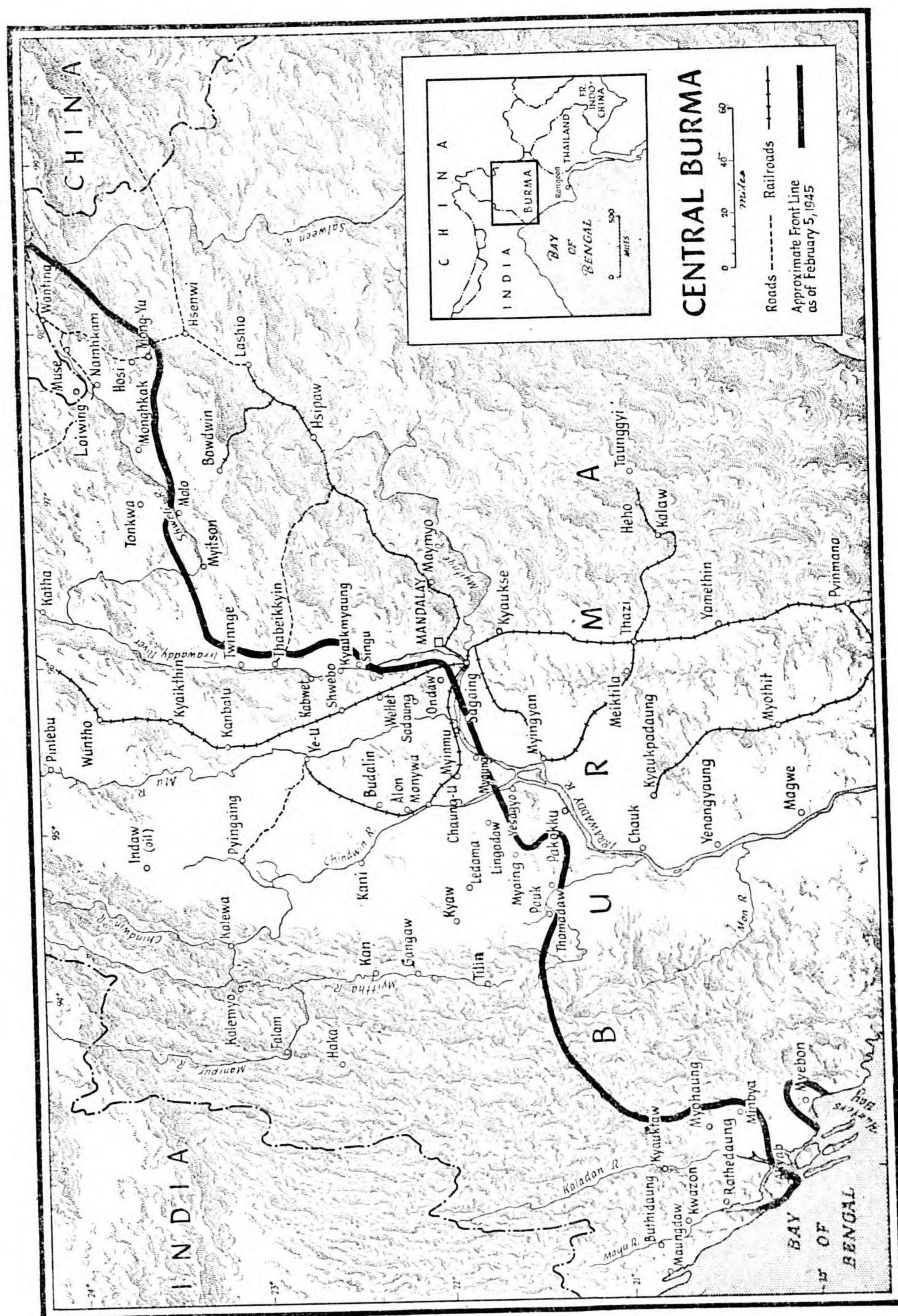
*Confidential***ASIA****Burma**

The British Fourteenth Army advancing on Mandalay continued to consolidate its flank west of Sagaing and north of the Irrawaddy River bend. The enemy remains strongly entrenched north of Sagaing in the ridge that runs parallel to the river west of Mandalay. Advance British units, after occupying Saye, reached the crossing of the Monywa railroad and the Shwebo road about 6 miles northwest of Sagaing. An enemy unit that infiltrated into Kyaukse has been surrounded. The village of Ywathitgyi on the north bank about 14 miles from Sagaing was occupied after an Allied air attack. Farther to the west along the river Satpangon and Letkapin have been occupied. A few enemy pockets were being eliminated east of Myinmu. Allied forces from Myaung have moved several miles to the southwest.

North of Mandalay, in the area of the Allied bridgeheads at Tha-beikkyin, Kyaukmyaung and Singu, enemy resistance has slackened. At Kyaukmyaung the Allies have crossed the river with tanks and are operating on the east bank. The tanks were placed on sections of Bailey bridges on pontoons and towed across the river at night. Planes flew low overhead to drown the motors of the amphibious ducks that towed the tanks.

In the Pauk-Pakokku sector west of the Irrawaddy, about 65 miles southwest of Sagaing, Allied units made advances along a 50-mile front. Units pushing southeast from Lingadaw were within a few miles of Yesagyo and other advance units to the southwest had reached a point 6 miles northeast of Pakokku on the Irrawaddy. Other Allied units moving south from Pauk reached Anauk Kabyu, only 10 miles west of Pagan and about 20 miles north of Chauk in the Irrawaddy oil region. This gain represents the greatest penetration of central Burma yet made from the north and constitutes a flanking threat to the enemy's Mandalay defenses.

In northeast Burma the Shweli River has been crossed by Chinese elements east of Molo. Japanese resistance directly south and east of this point was strong, but the enemy was driven out of Molo. On the 2d, in the river bend west of Molo, the British were forced out of their positions at Myitson and withdrew across the Shweli. In the Hosi area southeast of Namhkam, Allied positions were subjected to continuous attack by the enemy, apparently in an effort to keep the Burma Road open for the withdrawal of Japanese troops. The rapid advance of Chinese forces elsewhere on the Burma Road against slight resistance probably indicates the enemy is withdrawing from the area



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likely to improve but will only become more acute, probably resulting in eventual Japanese evacuation of Burma and possibly of Thailand and Malaya in order to concentrate resistance in Indo-China, which can be supplied via the railroad and road corridor reaching from central China to the Indo-China border.

Air Operations.—Rail facilities at Martaban and installations at Bassein were bombed on the 1st by B-29's of the Twentieth Bomber Command in conjunction with their attack on Singapore. About 15 tons were dropped with unreported results. Allied bombers on the 31st dropped more than 300 tons on the Japanese headquarters at Kyaukse due west of Mandalay. The same day at Legyi another strong force of Allied bombers and fighters dropped 90 tons on enemy positions in support of our ground forces. In the Twinngge-Myitson-Hosi area on the 31st another force of Allied planes dropped 65 tons on enemy positions, resulting in numerous fires. Enemy positions and troop concentrations along the Burma Road and in the Shweli River area were attacked on the 1st by a large force of Allied fighters; land mines, demolition, incendiary and fire bombs were dropped.

On the 2d a large RAF force hit enemy positions north and east of Myebon; 40 tons were dropped, resulting in large fires. The same day in the Chauk-Loilem area enemy supply dumps were hit by B-25's that dropped more than 50 tons with good results. Also on the 2d support was given to Allied forces in the Molo-Myitson area of northeast Burma. Nearly 40 tons were dropped by P-47's and P-38's, starting many fires and destroying buildings. Japanese positions northwest of Kyaukpadaung, the northern terminus of the Pynmana railroad, were attacked on the 2d by B-25's; more than 50 tons were dropped with unreported results. On the 3d heavy bombers of the Eastern Air Command made their longest formation flight to attack Chumpon on the Kra Isthmus. They started fires in railway buildings, damaged tracks and a bridge, derailed cars and strafed trains. Enemy defenses in the Irrawaddy oil region near Yenangyaung were hit on the 4th.

Political.—A shake-up in the cabinet of the Japanese-sponsored Burmese government was announced this week by Domei which also reported that Premier Ba Maw had established a Supreme National Defense council pledged to the "task of defending the nation's independence."

Ba Maw announced, according to Domei, the war governors would replace the former civil governors in the defense districts of Mandalay, Bassein and the Shan States, and that they would be charged with planning for the "intensification of administration in areas of immediate proximity to the enemy."

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Sumatra

Details of the January 29th attack on Palembang by planes of a British carrier task force from the East Indies Fleet were disclosed this week in a communique broadcast from New Delhi. It was announced that the aircraft carriers *Indefatigable*, *Illustrious*, *Victorious* and *Indomitable* took part in the attack. Supporting the carriers were the battleship *King George V*, the light cruisers *Argonaut*, *Black Prince* and *Euryalus* and the destroyers *Grenville*, *Kempenfelt* and *Ursa*.

The communique said the attack was the most damaging blow yet delivered at Japanese oil supplies and installations in Sumatra. According to an estimate issued in London, 75 per cent of the aviation gasoline refinery capacity available to the Japanese army and navy in the forward battle areas has been destroyed as a result of the attack on the 29th and a previous carrier strike on the 24th. Photographs showed that many of the principal installations received direct hits and were afterwards burned by fires from adjacent oil tanks.

Palembang was powerfully defended. Thirteen enemy planes were shot down and six probably destroyed. The British lost 15 planes but no ships were damaged in the operation. The task force was under the command of Rear Admiral Sir Philip Vian.

Malaya

A large force of B-29's of the India-based Twentieth Bomber Command on the 1st dropped approximately 200 tons on naval installations at the former British base at Singapore. Broken overcast was encountered over the floating drydock, the primary target, and results were reported as good to excellent. Photographs showed more than two-thirds of the 855-foot floating drydock submerged, with only the extreme east portion remaining above water. A 460-foot vessel in the drydock was hit and left burning furiously. Number 1 drydock was also hit on the edge and a 50-foot section chipped off. A *Nachi* class heavy cruiser, previously damaged, was anchored in this dock but no new damage was inflicted. Construction blocks, power houses, work shops and boat houses were among the many other installations either destroyed or damaged.

Enemy fighter opposition was weak and anti-aircraft fire ranged from light to moderate. Our planes shot down two enemy planes, probably destroyed 8 and damaged 8. None of the B-29's was lost to enemy action.

Installations bordering Georgetown harbor on Penang Island were hit by other B-29's on the mission with good to excellent results. Approximately 40 tons were dropped and pilots returning from the Singapore raid said they saw flames covering the entire Georgetown

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waterfront. Penang is an important Japanese submarine base and supply point.

China

The Japanese offensive in the Hunan-Kwangtung border area has achieved its major objective with the complete occupation of the Hankow-Canton railroad, and two forces are now fanning out eastward into southern Kiangsi Province. One spearhead which last week captured Suichuan, a former Fourteenth Air Force base, was reported to have advanced 32 miles to a point about 18 miles northwest of Kanhsien. This position fell to the enemy a few days later. Kanhsien, also an Allied air base, was until recently the center of the southern Kiangsi district administered by Chiang Ching-kuo, Generalissimo Chiang Kai-shek's son. The other spearhead, driving eastward from Kukong on the 3d captured Namyung, another former Allied airfield in an area important for its wolfram mines. This enemy unit then split into two columns one moving northeast toward Tayu and the other advancing east toward Sinfeng. The force that occupied Kanhsien on the 6th also took Shati, 18 miles north of Kanhsien.

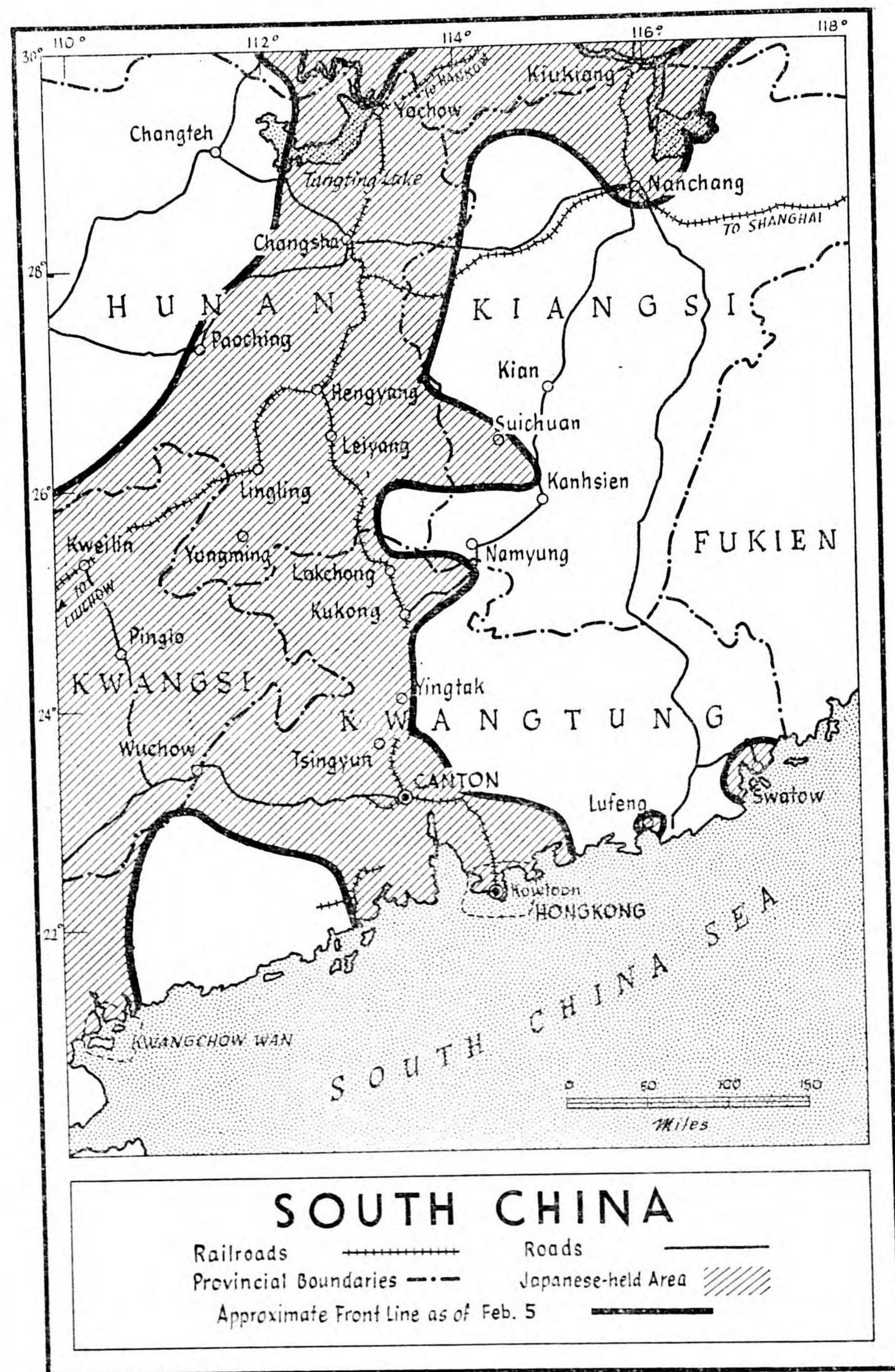
On the southern Kwangtung front enemy forces in the Bias Bay sector, 50 miles northeast of Hongkong, continued to consolidate their positions and have made progress eastward. On the 24th, Haifeng, east of Bias Bay, was occupied by the enemy. Two days later an enemy amphibious unit occupied Lufeng, due north of Kitchioh Bay. Other areas in the Swatow area were also occupied by the enemy. The entire coast between Hongkong and Swatow is now reported under Japanese control. There are continued reports of Japanese attempts to strengthen the South China coastal area. Special measures were reported along the coast of Indo-China and those parts of the China coast nearest to Luzon. It is reported that Chinese labor has been commandeered to build shore batteries, airfields, radio facilities and highways.

The Japanese Domei agency reported this week that the puppet government of Shanghai is planning to evacuate 1,000,000 persons and impose martial law against economic profiteers. The evacuation is planned as an air raid precaution and because of the seriousness of the food and fuel situation, Domei said.

The U. S. Army Transport Command has announced the first delivery of American Red Cross medical supplies to the Chinese Communists at Yen-an. Nearly 10 tons of such supplies as sulfa drugs, surgical instruments and X-ray equipment were sent with the approval of the Chinese Central Government.

Air Operations.—Weather was largely unfavorable during the week.

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Fourteenth Air Force planes on the 4th bombed the airfield at Nanning and destroyed locomotives along the Peking-Hankow railroad. An enemy transport plane was shot down in the Hongkong area on 28th by a Leyte-based Navy search plane. On the 3d two coastal vessels were sunk off Amoy by B-24's from the Philippines. One enemy bomber was probably destroyed on the Amoy airfield. Seven enemy planes were strafed at Swatow. On the 4th near Hongkong four unidentified northbound vessels were attacked by a Philippine-based search plane.

Indo-China

B-24's of the Fourteenth Air Force on the 1st destroyed an enemy freighter after U. S. naval forces had driven it aground 70 miles south of Tourane on the east coast of Indo-China. They damaged another enemy freighter north of Tourane. On the 2d a fuel-laden coastal vessel was set afire near Cape St. Jacques by a Philippine-based B-24.

Japan

A sizable force of Twenty-first Bomber Command B-29's on the 4th bombed Kobe, Japan's biggest seaport and a city of nearly a million. Because of a heavy cloud cover all planes bombed by instrument. Good results were reported; 22 large fires were started, mostly on the northwest edge of the city, but a high velocity wind blew the flames toward the center of the city. Fighter opposition and anti-aircraft fire were moderate. Our planes shot down three enemy fighters, probably destroyed 10 and damaged 29. None of the B-29's was lost to enemy action. Kobe was last attacked by our planes during the night of January 19th-20th without opposition.

During the night of the 29th-30th three B-29's carried out separate strikes on Osaka; approximately 8 tons were dropped through light and inaccurate anti-aircraft fire. There was no interception. The following night two B-29's hit the coke oven plant of the Osaka Gas Co.; a red glow was observed as a result of the bombing. One enemy plane was airborne but did not intercept. No anti-aircraft fire was met but accurate searchlights followed the planes. During the night of January 31st-February 1st three B-29's hit the Ogura Oil Co. plant at Tokyo and industrial targets at Nagoya and Osaka. There was no interception and the only anti-aircraft fire was met over Nagoya. The following night three more B-29's operating separately hit Nagoya, the Ogura Oil Co. plant at Tokyo and the Osaka Gas Co. plant. There was no interception or anti-aircraft fire.

Asahi, one of Tokyo's leading newspapers, this week admitted that "at last the B-29 bombings have caused damage to some parts of our city" and appealed to Japanese scientists to discover a "sure-hit

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weapon" to defend the sacred soil of the homeland, according to Domci. The air raid damage to Tokyo, the newspaper said, has stirred a spirit of resistance among the people and has "provided a golden lesson for the citizens of the city, who were prone to become careless of the raids, despite their frequency."

"We have heard of instances where some residents, as they lay flat on the ground, muttered angrily, 'Wait and see, we aren't licked,' " *Asahi* said. "This is a most hopeful sign. This is the spirit of the people who have been bombed." Condemning those "insolent people who tried to escape" their war responsibilities, the paper added: "For those people who scheme to get out of things through good connections, we feel that nothing less than a severe reprimand is due."

Construction of underground factories in Japan "to cope with enemy air raids" is being speeded, according to the Tokyo radio. The broadcast added that "the fact that so much underground space is available for factories" was "reassuring" and that "this is exactly why subterranean construction is presently being expedited to such an outstanding degree."

Propaganda.—Shirkers, doubters and black marketers on the Japanese home front were warned this week in a Tokyo domestic radio broadcast that it was "absolutely essential" for every individual to make an all-out effort at his war job. There are many who are violating the total national mobilization program and "causing headaches to the authorities," the broadcast declared, adding: "We still have a slackness somewhere in us. We still lack sincerity. Such a circumstance makes one think that it is because we are not fully conscious of one question, that is: 'What if we should be defeated?'"

"The warfare of today," the speaker continued, "is the battle between material and material. It is a battle between scientific skills. It is a battle between machinery and machinery. However, at the same time, ultimate victory will be won by the people whose ideology is more concise and whose spiritual power is more vigorous." Declaring that prayer would aid the doubters, the speaker confessed: "Please forgive my talking about myself, but I, too, often feel my confidence in certain victory shaken from its foundation when I hear some war news. Sometimes I have a pessimistic feeling that perhaps our country is going to be defeated. In such a time I put my faith in the gods and I start chanting loudly, praying for the victory of Japan. While I am praying I feel an inspiration rising spontaneously within myself and again I feel a burning confidence in certain victory."

While admitting the entrance of U. S. forces into Manila, which it said was "of no strategic importance" since Japanese operations in the Philippines aim at "no lands or cities, but the annihilation of enemy

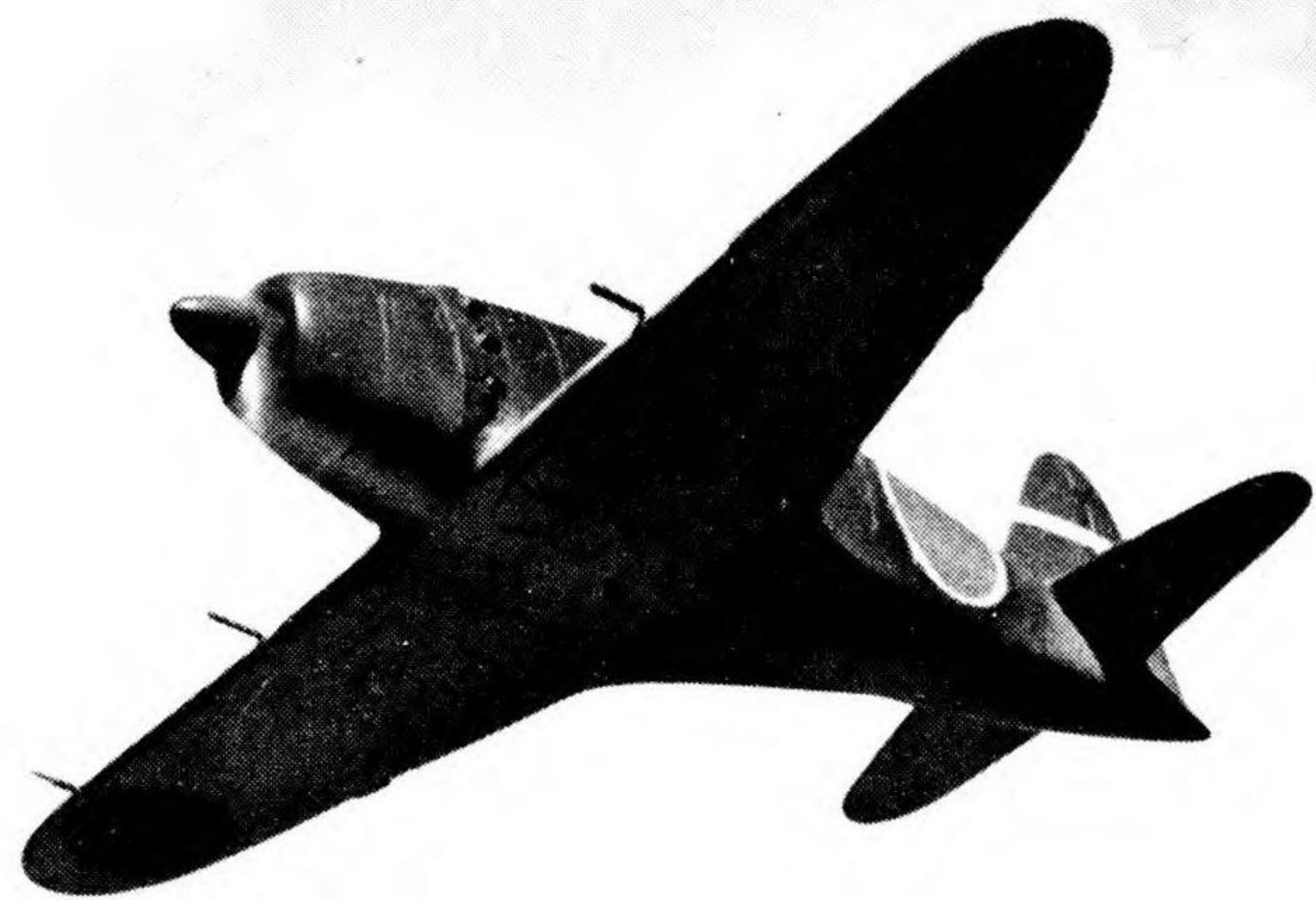
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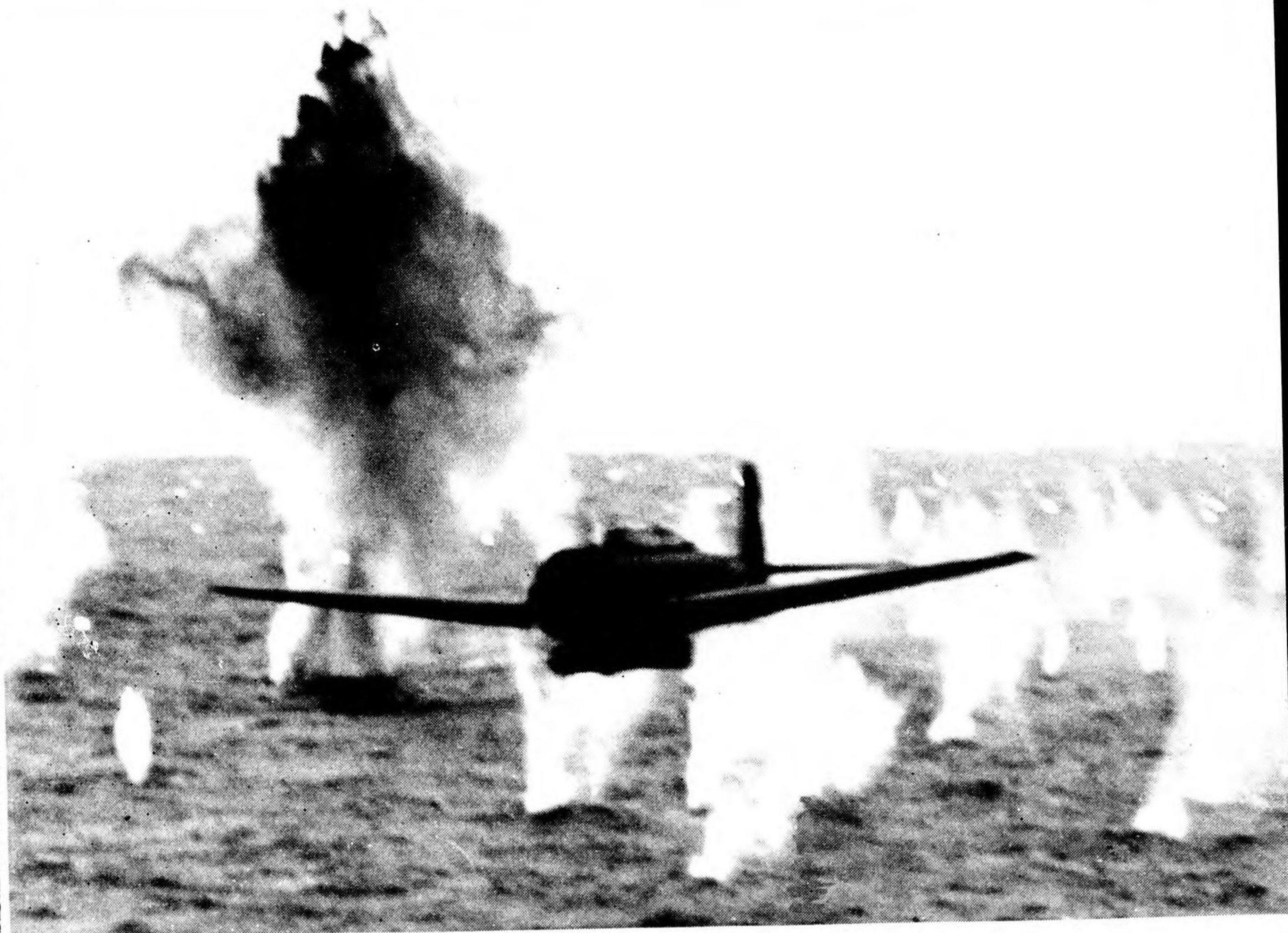
Carrier-based aircraft of the Third Fleet attack the Hong Kong dockyards on January 16th.



Factories, docks, rail yards, and oil storage tanks in the heart of Tokyo, photographed during a recent B-29 mission.

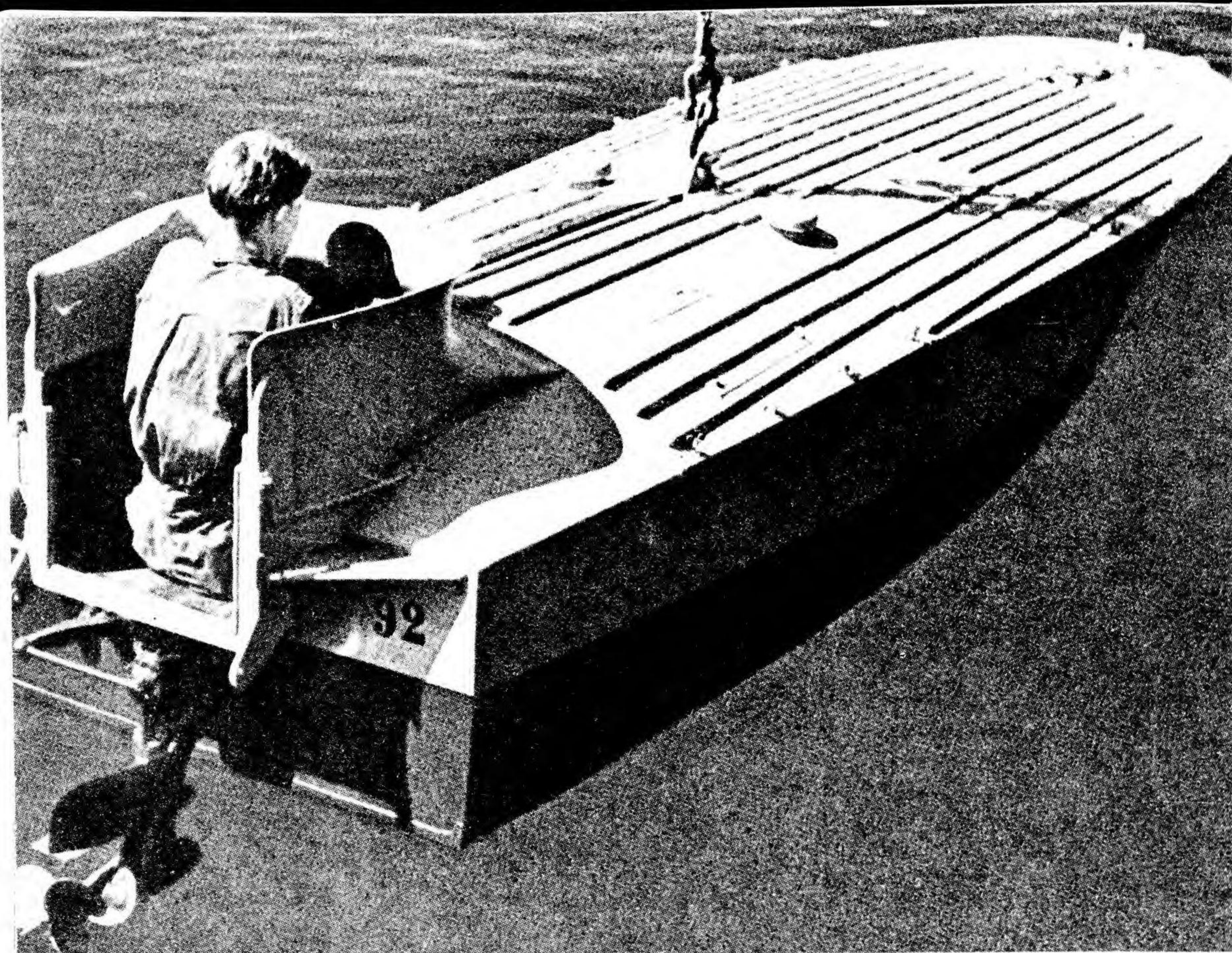


A model of Jack, the new Japanese Navy interceptor in the 400 m. p. h. class. (Restricted)
Below is Myrt, a lightly armed high-speed reconnaissance plane designed to operate from carriers. See special article on new Japanese aircraft in this issue.

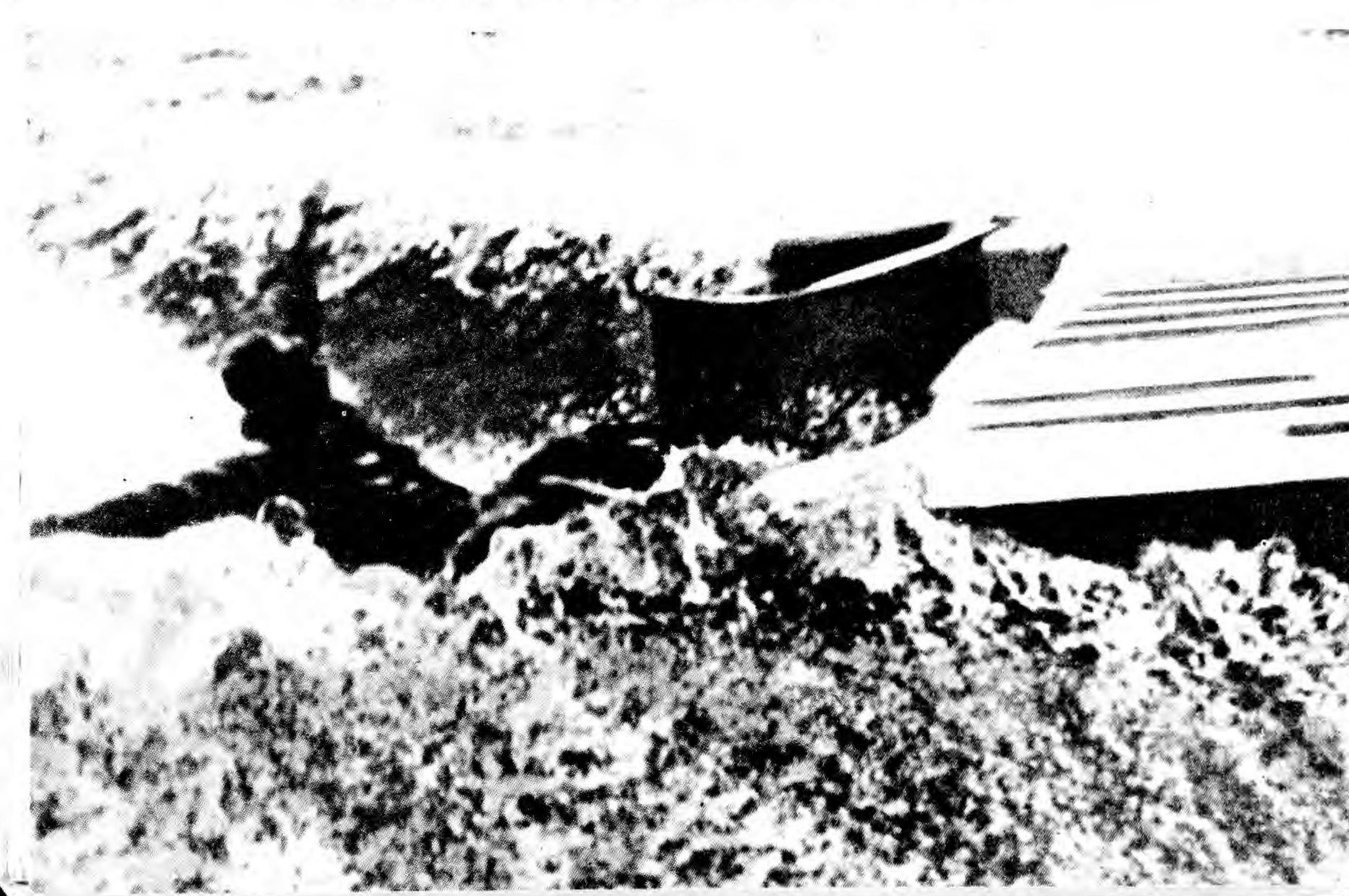


Jill, familiar new Japanese torpedo bomber, still carries her fish a few seconds before carrier A. A. fire finishes her off Guam. (Restricted) In the lower photograph is a badly holed Frances, Japanese bomber/torpedo bomber, on Guam. (Confidential)





These photographs are taken from the German propaganda magazine "Signal." They show the Sprengboot, an explosive motor boat which the enemy has been employing against our shipping in the Channel. The operator steers the boat within range of his target and is then released from the boat by a special mechanism. A "command boat," a heavier one-man craft which operates in conjunction with the Sprengboot, is supposed to pick up the operator of the latter and—according to the Germans—then directs the explosive boat the rest of the way to the target by remote control. (Restricted)



strength," the Tokyo radio this week said Japan would "stand united with the Philippines, come what may" and would not abandon the fight "even though Tokyo should be reduced to ashes." A Domei dispatch beamed to the United States said the objective of Japanese operations in the Philippines was to force upon the invaders "as much bleeding as possible in a protracted warfare by means of defensive tactics." Gen. Iwane Matsui, president of the Asia Development Headquarters of the Imperial Rule Assistance Association, was quoted as saying that the rise or fall of the Philippines was the joint responsibility of Japan and the Philippines. "We must not let President Jose Laurel taste the bitter cup as Gen. Emilio Aguinaldo did 40 years ago," he said.

Army.—Domei, disclosed this week that six army districts had been set up in the home islands and a commander named for each district. The commanders and their chiefs of staff were listed as follows: Eastern Army District—Gen. Keisuke Fujiye, commander; Lt. Gen. Eiichi Tatsumi, chief of staff; Central Army District—Lt. Gen. Masakazu Kawabe, commander; Lt. Gen. Michio Kunitake, chief of staff; Northeastern Army District—Lt. Gen. Teiichi Yoshimoto, commander; Maj. Gen. Masami Ishii, chief of staff; Western Army District—Lt. Gen. Isamu Yokoyama, commander; Lt. Gen. Wataro Yoshinaka, chief of staff; Northern Army District—Lt. Gen. Kiichiro Higuchi, commander; Maj. Gen. Saburo Hagi, chief of staff; Tokai Army District—Lt. Gen. Tasuki Okada, commander; Maj. Gen. Masuzo Fujimura, chief of staff.

Relief for Allied Prisoners.—The Tokyo radio reported that the Japanese vessel *Awa Maru* was scheduled to sail from Moji, Japan, "about February 17" to deliver a cargo of relief supplies to American prisoners of war and internees in Formosa, Hongkong, French Indo-China, Malaya, Burma, Thailand, Java, Sumatra and Borneo. The broadcast said the Japanese Government had forwarded notice of the *Awa Maru's* projected mission to the American Government through neutral Swiss officials.

Kuriles

U. S. Navy Ventura patrol bombers on the 3d carried out rocket and machine-gun attacks on buildings and radio installations at Kurabu Zaki on the southeastern tip of Paramushiru. Light and inaccurate anti-aircraft fire was encountered. Two enemy fighters were airborne but were not aggressive. All our planes returned safely to base. Naval base installations at Kataoka on Shimushu were attacked on the 6th by B-24's; approximately 8 tons were dropped. There was no opposition and all our planes returned safely.

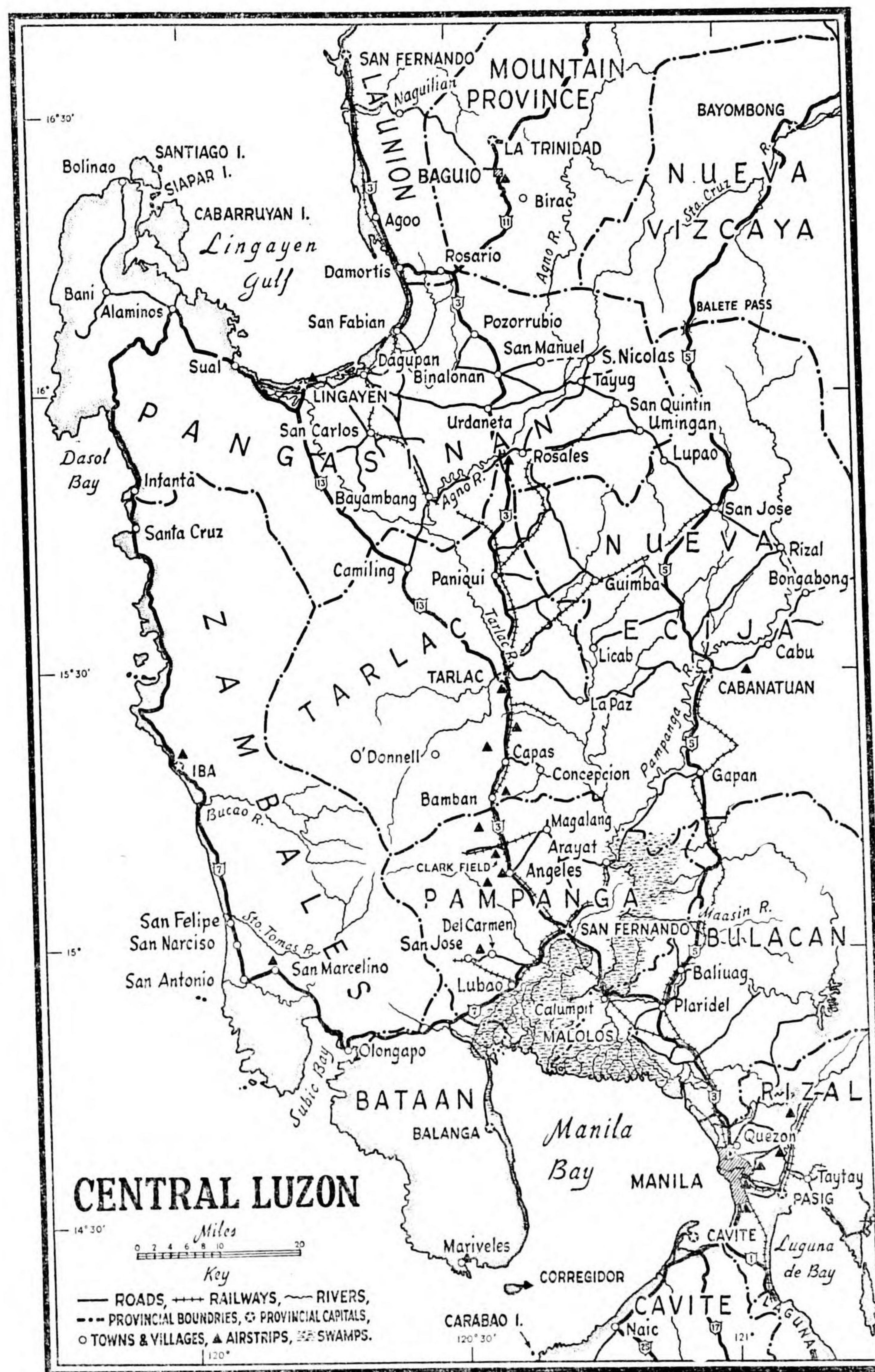
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Philippine Islands

Ground Operations.—The fall of Manila was formally announced by Gen. Douglas MacArthur at 0630 on the 6th. The Philippine capital fell to columns of U. S. troops converging from the north, east and south. Manila was entered on the night of the 3d by units of the 1st Cavalry Division of Lt. Gen. Walter Krueger's Sixth Army; on the following day most of the northern part of the city, as far as the Pasig River, was occupied by American forces. The entry into Manila climaxed a spectacular sweep by the U. S. First Cavalry Division, which only this week had been brought into the line on the left flank of the Fourteenth Corps; in this sweep, swift motorized units of the division outflanked the enemy's positions, east of Tarlac and drove down Highway 5 toward Manila. Meanwhile, units of the 37th Infantry Division continued their advance on Manila from the northwest, along Highway 3, and broke into the city's outskirts shortly after the First Cavalry had entered the northeastern suburbs. The announcement of Manila's fall followed a 35-mile dash from the south by the 11th Airborne Division, elements of which approached the city's southern limits on the night of the 5th, after landing on January 31st at Nasugbu, on the west coast of Batangas province. Bitter house-to-house and street fighting flared up and continued for a day or two in sections of Manila north of the Pasig River, which bisects the city, as Japanese demolition squads and snipers attempted to delay complete occupation of the city by U. S. troops. Fires were reported raging in the main business and shopping districts at the end of the week but were being brought under control as the Japanese were cleared from most of the area above the Pasig. Violent fighting was still in progress in the vicinity of Nichols Field, below the city's southern outskirts, where the enemy was attempting to block the northward advance of 11th Airborne Troops.

The first U. S. troops to enter Manila were forward elements of Maj. Gen. Verne D. Mudge's veteran First Cavalry Division. Operating from the Fourteenth Corps' left flank, this division on the 1st broke through the enemy's lines southeast of Guimba and forced a crossing of the Pampanga River to capture Cabanatuan, capital of Nueva Ecija province. Without pausing longer than necessary to secure their flanks, motorized patrols of the division moved swiftly south down the east bank of the Pampanga River along Route 5 toward Manila, approximately 60 miles away. By evening of the 2d these patrols had crossed the Angat River near Bustos, after an



advance during the day of more than 30 miles, during which our troops swept through Santa Rosa, Gapan and San Ildefonso, small towns on the concrete highway from Manila to northern Luzon. After crossing the Angat at about 1800 our troops continued their southward advance that day to capture Plaridel, an important rail and road center less than 20 miles north of Manila. Our most advanced units that evening reached the small town of Santa Maria, little more than 13 miles from Manila's northern outskirts. Scattered resistance by groups of 100-200 Japanese was met at several points along the way but most of it was brushed aside by the armored patrols to be dealt with by succeeding elements of the division.

Meanwhile, the 37th Infantry Division continued its almost unopposed push down Route 3. The expected resistance in the narrow corridor between the swamps southeast of San Fernando failed to materialize. Crossing the Pampanga River, units of the 37th secured the town of Calumpit on January 31st and sent patrols along the highway and railroad in the direction of Malolos, capital of Bulacan province, just south of the Pampanga River. It is reported that both the highway and the railroad bridge across the Pampanga at Calumpit were destroyed, either by the Japanese in an effort to delay our advance or earlier by U. S. bombing or Filipino guerrilla sabotage activity. The 498-foot railroad bridge across the Pampanga is only one of 19 bridges which carry Line 1 of the Manila Railroad across the flood areas at Calumpit; Highway 3 crosses the river above Calumpit on a 330-foot steel truss bridge.

Forward patrols of the 37th Division on the 1st were within a mile of Malolos, which they entered the next day. Plaridel, to the east, was bypassed to be captured later by the 1st Cavalry Division, while elements of the 37th moved on to San Juan and Santa Ana, just west of Santa Maria, most forward position reached by the 1st Cavalry on the 2d. Resistance in the Plaridel and Malolos areas was said to be sporadic and disorganized. Problems of terrain offered difficulties considerably greater than the small-scale enemy resistance. The level plain between the Pampanga River and Manila is cut at intervals of a few miles by a series of small streams running toward Manila Bay from the low hills northeast of the capital. The highways from the north, along which U. S. troops were advancing on Manila, cross these streams over a succession of small bridges, some of which had been destroyed or damaged or were used by small delaying forces of Japanese armed with automatic weapons. All the streams, however, were considerably shrunken by the heat and the dry season. Some of the smaller ones were forded, others were crossed by using pontoon ferries and "buffalo" amphitracks.

On the morning of the 3d, forward units of both the 1st Cavalry

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and the 37th Infantry were poised only 12-15 miles north of Manila. Late in the afternoon of the 3d the 8th Regiment of the 1st Cavalry Division entered Manila at Grace Park, on the northern outskirts southeast of Caloocan, just 26 days after our initial landings at Lingayen Gulf. From Santa Maria it took 19 hours for the 1st Cavalry to reach its primary objective, the internment camp maintained by the enemy at Santo Tomas University. Circling to the east along a seldom-used road through the Novaliches reservoir area, the motorized patrols, after securing the reservoir, one of the main sources of Manila's water supply, turned sharply west toward the city's northeastern outskirts. Frequent brushes with the enemy occurred but our patrols, under orders to take and hold the internment camp, raced on after a burst of fire at the enemy, leaving the Japanese for following troops to mop up. Sniper fire dwindled as the column reached Grace Park airdrome and turned into Avenida Rizal, where our force split, one part to throw out a protective cordon around the Santo Tomas area toward which the other part headed.

A sharp engagement took place when U. S. troops first reached Santo Tomas, where 3,000-4,000 Allied civilians were interned. Our tanks broke through the iron gates leading into the university grounds and for some time severe room-to-room fighting took place in several of the buildings. The Japanese guards held more than 200 internees as hostages in one building for about 34 hours until the camp commander bargained for a truce and the hostages were released into U. S. custody in exchange for safe conduct for the 65 Japanese soldiers who had been holding them. It was reported that all internees were liberated without loss among them, though several were injured in the fighting which lasted intermittently throughout the night of the 3d. At least 3,700 Allied nationals, most of them American civilians, were freed after 3 years' internment, during which a near-starvation diet had been allowed them by their captors. Physicians among the internees said their food allowances dwindled as the war turned against the Japanese, and that the death rate had increased sharply in the past few months.

The 37th Division, delayed somewhat above Manila by blown bridges, entered the city a few hours behind the 1st Cavalry. The two forces then began a systematic mopping up of Japanese snipers and small resistance groups in the northern part of the city. By evening much of Manila north of the Pasig River was cleared of the enemy. Malacanan Palace and other public buildings along the north bank of the Pasig were occupied by our troops. During the day elements of the 40th Division reached Capoocan and joined the 1st Cavalry and the 37th in Manila. The following day, units of the 37th clearing out enemy strong points inside the city captured ancient Bilibid prison,

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near Santo Tomas, and released 800 Allied prisoners of war and 550 civilians, including women and children, held by the Japanese in the confines of the filthy, gloomy prison, abandoned by the Philippine government before the war. With the liberation of these prisoners, the total number of Allied prisoners freed at Manila now totals more than 5,000, about 4,000 of whom are Americans. Most of the others are British and Australians.

The entry into Manila's southern outskirts by Maj. Gen. Joseph M. Swing's 11th Airborne Division, now attached to Lt. Gen. Robert L. Eichelberger's Eighth Army, followed by only six days the landing of this division on the west coast of Batangas province. The amphibious operation involving the 11th Airborne, the second by Eighth Army units in the current Luzon campaign, took place on the morning of January 31st, only two days after the Eighth Army's 11th Corps had been put ashore northwest of Subic Bay. Originally planned as a reconnaissance in force, to be withdrawn should strong resistance develop, the operation became a full-scale invasion after leading elements ashore easily attained their objectives and reported no opposition. The invasion of Batangas province was made near the town of Nasugbu, less than 15 miles south of the entrance to Manila Bay, following a feint at points to the east in the Tayabas Bay area. By 0900 assault waves had taken Wawa and Nasugbu and were in possession of the pre-war airfield between the two towns. Landings were made on excellent beaches but movement behind the beaches is somewhat restricted by swampy areas. Since light machine gun fire on our left flank some three hours after the first assault was the only opposition reported, the swampy terrain had no delaying effect. The enemy fire was silenced by artillery and light naval gunfire and the rest of the division was put ashore.

Consolidation of their positions having been completed by evening, troops of the 11th Airborne began moving eastward toward Lake Taal and the excellent highway system that leads north toward Cavite and Manila. Some resistance by about a battalion of Japanese was reported on the 1st about 8 miles inland, near Mt. Aiming. The following day the first echelon of the 511th Parachute Regiment was dropped beyond our lines in the area between Lake Taal and the town of Mendez-Nunez, on Highway 25. The second echelon of the 511th was dropped near the same point on the 3d, while reconnaissance units reached the Government Rest House, north of Lake Taal, and moved nearly 10 miles along Highway 17 in the direction of Manila. A communique from General MacArthur's headquarters reported that Tagaytay, a road junction in the southern edge of Cavite province, was captured by paratroopers, probably those who had dropped to the north of the town on the 2d and 3d. Capture of

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Tagaytay Ridge gave our troops dominant positions overlooking Cavite and the southern approaches to Manila. Forward patrols moving north along Highway 17 advanced more than 20 miles on the 4th and reached Las Pinas, on Manila Bay between Manila and Cavite. At Las Pinas, site of an airfield, our troops were only 8 miles from Manila's southern limits. In the advance across Cavite province to Las Pinas resistance was meager; it came chiefly from small detachments, apparently suicide squads, guarding bridges and strong points along the highways. On the 5th, troops of the 11th Airborne reached the vicinity of Nichols Field, sealing off the narrow isthmus between Laguna de Bay and Manila Bay and, except for a corridor north of Laguna, closing the blockade of Manila, after a dash of more than 50 miles from their original landing beach. Severe fighting is in progress at Nichols Field, where our troops are encountering heavy machine gun and mortar fire from concrete pillboxes and barricades.

Most of the city of Manila appeared undamaged at the time U. S. troops entered the Philippine capital, according to broadcasts by correspondents of U. S. radio networks with our forces in the Philippines. There were conflicting reports, but it appears that the Japanese had carried out few demolitions in the northern section of the city except among military installations. Although a dense pall of smoke hung over Manila, only about ten fires were seen in the entire capital on the first day of our reoccupation, most of them in fuel and ammunition dumps, warehouses, piers and other military installations, especially those along the waterfront. Large fires broke out in several sections of northern Manila, however, soon after the arrival of our troops, mainly in the Escolta, principal business and financial district, on the north bank of the Pasig River, and along Avenida Rizal, one of the main office and apartment building sections of the city. The Japanese were accused of deliberately setting the fires as acts "of wanton destruction." Press reports stated that the enemy had installed demolition charges of gasoline and dynamite in many of the larger buildings many days before U. S. troops reached the city. Stores, offices and homes in more than 20 streets were reported in ruins. Few persons were injured but thousands were reported homeless. Fire-fighting was hampered by the enemy's destruction of several of the city's pumping stations. Characteristically, the Japanese place the blame for these destructive fires on U. S. artillery fire and on "incendiarism perpetrated by Filipino guerillas."

Entry into the southern part of Manila has been delayed by the destruction of all 4 bridges across the Pasig River. The Quezon and Ayala bridges were apparently demolished before our troops reached the banks of the Pasig on the 4th. In first reports from the city it was indicated that the Jones and Santa Cruz bridges, and possibly

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the Santa Mesa railroad bridge, were intact. The Jones bridge was saved for a time by a U. S. naval officer who removed sixty 110-pound bombs; enemy artillery and mortar fire prevented U. S. troops from crossing the bridge, however, and during the night it was blown up. It is believed that the Santa Cruz bridge was also destroyed after our troops had reached the river. Some reports indicate that a few of our men reached the south side of the river before the last two bridges were blown.

The Japanese apparently do not intend to relinquish Manila without a bitter fight. They are shelling our positions in the northern part of the city, a number of the shells having fallen into Santo Tomas University grounds, where the liberated Allied internees are still being housed.

Filipino civilians are reported to have said that about 12,000 Japanese soldiers and naval personnel were in Manila for its defense; that pillboxes and other strong points were set up; that thousands of land mines were planted and that all bridges were prepared for demolition.

Press and radio reports indicate that most of Manila's port area is in ruins as the result of U. S. bombings and Japanese demolitions. The harbor is reported filled with the hulks of sunken and burned out ships. In the city itself most of the office and government buildings spared by the conflagration appeared to be in fairly good condition, but the Japanese during their three-year occupation did little to repair streets or maintain sanitary conditions. Compared with the Filipinos seen in the country north of Manila, the city's inhabitants looked thin and appeared weakened, both physically and spiritually, by the long Japanese occupation. Food had generally been scarce under Japanese rule; during the period since the U. S. Sixth Army landed at Lingayen Gulf on January 9th supplies for civilian use were almost non-existent. Although new fires and explosions were seen in the portion of Manila south of the Pasig River during the day before the 11th Airborne Division closed in on the city from the south, it is believed that here too the major destruction so far has been among military installations. It is believed that the Japanese inside Manila may make their last stand in Intramuros, the ancient walled part of the city on the south bank of the Pasig River near its mouth. There are strong indications that many Japanese are fleeing Manila and taking refuge at Corregidor or on Bataan, there possibly to attempt to repeat the performance of the Americans in 1942 and deny us as long as possible full use of Manila Bay and its naval and shipping facilities. Press reports stated that by our capture of the Novaliches reservoir and watershed, northeast of Manila, the capital's water supply was saved, though the Japanese demolished some of the pumping stations inside the city.

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In other sections of Luzon, U. S. troops this week made substantial gains on all fronts. Troops of the 11th Corps, which landed in southern Zambales province, northwest of Subic Bay, on January 29th moved east from Olongapo along Highway 7 and on the 5th effected a juncture at Dinalupihan with forward units of the 14th Corps, which had moved down from San Fernando through Lubao and Santa Cruz. The capture of Dinalupihan seals off Bataan Peninsula, leaving U. S. forces in control of all overland routes into that area. Patrols of the 38th Division were probing Japanese defenses along the east coast, near the town of Hermosa, 4½ miles south of Dinalupihan. The Japanese put up very stiff resistance to our moves across the base of the peninsula; in the rugged mountain country between Dinalupihan and Olongapo positions along the road have changed hands several times. Japanese forces in the Zambales Mountains, north of the road, are probably infiltrating our lines in an effort to concentrate on Bataan Peninsula for a final stand.

North of Bataan, 40th Division troops continued to mop up in the Zambales Mountains foothills west of Clark Field. Several dominating hill features were captured west of Ft. Stotsenburg and Bamban; in the latter area enemy resistance is reported to be crumbling. In this region our troops early in the week captured or destroyed 60 more Japanese artillery pieces of various calibres.

Strong pressure on the Japanese in the mountains north of Luzon's central plain was exerted throughout the week by units of the U. S. First Corps. The 43d Division, on the left flank, fought off several strong counterattacks and strengthened its positions north of the Rosario-Damortis highway, while the 32d Division, committed to the line this week on the right of the 43d, made substantial gains east and southeast of San Manuel. Against no opposition, San Nicolas, Tayug, San Quintin and Natividad were taken, as well as several small villages in the foothills of the Caraballo Mts., which mark the northeast limits of the central plain. Enemy positions farther east were overrun, and on the 6th the 32d established a road block at Minuli, just south of Balete Pass, the main entrance to Cagayan Valley. East of Balete, only rough mountain trails lead north into Cagayan Valley. To the south, the 25th and 6th Divisions ran into strong resistance near Umingan and San Jose, as they attempted to clear the enemy from the last important road in the northern part of the central plain. Umingan was captured by the 25th Division on the 2d, but the 6th met very stubborn opposition before San Jose, and it was not until the 6th that the important rail and highway town fell. With the capture of San Quintin and San Jose, U. S. troops have gained control of all the railroad lines north of Manila, except a short stretch south of San Fernando, in La Union province,

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and possibly the western terminal of the line leading southwest from San Fernando, Pampango. A strong point, stubbornly defended by the encircled enemy, was still holding out at Munoz, on the railroad southwest of San Jose.

There are still no reports of troop movements or other defensive measures which might indicate what the enemy's plan of action on Luzon is to be. At best, the Japanese can hope only to delay our occupation of all the island or even of those parts of primary strategic and economic importance. Gen. Tomoyuki Yamashita still has considerable strength available for the harassment of our positions, but his forces are split into several unequal segments. As the week ends, with Manila being cleared of the enemy the Japanese are confined in at least 4 distinct areas, some of them completely isolated from the others or joined only by circuitous communication lines. Most of the Japanese forces are believed concentrated in the northern part of Luzon, in the Cagayan Valley and along the north and west coasts. A strong force is cut off below Manila, with all usable overland communication to the north gone. Another sizable force of the enemy is cut off in the Zambales Mts. west of Clark Field, while a fourth force is trapped on Bataan Peninsula and the islands at the entrance to Manila Bay.

The enemy is still doubtless capable of limited offensive action, but his situation on Luzon and throughout the Philippines is critical if not yet desperate. His lack of air power and almost total absence of naval strength in the area are fast destroying his weakening hold on the islands. In hailing the fall of Manila, Gen. Douglas MacArthur spoke of it as "the end of one great phase of the Pacific struggle" and declared that "the stage has been set for another. We are well on our way, but Japan itself is our final goal."

During the night of January 30th, 121 picked fighters of Lt. Col. Henry A. Mucci's Sixth Ranger Battalion and 286 Filipino guerrillas staged a commando raid on a Japanese prisoner of war camp at Cabu, in the foothills about 7 miles northeast of Cabanatuan, capital of Nueva Ecija province. In this first mass rescue of Allied prisoners in the Pacific, our men released 513 gaunt and ragged men, all that were left at the Cabu camp out of several thousand captives formerly held there. Many of the former inmates of the camp had died from disease, malnutrition or mistreatment; others had been removed to work camps in Japan or in other parts of the Empire. Among those rescued on the night of the 30th were 486 Americans, most of them survivors of Bataan and Corregidor, 23 British, some of whom were captured at Singapore, 3 Netherlanders and one Norwegian.

The raid was carried out just after dusk on the 30th, after the

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commandos had penetrated into the Nueva Ecija hills, about 25 miles behind the Japanese lines east of Tarlac. The Japanese guards at the prison were surprised under cover of darkness and were annihilated. With no time to lose, the rescuers and the rescued immediately started their forced night march back to the American lines. Although most of the prisoners were in fair condition and able to walk, many of them had to be carried on the backs of Rangers or in native carts. Two of the rescued men died on the way to safety behind the American lines, which were reached before daylight on the 31st.

The Japanese, using tanks and automatic weapons, repeatedly attacked the rescue column as it returned from its mission. In the fighting along the way back, our men killed 523 of the enemy and knocked out 12 tanks; 27 Americans and Filipinos were killed and 2 were wounded. General MacArthur awarded the commanding officer of the rescue mission the Distinguished Service Cross; all the other officers were awarded the Silver Star and all enlisted men the Bronze Star.

Air Operations.—The greater part of U. S. air activity this week was directed against installations on Corregidor Island, at the mouth of Manila Bay. Other targets in the same area, including Carabao and Caballo Islands, the Cavite naval base and shipyards and the seaplane base at Canacao, adjacent to Cavite, were also heavily bombed. Hit daily by an average of 40-50 Liberators of the 7th and 13th Air Forces, these targets were heavily damaged by a total of well over 850 tons of bombs. Targets on Bataan were also raided early in the week by small numbers of A-20's.

A great many missions were flown each day by Army fighters and divebombers—P-38's, P-51's and A-20's—in support of ground troops advancing on Manila and those engaged in heavy fighting along the foothills of the Caraballo Mts. in the northern Luzon plain. A-20's and P-38's operated over the area east of Nasugbu in support of the landings there on January 31st. On at least two occasions strong air support was given by Marine SBD's.

Scattered raids were made on bivouacs, dumps, building areas and transport in northern Luzon by small numbers of Liberators, Bostons and Mustangs. The targets hit included Aparri, Baguio and nearby Camp John Hay, Baler (on Luzon's east coast) and river traffic in Cagayan Valley, where many barges were sunk. On the 3d, Liberators dropped 55 tons on Aparri and Tuguegarao airfields. Bad weather during much of the week hampered air operations over northern Luzon.

Only sporadic light raids were made on targets south of Luzon. The heaviest raids were on Bacolod airfield, Negros, hit by 16 B-25's on January 31st, and Puerto Princesa, Palawan, where the seaplane

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base and waterfront installations were bombed by 25 B-25's and 20 A-20's. Other targets hit were Fabrica airfield, on Negros, Licanan airfield, near Davao, and Lipa and Calatagan airfields, Batanga province.

Japanese aerial activity continued to be on a very small scale. A light but ineffective raid was made on our positions at Lingayen on the 1st; A. A. fire downed an enemy dive bomber. On the same day 2 enemy planes raided our positions at Subic Bay. Tacloban airfield, on Leyte Island, was subjected to an enemy air attack during the night of the 3d.

Naval Operations.—Although Allied naval forces, commanded by Rear Admiral W. M. Fichteler, supported the landings at Nasugbu by the 11th Airborne Division on January 31st, a bombardment of the beaches was not required. The only naval action occurred during the night when our shipping off Nasugbu was attacked by about 30 Japanese speed boats. Our destroyers sank several and forced the others to retire before they were able to effect more than minor damage.

A Japanese radio broadcast announced that Corregidor Island, at the entrance to Manila Bay, was heavily bombarded on the 5th and 6th by U. S. battleships. Tokyo speculated that the shelling coupled with the heavy bombings by U. S. Liberators might be a prelude to an attempt by U. S. forces to enter Manila Bay or land on Corregidor to open the bay to shipping.

Our PT's on their patrols continued to destroy much enemy coastal shipping. Lingayen PT's sank 5 speed boats and 15 barges near San Fernando and shelled 7 beached barges at Salomague, north of Vigan. During the night of January 30th they shelled buildings at Vigan. South of Luzon, PT's operating in Bohol Strait during the night of January 30th sank 2 seatrucks and a barge, the latter loaded with about 200 enemy troops, all of whom are believed killed. The same night another PT sank a lugger off Balayan Bay, while two nights later a town on Masbate Island was shelled by our PT's in support of guerrillas. Japanese coastal positions on Northern Cebu were shelled by our PT's the night of the 4th.

It was disclosed on the 1st that the minesweepers USS *Hovey* and USS *Palmer*, and the LST 749 have been lost in the Philippine area as the result of enemy action. The *Hovey* and *Palmer* were both converted World War I destroyers. The full extent of casualties aboard the three craft was not revealed in the Navy Department's announcement; however, the commanding officers of each of the three vessels were reported to be among the survivors.

At the suggestion of Admiral Chester W. Nimitz, the naval engagement off the Philippines in October 1944 is now officially the "Battle

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for Leyte Gulf," a designation superseding the earlier name, "Second Battle of the Philippine Sea."

The Battle for Leyte Gulf is subdivided into three separate actions: the Battle of Surigao Strait, the Battle off Samar, and the Battle off Cape Engano.

China Sea

Formosa.—Striking repeatedly at Japanese shipping, airfields and industrial centers in the Formosa area, our long-range patrol bombers made daily harassing raids on targets along the coast of the big enemy island. Numerous small coasters were sunk or badly damaged at various points off the coast by our Army and Navy patrol planes. On several occasions shipping in the Pescadores Islands, west of Formosa, and off the China coast was bombed and strafed. During one raid a large tanker was set afire in the Pescadores.

Our patrol planes harassed Takao, Tainan, Keelung, Kagi, Karenko and Okayama in pre-dawn raids several times during the week. On January 31st nearly 25 Liberators with P-38 escort hit Heito airfield with some 70 tons of bombs. Attacking through intense and accurate A. A. fire, our planes destroyed at least 30 Japanese aircraft on the ground. Okayama airfield was heavily bombed on the 2d by Liberators; approximately 20 enemy planes were wrecked on the ground. In fighter sweeps over Formosa early in the week, our aircraft shot down 16 enemy aircraft and damaged at least 4 others.

Off Formosa on January 31st, 12 Mitchells escorted by Thunderbolts attacked 3 Japanese DD's heading south toward Luzon. One DD was sunk, another was left burning and the third was badly damaged. Our fighters downed 5 enemy aircraft covering the warships.

Ryukyu Island.—PBY's and Liberators again carried out attacks on Japanese shipping in this area. At least 2 coastal vessels and 2 seatrucks were sunk, while a number of luggers and other small craft were damaged. On one occasion PBY's bombed shore installations on Yonaguni Island, nearest to Formosa of the Sakishima group; later in the week another Navy patrol plane bombed installations on the southern tip of Miyako Jima, one of the main islands in the group.

Western Pacific

Bonin and Volcano Islands.—Confirmation has been received that on January 29th 30 Superfortresses bombed the airfields at Iwo Jima through moderate but accurate A. A. fire. One unaggressive Japanese fighter was airborne. During the night of January 30th a Superfortress which failed to reach its intended target at Osaka bombed Chichi Jima.

Iwo Jima remained the major target for U. S. bombing operations in the western and central Pacific. The island's two airfields and

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other shore targets, including naval facilities at the East Boat Basin, were bombed repeatedly. This week, however, there were three days on which no attacks by our planes were reported. On January 31st, 20 Liberators bombed Iwo; on February 2d the island was hit twice by Liberators (approximately 10 in each wave), once by about 20 P-38's and later by 4 PB4Y's. Three enemy planes interrupted the second Liberator attack, while 7 Japanese fighters aggressively attacked the PB4Y's. Iwo was hit on the 4th by a total of 19 Liberators, 10 of which made single attacks at 45-minute intervals. On the 5th, Iwo airfields, gun positions and barracks were hit by 60 tons from 30 Liberators. Photographs taken on the 4th showed 10-12 enemy planes present on Iwo's fields.

Liberators struck twice at targets in the Bonins this week. On the 2d, 10 of the heavy bombers attacked Chichi naval facilities with quarter-ton fragmentation bombs; two days later Haha was raided by an equal number of Liberators.

Caroline Islands.—The usual harassing raids were carried out this week on Yap, hit almost daily by TBF's and F4U's, while Babelthuap, Urukthapel and Arakbesan, in the Palaus, were bombed repeatedly by Corsairs and on two occasions by a few TBF's and F6F's. The only raid of any size took place on the 3d, when some 75 U. S. fighters and fighter-bombers left many fires burning on Babelthuap, where bridges, warehouses and small craft were demolished.

Ponape was raided on the 3d for the first time in many weeks, when a Navy search plane strafed small craft, warehouses and bridges. A second raid was made on the 6th, when 6 Marine B-25's bombed and strafed one of the airfields. Intense A. A. fire brought down one of our planes over the target area.

Marianas Islands.—Light, sporadic raids were made this week on targets at Rota Island by F6F's. About 250 miles north of Guam an enemy bomber was intercepted and shot down on the 2d by U. S. fighters.

Marcus Island.—On the 4th enemy installations on Marcus were hit by 100-pound bombs dropped by 2 B-24's.

Southwest Pacific

Solomons-Bismarcks Area.—Australian forces made a new landing on the west coast of New Britain this week, in a move which carried them 20 miles nearer Japanese concentrations on the Gazelle Peninsula. Details of the new amphibious operation were not disclosed, but it was said that this latest landing was the largest since the Australians went ashore at Jacquinot Bay early in November 1944.

On Bougainville the Australians continue to drive forward in several sectors. In the northern part of the island, where our allies are

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moving toward Buka Passage, the Japanese are putting up a stubborn defense on the line of the Genga River. The enemy, with his right flank anchored on Matchin Bay, has entrenched himself on Tsimba Ridge overlooking all approaches from the south and east, and has resisted all attempts to force a crossing of the river near its mouth. However, a bridgehead across the river has been established farther inland. Meanwhile, in other sections of the island, the Australian advances eastward toward Numa Numa and southward along the Motupena Peninsula are also running into bitter opposition.

Nearly 400 tons of bombs were dropped on Bougainville, New Ireland and New Britain this week by eight different types of Allied planes which flew 675 sorties. Targets in the Rabaul area took their usual severe pounding. Besides small daily raids over the vicinity, heavy attacks were carried out on the 31st, 2d and 3d by Mitchells, Venturas and Corsairs which loosed 170 tons of bombs on a floatplane hideout, plane parks, plantations and various other objectives. New Ireland was hit by medium bombers or fighters every day of the week, with installations at Kavieng and Borpop being among the targets struck. The heaviest of these raids was made on the 2d, when 25 tons were dropped at unspecified places on the island. A daily average of more than 30 F4U's bombed enemy troops and otherwise cooperated with the Australians fighting on Bougainville.

New Guinea.—The Wewak-Sepik River area again bore the brunt of the air attacks made on New Guinea this week, with the majority of the 235 sorties, during which 230 tons of explosives were dropped, being aimed at targets in that vicinity. Particularly heavy raids were carried out on the 31st, 1st, 3d and 5th, when fuel storage tanks, villages, supply dumps and motor transport were covered with 165 tons of bombs and incendiaries which started fires and explosions. Numerous fighter sweeps were also flown during the period. While most of these planes patrolled in the vicinity of Wewak, objectives at Maffin Bay were also strafed on the 30th. Samate, on Salawati Island, was attacked by a small force of B-25's on the 1st.

Netherlands East Indies

Air activity over the Netherlands East Indies was increased somewhat this week, with 440 sorties being made during which 370 tons of bombs were dropped. The heaviest raids of the period were carried out over Borneo on the 4th and 6th, when airfields and installations at Manggar and Sepinggan, near Balikpapan, were covered with more than 190 tons of bombs dropped by large forces of Liberators. An unstated number of enemy planes was destroyed on the ground in the earlier raid, and one of five intercepting Japanese fighters was shot down by escorting Lightnings on the 6th. The Lesser Sundas and

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Celebes were attacked on the 2d by two separate groups of B-24's. One of these flights hit shipping off Flores with 15 tons of explosives, while the other dropped more than 10 tons of bombs on nickel installations at Maniang Island in the Gulf of Bone. Heavy or medium bombers patrolled the Sundas every day during the week, and bridges, camps and other targets in northeast and southwest Celebes were swept by Warhawks and Beaufighters several times. In Halmahera, various places on Wasile Bay were attacked by fighters and medium and heavy bombers. Japanese positions on Morotai were also hit once, on the 1st, by fighters. Targets in the Banda Sea area were raided by small forces of B-25's five times during the period, with a radar station, villages and an airfield, all on either Boeroe or Ceram, being the objectives. Borneo was patrolled every day by B-24's, P-38's or PV's.

Australia

The Australian Information Bureau announced this week that all future Royal Australian Air Force trainees will remain in the Southwest Pacific Theatre after earning their wings, to help in the reduction of isolated Japanese garrisons in that area. There are some 20,000 RAAF personnel now serving in other theatres of operation.

Pacific—General

The Navy Department this week announced that two U. S. submarines are overdue from patrol and presumed lost. Both submarines had outstanding records and had been publicly recognized for their achievements. Only a little more than a year ago the *Growler*, whose loss was reported on the 1st, gained a special place in naval history when her skipper, Commander Howard W. Gilmore, gave the order "Take her down." The *Growler* thus avoided being rammed by a Japanese gunboat, with which she was engaged in a gun duel. The dying commander, anticipating that the delay that would be caused by attempting to lower him through the hatch might endanger his submarine, perished on the deck of his ship.

The *Tang*, reported overdue on the 5th, had been responsible for the rescue of 22 U. S. naval airmen downed off Truk during a carrier task force raid on April 30-May 1, 1944. (O. N. I. WEEKLY, May 24, 1944, p. 1580.)

U. S. submarines operating in the Pacific and Far Eastern waters have reported sinking 10 more Japanese ships, according to an announcement by the Navy Department on the 2d. The ships sunk were a large and a medium transport, 2 medium cargo-transports, a small and 2 medium tankers and 3 small cargo vessels.

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Navy

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

Type of vessel	Keel layings	Launchings	Deliveries or commissionings
COMBATANT:			
Aircraft carriers.....	46 (not named).....	.....	<i>Antietam</i>
Aircraft carriers, escort.....	121 (not named).....	<i>Bairoko</i>	<i>Tucson</i>
Light cruiser.....	.....	<i>Dyess, Everett F. Larson, 858</i> (not named)	<i>Higbee, Stormes, Frank E. Evans</i>
Destroyers.....	889, 890, 898 (none named)	<i>Kleinsmith</i>	<i>Tollberg, Jack C. Robinson</i>
High speed transports.....	.....	.....	.....
Submarine.....	<i>Pomodou</i>.....	.....	.....
PATROL CRAFT:			
Frigate.....	.....	.....	<i>Greensboro</i>
Motor torpedo boats.....	1.....	2.....	4
Motor gunboats.....	.....	.....	2
180' patrol craft escort (rescue).....	.....	1.....	1
173' submarine chaser.....	.....	.....	1
AUXILIARY VESSELS:			
Barracks ships (non self-propelled).....	1.....	1.....	.....
Miscellaneous auxiliary.....	.....	1.....	.....
Ocean tugs (auxiliary).....	.....	.....	2
AUXILIARY (CONVERSIONS):			
Cargo vessels.....	.....	.....	<i>Grainger, Blount, Charlevoix</i>
Cargo vessel, attack.....	.....	.....	<i>Ostara</i>
Gasoline tanker.....	.....	.....	<i>Wakulla</i>
Provision store ship.....	.....	.....	<i>Corduba</i>
Repair ship, landing craft.....	.....	.....	<i>Creon</i>
Seaplane tender, large.....	.....	.....	<i>Abatan</i>
Transports.....	.....	.....	<i>Adm. Hughes, Gen. R. M. Blatchford</i>
Transports, attack.....	.....	.....	<i>Botetourt, Clinton Dawson</i>
LARGE LANDING CRAFT:			
Landing ship, dock.....	.....	1.....	.....
Landing ships, medium.....	6.....	9.....	11
Landing ships, tank.....	4.....	9.....	16 ¹
Landing craft support (L) (3).....	3.....	3.....	3

¹ Seven of these in reduced commission.

Secretary Forrestal disclosed this week that the Navy will expend \$28,000,000,000 to \$30,000,000,000 for all purposes during 1945. He said the Navy's 1945 production schedule calls for the acquisition of 28,591 planes and more than 24,396 vessels of all types. In addition to the 3,596,000 tons of shipping previously provided for under the 1945 program, Mr. Forrestal said that Congress will be asked to appropriate funds for another 500,000 tons, already authorized, to construct additional ships.

Emphasis in the new shipbuilding program is being put on landing craft, but 206 combatant vessels of destroyer size or larger, totaling 1,116,000 tons, are also included. Of the total aircraft asked for,

27,704 are tactical combat planes, an increase of 1,303 over 1944 figures for those types. Both the shipping and aircraft production schedules for 1945 are smaller than were the 1944 overall programs.

In announcing the new production figures, the Secretary explained that the Navy is preparing for a long war; that we have to expect greater damage and losses as the war moves closer to Japan; and that the new ships and aircraft are needed to "maintain the margin of superiority we now have."

As of January 1, 1945, United States Navy and Marine Corps fliers had destroyed in the air and on the ground 9,819 Japanese aircraft while losing 1,882 planes to enemy action, the Navy Department reported this week. The announced totals, which do not include losses to anti-aircraft fire by either side, show that our fliers maintained a superiority of better than five to one. In personnel losses, the ratio was undoubtedly even more favorable, as at least 65 percent of all our fliers who are forced down are rescued. The score of aircraft losses by years, the American total being given last in each instance, follows: 1942, 1,134 to 384; 1943, 2,212 to 351; and 1944, 6,473 to 1,147.

H. Struve Hensel, who had been serving as general counsel to the Navy Department, was sworn in this week as Assistant Secretary of the Navy.

Army

Acting Secretary of War Patterson announced this week that approximately 500,000 men who had been in other branches of the Army in the United States have been reassigned for training as overseas combat replacements, while physically fit men in overseas non-combat duties are being converted to infantrymen at the rate of 10,000 a month. Mr. Patterson also disclosed that 3,000,000 soldiers, not counting hospital patients, are presently stationed in this country, out of a total of 8,000,000 men in the Army. Of the troops in the United States, 2,000,000 are in training for overseas duty, while the other 1,000,000 are "housekeeping units" made up almost entirely of returned veterans or limited service men.

Casualties

Total announced American casualties as of February 6th were 737,904, an increase of 34,887 over last week's figure. Army casualties increased 33,469 to bring the total for that service to 650,420, a figure which represents losses through most of December 1944. Navy casualties reached 87,484, an increase of 1,418.

Included in the Army total are: Killed, 121,676, an increase of 4,420; wounded, 379,638, an increase of 19,825; missing, 91,573, an

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increase of 6,123; prisoners, 57,533, an increase of 101. Of the Army wounded, 186,000 have recovered and been returned to duty.

A breakdown of the Navy figure shows: Killed, 33,068, an increase of 439; wounded, 40,135, an increase of 920; missing, 9,806, an increase of 60; prisoners, 4,475, a decrease of one which represents a man shifted to a different category.

State Department

The United States Government has an "inexorable determination" to hold German leaders responsible for crimes committed against minorities within Germany as well as for atrocities carried out in other countries, acting Secretary of State Joseph C. Grew announced this week. Our government has proposed methods to our Allies to implement this policy, Mr. Grew said, but added that final decision as to procedures to be followed will be reached in consultations held by the United Nations.

The State Department announced this week that 826 civilians of Western Hemisphere countries, many of whom are United States citizens, have arrived in Switzerland as a result of an exchange agreement concluded with Germany. As many of the repatriates as can be handled will soon be returned on the exchange ship *Gripsholm*.

Disposition of American Defense Facilities in Canada

An agreement providing for the disposition of defense facilities established in Canada by the United States has been reached by the two governments concerned, the War Department announced this week. Under the terms of the compact, those installations classified as "immovables"—such as the Alcan Highway—will be sold to Canada at a price agreed upon by both principals. "Movable" facilities which the United States wishes to retain will be removed from Canada, and the Canadian Government will then have the right to purchase such of these articles as remain. All movables which have not been claimed by either Government will be sold by an agency of the Canadian Government, net proceeds going to the United States.

Maritime Commission's Post-War Plans

Vice Admiral Emory S. Land, head of the Maritime Commission, disclosed this week that the American merchant marine was estimated at 50,000,000 deadweight tons at the end of 1944. Admiral Land, testifying before a Congressional committee, said that a minimum of 15,000,000 deadweight tons of shipping should be retained by this country at the conclusion of the present war; that a reserve of 10,000,000 to 20,000,000 deadweight tons of merchant vessels should be kept for future military emergencies; that ships totaling about 12,000,000 deadweight tons should be sold to the other United Nations, with the exception of Great Britain which already has a tonnage

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almost equal to her 1939 figure; and that approximately 4,000,000 deadweight tons of vessels 20 years or older should be scrapped.

Air Agreements

The United States concluded air transport agreements with the Governments of Iceland and Eire this week, it was announced in Washington by the State Department. Under terms of the Icelandic-American compact, air lines of each country will have the right to make both traffic and non-traffic stops in the territory of the other nation. The new Irish-American pact extends the privilege of landing in Eire to aircraft of any United States air line instead of just one as in the past.

CANADA

The defeat this week of Defense Minister General A. G. L. McNaughton's bid for a seat in Parliament has been construed by the opposition parties as a vote of censure on the present Government's policy on conscription for overseas duty. It is now expected that Prime Minister W. L. Mackenzie King, who backed General McNaughton in his campaign, will dissolve Parliament and call a general election in the near future.

LATIN AMERICA

Brazil

A 1945 rubber crop of 40,000 tons, of which 30,000 tons would go to the United States, was predicted for Brazil this week by Valentim Boucas, the Brazilian head of the organization handling the war materials agreement between Brazil and the United States. During 1944, Brazil produced 28,000 tons of rubber.

Argentina

There are 73 vessels totaling 346,356 gross registered tons in the present Argentine merchant marine, representing an increase of 80 percent in tonnage over that country's pre-war fleet. However, this sharp increase is not the result of a planned program of expansion, but came about through acquisition of foreign-owned vessels which were in Argentine ports at the start of hostilities. These ships, plus others belonging to belligerents which have since sought refuge in Argentine harbors, have been leased and operated by a government agency.

Since many of the 29 units acquired since 1939 are subject to return to their former flags after the war, and since Argentina herself has extremely limited shipbuilding facilities, it is evident that she will have to purchase additional vessels from other nations if she hopes to have her merchant fleet participate to any extent in post-war commerce.

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MONTHLY SHIPPING REVIEW

Allied merchant shipping losses in January amounted to 29 ships of 99,000 tons, according to reports thus far received. Of these, 15 ships of 74,000 tons were lost to enemy action, and 14 vessels of 25,000 tons were marine casualties. The losses to enemy action reflected continued German submarine activity in the Atlantic, particularly in British home waters.

Enemy U-boats accounted for 10 ships of 49,000 tons. Five vessels were torpedoed and sunk in the Irish Sea—St. George's Channel area off the west coast of England. A United States Liberty ship was lost in St. George's Channel on January 9th; a small British merchantman in the Irish Sea on the 11th; a medium-sized British tanker in the Irish Sea on the 15th; and two small Norwegian cargo vessels, one in St. George's Channel on the 21st and the other in the Irish Sea on the 23d. One ship, a medium-sized British merchantman, was torpedoed and sunk on the 10th in the approaches to Gibraltar.

Four Allied ships were lost to German submarines off Halifax. A small Norwegian merchantman was torpedoed and sunk in this area on the 4th. On the 14th, U-boats bagged three ships, a United States Liberty ship and two medium-sized British tankers, in a convoy off Halifax. No sinking by enemy submarine was reported from the South Atlantic, Indian Ocean or Pacific areas.

Three ships were sunk by mine and one by E-boat in North Sea waters and the approaches to Antwerp. A medium-sized British merchantman was mined and sunk on the 15th off Grimsby on the east coast of England. A second British merchantman was mined and sunk off Zeebrugge on the 18th, and a Norwegian cargo vessel was lost to a mine in the Scheldt estuary on the following day. German E-boats torpedoed and sank a small British cargo vessel off Dunkirk early on the 23d.

The only Allied merchant vessel considered lost as a result of enemy action in the Pacific was a United States Liberty ship sunk by Japanese aircraft off Mindoro in the Philippines on January 4th.

Revised figures for December now indicate that 37 ships of 137,000 tons were sunk during that month. Eighteen vessels of 107,000 tons were lost to enemy action, and of these eight of 51,000 tons were sunk by enemy submarines. Marine casualties during December totaled 19 ships of 30,000 tons.

A total of 765 American soldiers were lost when the Belgian transport *Leopoldville*, which was carrying more than 2,200 United States troops, was torpedoed and sunk by a German submarine in the English Channel off Cherbourg on December 24th. Although the ship went down swiftly, more than 1,400 of the troops aboard were saved.

SPECIAL ARTICLES

NEW TRENDS IN JAPANESE AIRCRAFT
PRODUCTION¹

For the past two years the Japanese have been engaged in a desperate race to equalize or, as they probably hope, to surpass the aircraft equipment of the United Nations. Although still behind us, their construction program poses dangerous problems.

Faster, more powerful and better protected enemy aircraft are now being encountered by our fliers. As the year 1945 progresses, the new models—with bigger power plants, heavier guns and carefully designed protective features—will be in mass production. These new planes are the result of designs made from 1939 to 1943 when the enemy realized keenly the deficiencies of his aircraft. Since early 1943 Japanese aircraft production has been greatly intensified and the time lag between design and mass production reduced as much as two years.

In addition to the mass production and continued improvement of existing types such as Zeke, the Japanese have been able to develop entirely new models which today are either in combat with our aircraft or are nearly ready for mass production. At least 13 new planes are known or suspected to be in operational use. These include six and possibly as many as eleven new fighters, exclusive of Irving, the familiar night fighter; three to five new bombers; one new torpedo bomber, not counting the comparatively recent Jill; one new float dive bomber; and two to four new fast reconnaissance aircraft.

On the basis of the Japanese success in increasing production of Navy types, the enemy's over-all output of combat planes probably reached about 2,000 units a month by the close of 1944. An estimate of 945 Navy planes produced in December has been made; the Army undoubtedly finished an equivalent number. Such a figure represents approximately a threefold increase since late 1943 and early 1944, when 280 Navy planes were completed.

At present the Japanese are building more than twice as many fighters as bombers. Of the total monthly production for the Navy, about 60 percent are thought to be fighters. In view of our B-29 raids on Tokyo and the continuing defensive position which the Japanese have been forced to adopt, it seems likely that future emphasis will be placed on fast high-altitude interceptors and that the ratio between fighters and other types will steadily increase. Fast

¹ See photographs in this issue.

medium and small bombers for attacks on our shipping and advanced air bases should also receive high priority.

As much as four to five years may elapse between the period of design and the period of mass production of a Japanese combat plane. In the case of the enemy's Navy planes this lag has been remarkably uniform. Frances, the Japanese torpedo bomber, was designed in 1940 and appeared in quantity production in 1944. During the interim the model was altered and exhaustively tested. Thus most of the new planes have resulted from Japan's first war experiences against the United States and other Allied air forces. Beginning in 1943, as the Allies were gradually going over to the offensive in the Pacific, the enemy began to conserve his combat strength and emphasize the greatest possible aircraft production.

Simultaneously the Japanese have striven to reduce the time lag between design and completion of a prototype to the commencement of series production. Because of the improvement of his production facilities, there is reason to believe that the enemy may be able to shorten this time considerably. The new reconnaissance plane Myrt is known to have taken two years to design, develop and put in series production.

Probably the most important factor in the improvement of new Japanese airplanes has been the steady increase in the power of their engines. In 1940, Japanese engines averaged about 1,000 h. p. at takeoff. Today Japanese engines can develop about 2,000 h. p., and engines rating as high as 3,500 h. p. at sea level are in the experimental stage. The Homare 21 engine, for example, a two-row, 18-cylinder, air-cooled, radial design, develops 2,000 h. p., equivalent to the rating given our F6F (Hellcat), F4U (Corsair) or P-47 (Thunderbolt). This is particularly significant in view of the Homare 21's very compact design; its diameter is just under 46 inches.

The Japanese are thought to have sacrificed their vaunted maneuverability and longer ranges for this increased power and rate of climb. Although their high altitude performance may still be limited, several of the new Japanese models will be in the 400 m. p. h. class. In addition to the mechanical reasons involved, the Japanese combustion mixtures are near the best power ratio in use. The enemy seems to be making an effort to synthesize butyl alcohol from which comes iso-octane, a necessary component in the production of higher octane fuel, and it is believed that the Japanese contemplate using higher octane fuels in the future.

Increasingly aware of the inadequacy of the armament in his planes, the enemy has concentrated on improving both the fire power and the protective qualities of his aircraft. At first this was accomplished by unstandardized or even makeshift methods. Armor plate for the

protection of pilot and crewmen was manufactured of any handy metal, such as heavy boilerplate, and cut to varying sizes. Additional guns of differing calibers were added. Self-sealing gas tanks were only crudely constructed from poor materials. Now, however, the Japanese have been able to pattern excellent armor plate of standard form. They have perfected self-sealing tanks. Their guns have increased in caliber, and references have been found to 25 mm., 30 mm., 35 mm., and 40 mm. cannon. The latest models of Betty, the notorious Japanese inflammable bomber, have power-operated dorsal turrets. It is likely that electrically operated turrets will be used increasingly in the future.

In general appearance the new Japanese planes have not been altered radically. This fact has caused confusion in the identification of new types. An unusual design among their prototypes is the Navy fighter Luke (*Jinrai* or Thunderclap), reported as a single-engine, pusher-type, twin-boom airplane and believed to have been undergoing experimental trials for about a year. It may have been this aircraft, or possibly a twin-engine, twin-boom version that was encountered on one of the B-29 raids on Tokyo. Speeds as high as 440 m. p. h. have been reported.

New Enemy Aircraft

To facilitate discussion of the new types and their stage of production the new planes have been divided into four general groups: Planes which have been identified from definite crash information or other combat intelligence and can therefore be presumed to be in various stages of advanced production; planes on which definite information is still lacking but which are believed to have been in combat with our aircraft; planes which enemy documents, reports or POW sketches indicate to be in production; and finally the uncertain group which are thought to exist but for which both characteristics and production figures are lacking.

1. In advanced production:

FRANCES (*Ginga* or Milky Way). This twin-engine midwing three-seater bomber and torpedo bomber is now well known in the Pacific. Armed with two 20 mm. cannon, it may also be used as a night fighter or night torpedo bomber. As a night fighter its projected armament is four 20 mm. and one 30 mm. For speed it rates in the 355 m. p. h. class. Manufacturer: Nakajima.

FRANK (Ki 84). A new low-wing single-engine Army fighter in the 422 m. p. h. class, armed with two 12.7 and two 20 mm. guns and equipped with armor, leakproof tanks and possibly bullet-proof glass. Manufacturer: Nakajima.

JACK (*Raiden* or Thunderbolt). This single-engine low-wing

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Navy interceptor is the first Japanese fighter to reach the 400 m. p. h. class. Estimated as capable of developing 1875 h. p. at takeoff and a maximum speed of 407 m. p. h. at 17,400 feet (war emergency power). This plane is armed with two 7.7 mm. guns and two 20 mm. cannon, and there is evidence that two more 20 mm. wing cannon are being added. Manufacturer: Mitsubishi.

JILL (*Tenzan* or Mountain Barrier). Familiar single-engine low-wing Navy torpedo bomber in the 300 m. p. h. class, armed with three 7.7 mm. Manufacturer: Nakajima.

MYRT (*Saiun* or Painted Cloud). This lightly armed single-engine low-wing two-(or three-) seater is designed for high speed carrier-based reconnaissance. It is estimated that this plane can make 395 m. p. h. at 19,700 feet. Its fuel-overload range is 2,650 statute miles flying at 1,500 feet with a speed of 164 m. p. h. Manufacturer: Nakajima.

PAUL (*Zuiun* or Auspicious Clouds). This single-engine twin-float two-seat reconnaissance dive bomber, with dive-brakes on the leading edge of each float's main strut, is in the 280 m. p. h. class. It mounts two 20 mm. in the wings and one 7.9 mm. or 13 mm. in the rear cockpit. With bombs its range is 580 miles. Paul can climb to 16,000 feet in about eight minutes. Manufacturer: Aichi.

PEGGY (Ki 67). A formidable twin-engine midwing Army bomber in the 345 m. p. h. class. Seating seven, this plane is armed with four 12.7 mm. and one 20 mm. dorsal power turret. It was presumably designed to replace Sally and is the first Army bomber introduced since Helen. It should be one of the most effective of its type so far introduced by the Japanese. Manufacturer: Mitsubishi.

2. Should be in full production but definite recognition information still lacking:

GEORGE (*Shiden* or Violet Lightning). Single-engine low-wing Navy fighter in the 410 m. p. h. group. This plane is reported to be able to climb nearly 20,000 feet in 5½ minutes and has a normal range of 580 miles at a cruising speed of 287 m. p. h. Powered with the new Homare 21 engine, George develops 2,000 h. p. at sea level. It is armed with one to two 20 mm. cannon in each wing and two 7.7 mm. fuselage guns. There is evidence that this fighter was developed as a land-based version of the new float-plane fighter Rex. Manufacturer: Kawanishi.

GRACE (*Ryūsei* or Meteor). Single-engine gull-wing Navy torpedo bomber in the 350 m. p. h. class, armed with three 7.7 mm. or two 13 mm's. and one 20 mm. This plane is the logical successor to Kate and Jill. Manufacturer: Probably Aichi.

SAM (*Reppū* or Gale). This Navy carrier fighter has not yet been identified in service, but captured documents predict its availability

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by early summer. Eventually all Zekes should be replaced by this plane. A captured notebook gives this plane a speed of 397 m. p. h. at 19,686 feet to which altitude it can climb in about six minutes. Armed with two 20 mm. and two 13 mm. guns, Sam has a hypothetical range of 1,440 statute miles. There is provision for this plane to carry a 132-lb. bomb under each wing. Manufacturer: Mitsubishi.

3. Reported in production by documents, known only through POW sketches:

NORM (*Shiun* or Violet Cloud). A central-float low-wing two-seat Navy reconnaissance plane possibly in the 330 m. p. h. class. It is claimed that all floats can be jettisoned in an emergency, which would considerably increase the speed. At 200 m. p. h. Norm is said to have an overload range of 2,500 miles and ability to climb to approximately 20,000 feet in about 10½ minutes. Manufacturer: Kawanishi.

REX (*Kyōfū* or High Wind). Single-engine mid-wing central-float fighter in the 350 m. p. h. class. Basically similar to George (above), it is probably armed with two to four 7.7 mm. guns and two 20 mm's. A maximum speed of 356 m. p. h. is claimed at 18,700 feet, and it is said to require 6½ minutes to climb to 19,700 feet. POW's report that Rex's floats can be jettisoned in an emergency to give greater speed. Manufacturer: Kawanishi.

TOKAI or Eastern Sea (No code name allocated). A twin-engine, low-speed three-seater Navy patrol plane in the 190 m. p. h. class. Apparently a reversion to lower power and mediocre performance to gain a special-purpose plane which can be easily produced. *Tokai* appears to be intended for anti-submarine work. Manufacturer: Probably Watanabe.

4. Uncertain group (including experimental types):

LUKE (*Jinrai* or Thunderclap). Twin-boom fighter which has been undergoing experimental trials by the Navy for the past year. May be in limited production. Manufacturer: Mitsubishi.

ROB (Ki 64). An Army fighter which the enemy hopes will reach the 450 m. p. h. group. Rob's single engine may possibly be two tandem inline engines on the same shaft. Manufacturer: Kawasaki.

STEVE (Ki 73). Reported to be powered with a twin engine unit (or flat 'H'), this is thought to be a fighter prototype. Manufacturer: Mitsubishi.

KI 74. Original translations showed this to be a type-3 fighter which was code-named Pat, but recent data indicate that this is more probably a twin-engine long-range bomber-recco type. Manufacturer: Tachikawa (?).

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DENKŌ or Bolt (No code name allocated). Single-engine, two-seat Navy night fighter reported to be in the 400 m. p. h. class and armed with two 7.7 mm., two 20 mm. and two 30 mm. This plane is said to have a maximum speed of 420 m. p. h. at about 33,000 feet and a high rate of climb. *Denkō* offers a threat to our Superfortresses.

JIMPŪ or Squall (No code name allocated). A twin-engine Navy fighter in the 425 m. p. h. class with maximum speed developed at about 29,500 feet. Armed with four 20 mm. fixed wing guns, this plane too is a possibly dangerous high altitude interceptor.

TENRAI or Wind (No code name allocated). A twin-engine Navy fighter in the 420 m. p. h. class with a very high rate of climb. Tenrai is armed with one 30 mm. and four 20 mm.

SEIUN or Blue Cloud (No code name allocated). A single-engine land-based Navy reconnaissance plane in the 420 m. p. h. class with a possible range of 3,000 miles.

KEIUN or Scenic Cloud (No code name allocated). A two-seat Navy reconnaissance plane in the 425 m. p. h. class. Keiun seems to be powered with an Aichi Atsuta engine (an inline tandem or an "H" or "X" type) comparable to the engine in the Heinkel 119 which is equipped with the Daimler-Benz (a dual type).

TAIZAN or Calm Mountain (No code name allocated). A twin-engine five-seat Navy bomber with a top speed of 350 m. p. h. at 26,000 feet. This plane appears to be the successor to Betty and will probably replace the latter if it can be successfully brought into series production. Reportedly armed with four to six guns of calibers ranging from 7.7 mm. to 20 mm., *Taizan* is thought to have leak-proof tanks and armor protection of vital areas. In view of *Taizan's* design weight—heavier than Betty—it seems not unlikely that *Taizan* will be able to carry a much heavier bomb or torpedo load. Manufacturer: Probably Mitsubishi.

RENZAN or Mountain Range (No code name allocated). A four-engine experimental Navy bomber apparently designed as the successor to the ineffective four-engine bomber Liz. Carrying a crew of seven and armed with four twin-gun turrets (13 to 20 mm.) plus two 13 mm. waist guns, *Renzan* is said to have a maximum speed of 362 m. p. h. at 26,000 feet. Manufacturer: Probably Nakajima.

Japan's Aircraft Industry

Two huge aircraft plants produce the major part of Japan's combat aircraft. It has been estimated that nearly 65 percent of the Japanese combat aircraft output is carried on by the sprawling Nakajima plants (40 percent) in the Tokyo area and the colossal Mitsubishi Kokuki (25 percent) at Nagoya. Although the former produces two-fifths of the Japanese output, the Mitsubishi plant is the largest war

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plant in the world, larger than Willow Run, and covers an area of some 6,000,000 square feet.

The proximity of the Aichi plant to the Mitsubishi Kokuki in Nagoya and the Tachikawa plant to the Nakajima aircraft factories in Tokyo serves to emphasize the high degree of concentration which the Japanese have carried out in designing their factories to accomplish the utmost in production efficiency. Tokyo and Nagoya present vulnerable targets for strategic bombing. The other important area is Kobe-Osaka, where a Kawasaki plant and the Kawanishi Aircraft Co. are located. The remainder of Japanese production is absorbed by miscellaneous smaller factories.

Although this overconcentration of industry (plus the compact design of Japan's factories) has contributed more than anything else to the spurt in Japan's aircraft output, it is questionable how long the Japanese will be able to avoid dispersion and other methods, such as building underground, to stem the advance of our bombers on the Empire. Every mile our bases move nearer Tokyo means less gasoline and more bomb load in our planes. One of the most important questions awaiting answer in the strategic bombing of the Empire is what will happen to Japanese aircraft production should our Superfortresses be able to flatten completely both the Nakajima and the Mitsubishi factories. Would the effect be permanent or would the Japanese be able to continue or even increase their high rate of output by dispersing their plants or going underground as the Germans did? Recent photographs of the Musashino plant at Nagoya indicate that underground construction may have begun there.

Certain stages of aircraft production lend themselves easily to dispersion—the making of airframes, for example. It is believed that the Japanese have been able to scatter widely the manufacture of some aircraft accessories and smaller parts. It is entirely possible that they can continue their production rate by dispersing their aircraft engine plants as well. The Japanese must have learned a bitter lesson from the complete destruction of the Okayama (Formosa) aircraft assembly and trainer building plant by Superfortresses of the 20th Bomber Command on October 14–16. If so, our air forces must expect to encounter more and more scattering of the Japanese aircraft plants in the future.

Superfortress crews have made a good start in their job of slowing aircraft production. Attacks to date are estimated to have destroyed approximately one month's production of combat aero-engines. This loss will be spread over several months while damaged factories are being rebuilt either at their old sites or at dispersed locations. Loss of airframes by attack on assembly plants has been somewhat less, but the shortage of engines should reduce the output of some assembly

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plants which have not been attacked. The pattern of bombing has been aimed at the industrial concentrations of Tokyo and Nagoya with a single very successful effort against Kobe.

The Nakajima aircraft engine plants in the Tokyo area (Musashino, 11 miles west of the heart of the capital) have been the object of raids November 16th (first raid on Honshu), November 27th, December 3d and 27th, and January 9th and 27th. The most recent raid did not reach the target. The total damage to date has been assessed as "not serious."

Slightly more successful results with moderate damage have been reported at Nagoya where the Mitsubishi aircraft engine plant was hit on the 13th and 22d of December and where the Mitsubishi airframe factory suffered bombing on the 18th of December and the 14th of January. No accurate estimates of resulting plane losses can be made, because it is not known how much the damage to the aircraft engines and airframes will affect the output of individual planes.

The most successful attack to date was the bombing of the Kobe engine and airframe plants of the Kawanishi Aircraft Co. on January 22d. This plant is believed to have been very seriously damaged. The attack was accomplished at a slightly lower altitude than previous raids, and little opposition was encountered—in contrast to the Tokyo and Nagoya areas where opposition has been extremely heavy. The latest raid on Tokyo (January 27th) reported heavy opposition from 150–200 enemy aircraft, 57 of which were destroyed, 21 probably destroyed and 41 damaged.

The most important single factor in the enemy's favor has been the weather. Heavy cloud cover has prevented visual bombing on most of the raids. High winds at B-29 bombing level have been another great hindrance. So far the Superfortresses have been picking on the aircraft engine plants. European experience shows that assembly plants can be easily dispersed, but engine manufacture is of a more difficult nature, making dispersion harder to obtain.

The complete destruction of the Mitsubishi engine plant at Nagoya, which is thought to make 40 per cent of all Japanese combat aircraft engines, or Nakajima's Musashino-Tama engine plant, which turns out an approximately equal percentage, might well have a crippling effect on Japanese aircraft production. How permanent such destruction would be depends on the extent to which the Japanese have already dispersed their engine manufacture and how easily they can adapt future manufacture to the necessary scattering of plants.

Like many other aspects of Japan's war potential, the Japanese aircraft industry is a paradoxical combination of strengths and weaknesses. Steadily increasing output has been offset by a poor degree of maintenance and almost incredible combat losses. There are fre-

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quent reports of new Japanese planes being sent into combat areas and then never seeing combat because of the inability of the Japanese to service them or their unadaptability to combat conditions. Time and time again the Japanese have suffered terrible losses in aircraft caught helpless on the ground because they allowed themselves to be outguessed by the Allied commanders. It is possible that the combination of poor maintenance and high combat losses have considerably counterbalanced the improved aircraft production record.

Summary

Since the beginning of their conflict with the United Nations, the Japanese have been trying steadily to improve their planes. The improved engines, increased armament, protective features and new design of the Japanese planes which are being encountered by our pilots are not a sudden development, but have resulted from designs drawn up two to four years ago. Several of the new planes will be formidable opponents; others are greatly improved; several we know very little about.

Although the Japanese appear to have had some difficulty in putting some of their newer models into mass production, they have been able to concentrate their plants to promote efficiency. Because of this excessive concentration, the biggest aircraft plants in the Tokyo and Nagoya areas (particularly the engine factories) have been the principal targets of raids by the Marianas-based B-29's of the 21st Bomber Command. Although the raids have achieved only limited effect up to the present time, it seems probable that future damage will force radical dispersion of the Japanese aircraft industry. This may reduce the enemy's production rate, but it will make more difficult the neutralization of the Japanese aircraft industry by our bombers.

GERMANY'S ECONOMIC LOSSES, JUNE- DECEMBER 1944

On D-Day, June 6, 1944, Germany was in complete control of the economic resources of France, Belgium, Luxembourg, the Netherlands, Denmark, Norway, Finland, Estonia, Latvia, Lithuania, Czechoslovakia, Bulgaria, Greece, Albania, Yugoslavia and Hungary. She controlled almost all of Poland and Rumania and about half (much the more important half, economically) of Italy. Germany was also still in a position to import strategic materials from neutral Spain, Sweden, Switzerland and Turkey.

Six months later, as a result of Allied offensives on the Western and Eastern fronts and in Italy and the Balkans, the Reich had lost control of the greater part of these immensely valuable resources beyond her own borders. She still held narrow strips of territory in Alsace and Lorraine, most of the Netherlands, all of Denmark, almost all of Norway, Polish territory west of Vistula, almost all of Czechoslovakia, about a quarter of Hungary and half of Yugoslavia, and the industrial area of northern Italy. A few hundred square miles of German soil, in the Aachen sector of the Western Front and on the border of East Prussia, had been lost. Of the neutrals, only Switzerland and Sweden were still supplying war materials of any importance, and imports from the latter country had been drastically reduced.

In the following pages are estimates of the effect of these losses on the enemy's position with respect to finances, food, iron and steel, nonferrous metals and petroleum. These estimates, it should be emphasized, apply to the German position as of early December and do not take into account the enemy's subsequent losses of territory in Poland and eastern Germany.

Finances

Before D-Day, Germany's allies and subject territories were annually contributing about 30 per cent of the 145 billion marks needed for the war.¹ Germany was extracting 13.7 billion marks from France, 5 billion marks from Holland and 3.2 billion marks from Belgium, while Italy contributed 8 billion marks. Six months later Italy could hardly furnish 5 billion marks a year; the tribute from France and Belgium was lost, and the ravages of war and flood and the disruption of communications in Holland had cut the income from that country to a rate of about 2 billion marks a year. With the desertion of Rumania, Bulgaria and Finland, the Germans lost almost 5 billion marks per

¹ In the liberated countries we have set the mark at \$.10. In view of the mark's value on the Swiss exchange, this price is regarded as flattering.

annum. The prospects of collecting the annual contributions of Hungary, Slovakia and Croatia, which formerly totaled 2.5 billion marks, do not appear bright. Of the remaining subject territories, Denmark, Norway, Serbia and Bohemia-Moravia represented an annual revenue of about 5 billion marks, while no accurate figures are available on Poland. Serbia is for all practical purposes out of the picture, and Norway is a waning asset. In a word, the Reich has lost more than two-thirds of her income from outside sources. This is almost 20 per cent of the total annual expenditure of German-controlled Europe.

It should be noted as well that money in Germany has long borne little relation to real goods and services. Despite rigid price control and rationing, taxes have not absorbed excess money. Since D-Day the increase in purchasing power has exerted growing pressure on the Reich's financial structure. Public uneasiness has expressed itself in the enormous prices commanded by antiques, paintings, rare stamps, etc., the only "real values" which might survive inflation.

Food

The loss of food imports since D-Day is serious. It amounts to 7 million of the 10 million tons obtained last year from outside the Reich and represents about 10 per cent of the total food supplies controlled by Germany in 1943-44.

In 1938 the average daily per capita consumption in Germany amounted to 2,750-3,000 calories. Before D-Day the average civilian daily ration was still about 2,500 calories per person. The food, however, was monotonous and of poor quality. Moreover, "average" rations were not enjoyed by all. Heavy workers received a larger share, while the "normal consumers," representing a third of the civilian population, received 20 per cent less, or only 2,000 calories per person per day. Even before D-Day a reduced resistance to disease and a slight increase in tuberculosis had resulted.

A reduced ration which went into effect on October 15th reflects the deterioration in the food situation since D-Day. Bread for "normal" consumers was reduced from 2,425 grams to 2,225 grams a week per person, while the allowance for children under 6 was lowered by 100 grams. (Heavy, night and long-hour workers and young people from 6 to 18 years were not cut.) Since the quantity of breadstuffs now available may be as much as 20 per cent less than in 1943-1944, a further reduction appears inevitable.

Similarly, the amount of fat allowed to "normal" consumers has been cut from 187 to 156 grams a week. The meat ration, on the other hand, which consisted of 50 grams of pork before October 15th, has been augmented by 62 grams of veal, beef and mutton. "The tempo-

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rary meat surplus" is not a reflection of plenty but of the reverse. It results from an acute shortage of fodder. Since pigs compete with humans for available potatoes, and the army must take hay needed for cattle, excess animals have had to be killed, which means that the Reich is living on its capital.

It is anticipated that the ration cuts noted and others which may be forced by the precarious fats situation, may shrink the "average" ration to the neighborhood of the 1,600 calories allotted the German civilian in 1918.

Even more serious than the shortages, however, are the transportation difficulties which have developed in the last few months. On November 16th the German Food Supply Bureau admitted significantly that it could no longer distribute foods uniformly throughout Germany. Wheat and vegetables, for example, would have to be eaten where grown. It was claimed that this would merely limit the varieties of food available locally, but there is great danger in the situation.

Iron and Steel

The ability to produce steel can be measured by three factors: (1) furnace capacity, (2) amount and quality of iron ore available, and (3) the availability of alloy metals.

Germany has never used all her iron and steel plant capacity. Even now, despite the loss of the heavy industries of France, Belgium and Luxembourg, she has the plant capacity to produce more than 25 million tons of pig iron annually and nearly 30 million tons of steel—almost 90 percent of her 1943 production—if she had not lost access to important sources of iron ore and alloys.

Until 1944, the iron ore available to German Europe yielded about 28 million tons of metal a year. Since D-Day Germany has lost practically all the ores of Western Europe outside the Reich.² By December she was almost entirely dependent on the mines in the Reich, Austria, Western Poland and Bohemia-Moravia, which yielded only about 40 per cent (iron content) of what was formerly available.

Germany's steel alloy position is even more critical. The most important alloy is manganese, which is essential even for ordinary carbon steel. Germany's output of 35 million tons of steel in 1943 was possible only because she controlled the rich manganese production of Nikopol. The total amount of that metal available to German Europe in 1943 was 350,000 tons, of which Nikopol furnished 225,000. The loss of Nikopol early in 1944 was estimated to have reduced the Reich's potential annual rate of steel production 40 per cent to 25 million tons, despite Germany's stockpile of 70,000 tons of manganese.

² Although Germany still retains some of the valuable Lorraine mines, disruption of transportation prevents full exploitation of the ores.

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Since D-Day, Germany has also lost the manganese of Rumania, Greece, Bulgaria and Yugoslavia, and two-thirds of the Italian output, while Allied advances threaten the remaining Italian mines and those in Hungary. These sources, which produced about 60,000 tons of manganese in 1943, probably increased production to a rate of 80,000 tons after the loss of Nikopol. Germany must now rely upon the low grade ores of the old Reich and Czechoslovakia, which produced about 70,000 tons of metal in 1943 but which, with intensive smelting methods, might yield 100,000 tons a year. This would permit annual production of not more than 14 and perhaps as little as 10 million tons of common steel when manganese stockpiles are exhausted. In practice the maximum figure could not be achieved, since some manganese would have to be used for alloy steels.

Chromium is the second most important ferro-alloy. Large amounts are used to produce stainless and rustless steels essential to the chemical industries. In 1943, German Europe obtained about 46,000 tons of chromium, practically all her requirements, from the Balkans and Turkey. Imports from the latter, 25-30 per cent of the Reich's total supplies, were cut in April 1944. The remaining sources have since been denied. Germany is thought to have no significant reserves, and recovery from scrap is believed negligible.

Nickel can be used as a partial substitute for manganese and chromium in alloy steels, but more nickel is necessary to produce the same degree of hardness. In 1943, Germany received 1,000 tons of nickel from domestic mines, 1,200 tons from southern Norway, an equal amount from Greece, and 3,500 tons from Petsamo in Finland, making a total of close to 7,000 tons. By D-Day production in Finland had been raised to an annual rate of 7,000 tons, making the subsequent loss of Petsamo most serious. Germany now is receiving only the output from her own mines and those of Norway, or about 2,200 tons of nickel, a little over 20 per cent of the amount available on D-Day. In 1943, Germany used 6,800 tons.

Last year Germany consumed about 850 tons of molybdenum, a substance indispensable in making certain creep-resistant steels. Of this total, 450 tons were derived from Yugoslavia, Rumania, Bulgaria and Finland, all sources lost since D-Day. The Knaben mines in Norway can supply about 300 tons a year.

The German machine-tool industry requires tools of tungsten-carbide steel. Some of these must be replaced every 3 days, and if new ones cannot be supplied the machines must stand idle. Tungsten has no substitute as a filament for electric light bulbs, radio and x-ray tubes, or for contact points for spark plugs and telegraph keys. Of the 3,500 tons received and consumed in 1943, Germany herself produced only 200 tons of tungsten concentrates. The rest was sup-

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plied by Spain and Portugal. Early last June, Portugal halted all shipments, while our occupation of France eventually cut off the severely reduced imports from Spain. It has been estimated that Germany could maintain only two-thirds of the D-Day rate of machining during the third quarter of 1944, and one-third of that rate during the fourth quarter. Unless she possesses stocks unknown to us, her machine tool industry should now be in a critical position.

With the loss of Finland, Germany is deprived of over one-half of her available sources of cobalt, used for bonding tungsten carbides. She can probably continue to obtain 100 tons a year from her own mines, but she needs this amount of cobalt as a catalyst in making synthetic gasoline by the Fischer Tropsch process, while her requirements for cobalt in the production of steel run to 250 tons a year.

Only in vanadium, a carbide-forming agent used to increase the toughness of steel, is Germany self-sufficient, but the process of extracting the metal is costly and laborious. She has been producing about 1,000 tons of vanadium from domestic ores, and consumed about 1,200 tons in 1943.

It is clear that the losses which Germany has suffered since D-Day will ultimately have very serious effects upon her iron and steel industry. The inevitable decline in production will not, however, become immediately apparent on the battlefield, both because of the time lag between the receipt of the raw ore and the arrival of the finished product at the front, and because Germany undoubtedly possesses stores of finished munitions.

Non-ferrous Metals

The non-ferrous metals vital to a war economy fall into two groups. The first includes copper, aluminum, zinc and magnesium; the second, lead, tin, antimony and cadmium. Fortunately for the Germans, all metals in the same group have certain properties in common and some substitution is possible. Occasionally this is also true of metals in opposite groups.

Germany's total copper requirements are unknown, but are probably at least 200,000 tons a year and might run as high as 500,000 tons, if no substitution were feasible. Substitution of steel for brass in small arms cartridge cases is believed to have saved 40 per cent of the hypothetical requirements of 500,000 tons. Other savings were made by substituting aluminum and even galvanized steel for many kinds of wiring, by adulterating brass and bronze with increased amounts of zinc and finally by using zinc, plastics, glass and porcelain instead of copper for many purposes.

In 1943 Germany had access to sources yielding about 200,000 tons of copper a year. About 25 per cent of this was derived from scrap,

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which included not only what might be considered normal salvage, but requisitioned bells, statues, hotel utensils and brewery equipment, etc., and most important of all, the overhead transmission lines in many parts of Germany, Holland, Belgium and France, which were replaced at great labor by wires of aluminum or galvanized iron. The other 75 per cent came from mines. Of this 150,000 tons, Germany herself produced about 23 per cent, Norway 13 per cent and Finland 12 per cent, while other minor sources and imports from Turkey made up 12 per cent more. Germany's largest single source of copper was the Bor mines in Yugoslavia, which contributed 40 per cent of all her new supplies.

Since D-Day, Germany has lost the output of Yugoslavia, Finland and Turkey, while the production of Norway appears to have dropped from 20,000 to 15,000 tons a year. Furthermore, no scrap from the occupied territories is now available. These combined losses must amount to at least 60 per cent of the Reich's former sources of copper. The result is not only to curtail the quantity of manufactures requiring copper but to impair the quality of those produced because of reduced copper content.

Germany's position with respect to aluminum was very comfortable before D-Day, and while serious now, it is not likely to play a major role in her ultimate defeat. Although she is Europe's greatest producer of aluminum, she possesses virtually no sources of bauxite and has had to depend on southern France (47 per cent), Hungary (33 per cent), Yugoslavia, Rumania and Greece (12 per cent) and Istria in Italy (8 per cent) for supplies of ore. Some of this was imported in the form of aluminum, but 63 per cent of the ore was processed in Germany. France was the largest single outside source of aluminum production, contributing about 12-13 per cent of all newly manufactured metal, while Italy, Norway, Hungary and the Balkans together produced roughly 25 per cent. Small amounts of aluminum were also imported from Switzerland. From all sources Germany thus received about 500,000 tons of aluminum a year.

Although Germany has now lost outright all of her sources of bauxite, except for Italy, and can hardly expect any further shipments from Hungary, her supplies of ore and aluminum scrap (including that currently recovered from downed planes) should permit production for some months to come.

Before D-Day, Germany had access to 420,000-450,000 tons of zinc a year. The cessation of imports from Sweden and Spain and from the mines of Yugoslavia, Rumania and Greece has cut the Reich's current supplies of new metal by about 66,000 tons a year. Her annual needs have been variously estimated between 300,000 and 450,000 tons.

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Moreover, by the loss of French and Belgian smelters, Germany's total capacity for the production of electrolytic zinc, in high demand for brass, bronze and molds and die castings, has been reduced to approximately 167,300 tons a year, while annual requirements are believed to be 185,000 tons. Furthermore, about 100,000 tons of electrolytic capacity are concentrated in two plants, one at Magdeburg, Germany, the other near Odda, Norway, so that the high-grade zinc industry is vulnerable to bombing. Loss of production from electrolytic smelters could be offset by redistillation of ordinary zinc in retorts, but this method does not give entirely satisfactory results and requires much more effort. Thus, while Germany probably can produce enough ordinary and high-grade zinc for essential needs, she no longer has a surplus with which she might have eased the copper shortage.

Magnesium is not as vital as the metals previously discussed but is essential for incendiary bombs, tracer bullets, flares, etc. The German alloy, "elektron," of which 90 per cent is magnesium and the rest aluminum, zinc, manganese and silicon, is one-third lighter, yet stronger than aluminum, and is also corrosion-proof. It is used for aircraft, artillery wheels and some electrical equipment. Germany is the world's largest producer of magnesium and the only serious limitation is the electric power, 22,000 kilowatt hours, which are required for each ton of metal.

Because of its resistance to corrosion, lead is most valuable for pipes, cable coverings, and for the linings of acid tanks, as well as for storage battery plates. Babbitt metal, a lead-base or tin-base alloy, is used for bearings. Lead compounds also form the basis for protective paints.

Before D-Day, Germany is estimated to have had access to about 300,000 tons of lead a year. Since D-Day, she has lost the output from Yugoslavia, France, Rumania, Greece, Bulgaria, and Spain, totaling about 110,000 tons a year. Secondary production from scrap has presumably fallen also, so that Germany may now be limited to a yearly production of some 170,000 tons. Even before these losses, requirements were believed to be slightly in excess of production, but sufficient lead is probably still available to cover the most essential needs.

Tin is vital to war production because it is used in babbitt, bronze and other alloys for bearings, pumps, valves, etc., and in solder for electrical wiring and pipes. In the Reich many of the normally tinned or tin-plated food and milk containers have been replaced by glass, porcelain, lacquered metals, paper and fiber. Lead-based babbitts have been used as far as possible instead of tin-based babbitts.

Germany's position with respect to tin was already very strained a

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year ago. While estimates of her minimum needs ranged from 8,000–12,000 tons a year, almost all her tin consisted of stock piles believed to amount to no more than 7,000–8,000 tons last January. About 3,000 tons of this had been run through the blockade from the Far East in 1943. Domestic production was at the rate of some 300 tons a year from German and Austrian ores, with 700 tons recovered from scrap. At that time Portugal was supplying the Reich with 1,000–1,500 tons annually. Since there are no other European countries with significant sources of tin, the loss of territory since D-Day has had no direct effect on the Reich's supplies, except to eliminate the possibility of effective smuggling from Portugal and of blockade running from the Far East, and to deprive Germany of the tin scrap of the liberated area. Since consumption of tin has already been cut as far as possible, Germany will soon face exhaustion of stocks.

Antimony is used chiefly to harden other metals, especially lead. In Germany, its most important use is in battery plates. About 4,000 tons a year are sufficient to cover the Reich's essential requirements and, before D-Day, Germany was obtaining perhaps 4,500 tons of new metal annually. In addition she had on January 1, 1944, a 500-ton stockpile and a large amount of circulating antimony in the form of battery plates, capable of being reclaimed when the batteries were exhausted. Since D-Day, the Reich has lost the production of France and Greece, and must also write off that of Yugoslavia and Hungary; this leaves her with about 2,750 tons a year from Czechoslovakia and Austria. The resulting shortage will not only force the elimination of antimony from battery plates, where it is not essential, but will also aggravate deficiencies in the supplies of babbitt and solder, where antimony has already been used as extensively as possible to relieve the shortage of tin.

Cadmium has also been employed in babbitt and solder to replace tin, for which it is an excellent substitute. Germany has been forced to devote almost her entire supplies of cadmium to this purpose, while zinc in turn has replaced cadmium in electroplating steel used in military equipment. Practically all the Reich's cadmium is produced as a by-product of the smelting of German and Polish zinc, so that cadmium losses in 1944 were negligible. At the end of the year she still had access to an annual supply of about 700 tons a year. The present serious shortage of tin, however, means that this amount of cadmium, which was formerly not quite sufficient, has now become inadequate.

Thus, since D-Day, Germany's shortages of copper and tin have become very acute, and her aluminum position is expected to deteriorate because new supplies of bauxite are no longer available. Meanwhile the slighter deficiencies in the other non-ferrous metals which

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might have served as partial substitutes for copper, tin and aluminum, have become more important.

Petroleum

Before the heavy air attacks on the Axis oil industry which began last April, it is believed that the total oil production of German Europe, including the manufacture of synthetic petroleum, was at an annual rate of about 16 million tons. Of this total, 8½ million tons were derived from crude and shale oil. Total military and civilian consumption of finished oil products in Axis Europe has been estimated at about 14½ million tons in 1943. Of this amount, it is believed that 9 million tons were used for military and naval operations.

Loss of territory since D-Day has deprived Germany of oil from Rumania, Albania, Estonia and France. The Rumanian fields, the largest producers, yielded about 5 million tons in 1943. However, even before the Russian armies occupied Ploesti last August, the effective value of Rumanian oil to Germany had been seriously reduced by air raid damage to refineries and transportation. Albania produced 100,000 tons of oil in 1943, but it is believed that Germany received only a negligible amount in 1944, because of Partisan activities. Estonian shales yielded about 142,000 tons of oil a year and French oilfields about 95,000 tons. In addition to losing these sources, Germany has probably been forced by Partisan attacks on communications to write off most of the production of the Yugoslav oilfields, estimated at 50,000 to 70,000 tons a year.

The Reich has thus been denied access to about 5½ million tons of crude oil a year. Furthermore, Russian advances in the Lake Balaton area threaten the Hungarian fields, located near the Yugoslav border, northwest of Nagykanizsa. These have an annual yield of about one million tons, and are now Germany's sole source of crude with a high gasoline content. The remaining fields under German control have a total annual output of only 2,500,000 tons at the most. In addition, Axis refineries and synthetic petroleum plants have been subjected to intensive air attacks since spring.

There is no doubt that Germany has been suffering for some months from a serious shortage of gasoline and oil, but the extent of her reserves is not known. Moreover, the Germans have shown a remarkable capacity for repairing damaged plants, and there is reason to suspect that there may be small synthetic plants as yet unlocated. Hence it should not be assumed that Germany is at present draining her last oil tank. She may be holding back fuel for future use.

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