

MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV

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No. 34

One Common BLOW



M. STALIN

During the winter campaign of 1942-43, the Red Army inflicted serious setbacks on the German army, wiped out large numbers of the enemy's men and great quantities of his war material, encircled and liquidated two enemy armies before Stalingrad, took prisoner more than 300,000 enemy officers and men, and liberated from German yoke hundreds of Soviet towns and thousands of villages

Simultaneously the victorious troops of our Allies defeated the Italo-German troops in Libya and Tripolitania, cleared these territories from the enemy and continue to rout them in Tunisia while the gallant Anglo-American air force is inflicting devastating blows on industrial centres in Germany and Italy foreshadowing the formation of a Second Front in Europe against the Italo-German Fascists. Thus the blow against the enemy in the east on the part of the Red Army—for the first time since the outbreak of the war—has merged with the blow from the west by the forces of our Allies, into one common blow

All this taken together has shaken the very foundations of Hitler's war machine. It has changed the course of the world war, creating the necessary conditions for victory over Hitlerite Germany

M. STALIN in an Order of the Day
broadcast on April 30

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JUNGLE FOLLIES

A SIXTEEN-YEAR-OLD Calcutta girl, Joyce Langton, who only left school a few months ago, is the first woman to cross into Burma to visit our troops there.

With three other pretty Calcutta girls, Joyce is a member of the Jungle Follies, one of the first concert parties to entertain the advanced troops on the Burma Front.

To get to the Burma frontier they travelled over two hundred miles in a lorry from the railhead, bringing their own props, including a piano.

Two of the girls, 25-year-old Maud McGrath and 19-year-old Irene Johnson, were hair-dressers before they volunteered to join a concert party. The fourth, 18-year-old Pearl Foscholo, was a dancer.

In jungle clearings, by the light of hurricane lamps, the girls sang and danced for the troops on hastily constructed stages made of bamboo.

All the male members of the party were Royal Air Force men. Most of them were professional actors, or musical artistes, in civilian life.

One of the musicians used to play a trumpet in a Salvation Army band.

Everywhere they went the Jungle Follies played to packed houses, either in bamboo huts or in the open, with the troops sitting on the long grass of the jungle.

At the end of the tour, Joyce Langton said: "It was absolutely wizard. I hope to come back soon. The boys were the most friendly and appreciative audience anyone could wish for."

JEEP PADRES

IF you see a man bouncing along a jungle road in a small car stacked with groceries—that will be one of the Jeep Padres.

Half grocer—half clergyman, these jungle padres are the most welcome visitors to the forward troops on the North Burma Front.

Back at base, they buy razor blades, soaps, sweets, cigarettes, and other things which are difficult to obtain in the deep jungle. They pile these into Jeeps, and drive hundreds of miles along rough jungle tracks to isolated units.

Once there, they turn their Jeeps into grocery stalls, and are soon surrounded by a crowd of officers and men, anxious to buy the goods which they sell on a non-profit basis.

This is, of course, only part of their job. They hold services for the troops, and give advice on individual problems. Whenever possible, they start improvised churches for the troops.

In one village near the front line, a padre took over a deserted mud-and-bamboo hut, formerly used by villagers, and made it into a church.

He had it whitewashed, and "scrounged" a few old school desks for pews. A rickety table was his pulpit. A whitewashed, tiny windowless room at the back was his vestry.

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Allied Submarines take Heavy Toll—Scarlet Pimpernel work in Mediterranean.

Allied submarines in the Mediterranean have been successful in taking a heavy toll of Axis shipping. This success has been so pronounced that Axis convoys now consist of more escort vessels than of actual supply ships. "Sinkings of Axis ships in the Mediterranean," says *Reuter's* Special Correspondent on board a submarine mothership somewhere in the Mediterranean, "have been, and are still, so heavy that when the history of this campaign is written, it will be shown that the part played by submarines was a decisive one. The Axis is constantly being denied reinforcements and supplies so urgently needed." The submarines that are harassing Axis supply lines are truly representative of the United Nations, for there are, in addition to British and American vessels, French, Greek, Polish, Dutch and Yugoslav submarines, which are all doing most gallant and effective work. During the six months following the great offensive launched at El Alamein by General MONTGOMERY, Allied submarines have sunk 18 Axis warships and 122 Axis supply ships in the Mediterranean.

But this is not the only job they are doing. "They have had," says Lieut.-Commander THOMAS WOODROFFE in a

recent B.B.C. broadcast, "jobs of a Scarlet Pimpernel kind! They spirited General GIRAUD away from France, to produce him for an astonished world in North Africa. They landed American generals on unfrequented parts of the North African coast and brought them away when they had finished their business. They have landed Commando units in Libya, far behind the enemy's lines. When Malta was running short of supplies—and especially of petrol for her aircraft—the submarines were called upon . . . So our Spitfires were kept in the air over Malta by our submarines."

During 1941 and 1942 Axis ships undertook 720 voyages across the Mediterranean to Africa. British submarines sank 216 (30 per cent) and heavily damaged 61 (8 per cent) of these, leaving ROMMEL's Army with about 60 per cent of its scheduled strength for the final decision in the Battle of Egypt. On October 23, 1942, that is, six weeks before the crucial battle began, Allied submarines launched their heaviest offensive ever, and the result was that not a single tanker reached ROMMEL in time to meet MONTGOMERY's assault. That was the reason why the Luftwaffe was able to launch only one attack on the Eighth Army in the first four days' fighting at El Alamein, and it also explains the abandonment of more than 500 aircraft in good condition on the air fields between El Alamein and El Agheila.

Axis and Allied Routes to Africa—U-Boats and Battle of Egypt.

Coming to the submarine warfare in the Mediterranean, the one main difficulty facing the Allied submarine commanders was the shortness of the Axis routes. It may be pointed out that the distance between Cape Littino (Crete) to Tobruk is 175 sea miles, and that between Cape Passero (Sicily) to Tripoli 240 sea miles. The longest distance of the Axis routes is between Cape Passero and Benghazi, about 360 sea miles. The shortness of the route enabled Axis ships to cover 120 sea miles in the eight hours of darkness between 8 p.m. and 4 a.m. at a speed of 15 knots per hour. This left the submarines only 4 to 16 hours of daylight to locate and attack their targets. So a great deal depended upon the infallible timing of interception. Another difficulty was that the submarines were not able to surface within torpedo range owing to 100 per cent Axis air protection of all routes.

As regards Allied supplies bound for Africa, they had to cover a very long route which was exposed to attacks from Axis U-boats. The distance from Liverpool to Aden *via* the Cape of Good Hope is 50 times the distance from Naples to Benghazi. For at least half of this distance of 12,000 miles, our ships had no air escort. The Allied supply ships were open to attack for a number of weeks, whereas it was only a question of hours for the Axis ships in the Central Mediterranean. For every British submarine in commission there were up to 5 U-boats. In spite of these advantages for the Axis, the U-boats failed so completely that 50,000 British troops rounded the Cape of Good Hope every month from January to June last year, and won the Battle of Egypt.

It is also well to bear in mind that in the summer of 1940 Axis shipping in the Mediterranean totalled 2,331,291 tons. British submarines sank 1,000,000 tons namely, 43 per cent of their target in the 28 months from August 23, 1940 to January 23, 1943. In 1939 the total tonnage of British and European Allied shipping was 30,840,000. The Axis U-boats sank not more than 7,250,000 tons, that is, 24 per cent of the target, from the beginning of the war to the end of 1941.

These facts and figures give us a general idea of Allied and Axis submarine activity in the Mediterranean.

“Second Front” in North Africa: Italy’s Confidence turns into Despair.

In a speech at Birmingham, Mr. L. S. AMERY, Secretary of State for India, referred to North Africa and said that it had become a second front, not by our choice, but by HITLER’s reaction to our initiative. By deciding to throw in as much of his reinforcements as possible, HITLER had chosen to make North Africa a second front. It may be recalled that last year on August 3, MUSSOLINI boasted,

“The Second Front will be opened neither here nor in any other part of the world.”

Rome radio said,

“Italians fight magnificently when attacked. This is for those who would attack us at home. However, the direct attack is dependent on the conquest of Libya by Britain, and of course this is impossible.” But Italy’s tone of confidence has now completely disappeared, after Libya went the way of other Italian conquests and as the Tunisian campaign is entering on its final phase. Italy not only lost its Empire, but also a very large army in North Africa, and Italian propagandists are now greatly perturbed over the defences of Italy itself.

MARIO APPELIUS, the radio commentator, has now openly warned his countrymen that they must be prepared to face a concentration of the united military strength of Britain and America. Last month (April 12), the Rome radio issued a stern warning to the Italians stating that “the situation is very grave.” The announcer added,

“The war zone is gradually getting near to Italy. We must be prepared to face very hard times.”

MUSSOLINI knows what the hard times would be like and is very much worried about Italy’s defences. He is now feverishly strengthening his coastal lines. Sicily and Sardinia are evacuating their civilian population, and 40,000 Italian workmen are erecting fortifications in Corsica, Sicily, Sardinia, on the Gulfs of Taranto and Genoa and along the Tyrrhenian coast. The coastal defences, says the Rome radio, are “practically impregnable,” and “any enemy fleet which would attempt to approach Italy’s coast would be engaged and annihilated by the Italian fleet, which is on constant

guard." But MUSSOLINI'S fleet, though strong, is top-heavy and unbalanced. There are seven Italian battleships, but they have not enough destroyers to screen them.

Frantic defence preparations are being made in Sicily and Sardinia. Two civil commissioners have been appointed to co-ordinate civil administration with military measures in the two islands. Though this represents a complete break with MUSSOLINI'S normal policy of centralized control, it is due to a deep realization of the imminent threat to the two bastions of Italy's defence line. A large part of the Luftwaffe and a considerable number of anti-aircraft batteries have been, it is stated, transferred from other parts of Europe to the defence of Italy. Reports from Switzerland refer to the appointment of a secret commission to prepare the transfer of the Government from Rome to Florence or Bologna. It is also stated that elaborate instructions have been issued to Italians as to how they should behave in the event of an Allied occupation. Factories have been moved to areas of comparative safety, and what was left of the Fiat Works after bombing by the Royal Air Force was transferred to Germany.

* * *

Feeling in Britain After Dunkirk And in Italy now.

Italy now is more or less in the same position as Britain after Dunkirk in 1940, but there is one great difference. There was no talk of defeatism in Britain, but in Italy suspicion and despair now haunt the people. The prevailing feeling in Britain then and in Italy now may be gathered from two important statements.

"We shall defend our island," said Mr. CHURCHILL in 1940, "whatever the cause may be, until in God's good time, the New World with all its power and might sets forth to the liberation and rescue of the Old."

Sgt. GAYADA, Mussolini's Goebbels, writing in the *Giornale d'Italia*, says,

"Capitulation would mean heavy territorial sacrifices. We must continue fighting even if the situation is desperate. In any case the enemy must not penetrate within the Axis frontiers."



LANCE-NAIK YESUDAS, an Indian Christian from Kanigiri, Nellore district, who was awarded the Indian Distinguished Service Medal, for exemplary courage in directing fire against a number of advancing enemy tanks in the Western Desert battle. His gun crew accounted for three tanks.

The difference between these two pronouncements is clear. The first is the voice of a leader who is sure of his cause and of its ultimate victory. The second is the cry of desperation of a person who sees victory receding from his grasp and is frantically urging the people to put forth their utmost effort.

In spite of attempts to bolster up the people's morale, there seems to be a feeling of misgiving among the general public in Italy. There are talks of revolution and defeat, referring to which MUSSOLINI'S paper, *Popolo d'Italia*, says,

"While our soldiers suffer hunger and thirst at the front, how can we tolerate Italians who are betraying them by the infiltration of such ideas?"

In a recently published programme of the Fascist party, CARLO SCORSO, the newly appointed Secretary, demands that all suppressive elements, including those who pursue an appeasement policy, should be asked to resign from the party. Thus we see that when the hour of danger to Italy approaches, MUSSOLINI and his followers are uneasy about the attitude of their own subjects.

Soviet Ambassador Maisky

By BAHADUR SINGH

FOR ten years now, Ivan Mikhailovich Maisky has been Ambassador of the Union of Soviet Socialist Republics in Britain. His position as Ambassador was often delicate and generally exacting, but Russia was sure of her choice, and to-day, no member of the diplomatic corps is better known to the British public than the Russian Ambassador.

M. Maisky was born on January 19, 1884, the son of a scientist. He was not bred to diplomacy, but he believes that the chief duty of an envoy is to know and to understand the people among whom he must work and live. The greatest foe of good diplomacy, he says, is inertia and indolent aversion to new ideas.

EARLY LIFE

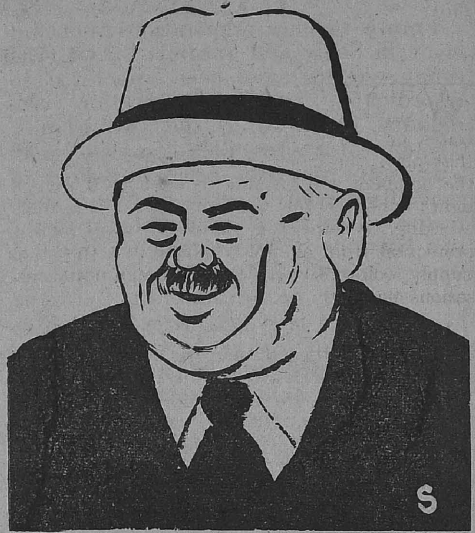
He has been no less indulgent with the Press, for he himself was a journalist in his earlier days. Few people realize that as far back as 1912, M. Maisky earned a moderate living as a free-lance journalist. Although an imperfect knowledge of English hampered him, it was reported that his work was in the old Russian vein—serious, well-informed, written for the intelligent reader, but always topical and always vivid.

Before this time, his youth was typical of the large numbers of Russian revolutionaries living under the Czar. It is the story so often told of underground activities, of persecution and of the poverty and nostalgia of political exile. After the Revolution, M. Maisky returned to Russia in 1917. There were still journalistic interludes in his career, and Russians recall his editorship of a Leningrad magazine. He organized the Russian co-operative movement and led it after the fall of Czardom. In 1921, he headed the Siberian State Planning Committee. Since then Siberia has become the core of Russia's industrial life.

In 1922 he entered the Soviet diplomatic service as Chief of the Press Department of the Moscow Foreign Office. From 1923 to 1927, he was Councillor to the Russian Embassy in London, charged with the task of keeping the Foreign Office informed of Economic developments in Great Britain. It may be said that those who worked with him at that time recall his appetite for blue books and white papers, and radio reports and massive documents. In 1927 he left London, to return five years later as Ambassador, and during the interval he had served for two years in Tokyo and three years in Finland.

INTEREST IN LIFE AND SCIENCE

None of the preoccupations of a diplomatic life have lessened M. Maisky's interest in life or in science. There is nothing introspective or dilatory about him, and his speech is always vigorous.



Nearly a year and a half ago, he slipped unobtrusively into the chairman's seat at the conference held by the British Association on Science and World Planning. He was in a grim mood that morning, and talked "of a humble Ambassador who knows nothing about anything." He went on to assure his hearers that if Hitler won the war, there would be no freedom, no democracy, no culture, no science, no planning in the world. All that the Hitlerian order would mean to us, he said, would be one huge midden throughout the length and breadth of the planet. He was speaking as a representative of a nation that had tasted the tyranny and the terror of the invaders, and his sincerity and belief in victory were intense and unshakable.

TYPIFIES THE SPIRIT OF HIS PEOPLE

The big shots of the ambassador caste may find him baffling and too nimble for the routine of diplomatic circles. In Britain he and Madame Maisky have many close friends in the diplomatic corps.

There is nothing pompous in M. Maisky's nature. Whether he is unveiling a tablet on Lenin's former lodgings in Finsbury or presenting Russian orders to British airmen, the Ambassador's presence and dignity command respect and praise in the British people.

M. Maisky indeed typifies the spirit of his own people, and Moscow has recognized this quality by awarding him the Order of Lenin, one of the highest honours a Soviet citizen can receive.

—Condensed from a recent B.B.C. talk.

Technical Struggle Between Fighter and Fighter

By OLIVER STEWART

WHENEVER the struggle for air superiority boils up, attention concentrates on the fighter. That is the machine that plays the chief part in deciding whether the bombers will be able to work in the daylight; whether the aerodromes will be kept working; whether the land forces will have protection from enemy bombing; whether the supply columns will get through without serious damage.

In France in 1940 the call was for fighters to hold down the German air force. It was the same in Greece and Crete, the same in the Western Desert, the same in Tunisia.

The first step towards command of the air must be taken by the fighters. The whole of the struggle for air supremacy in this war has revolved round this small, fast machine. We learned the value of a good fighter in the Battle of Britain, and we have never forgotten the lesson.

During that battle, work was being done and plans were being laid, the results of which we are only now beginning to see. Recently, for instance, the Ministry of Aircraft Production released some details of the new Merlin engine. This engine gives more power and gives it higher up than the Merlins of the Spitfires and Hurricanes of the Battle of Britain. It gives the Spitfire yet another step up in performance and keeps it ahead of the enemy's fighters.

TO DESIGN AND DEVELOP

It is a tremendous technical struggle this, between fighter and fighter. So much depends on it that all the countries at war lavish their treasure without stint on those who can give a little more power and a little more speed and a little more climb to the fighters. But no amount of government encouragement can produce better fighters unless the ability exists in the country to design and to develop. And of the two things I would say that development is not only the more laborious and the more trying to those engaged on it, but the more difficult.

R. J. Mitchell gave us a piece of sheer inspiration in the Spitfire. It is, perhaps, the supreme example of design in all aviation history. You only have to look at a Spitfire to know that it is right. But the Germans, with their excellent Focke-Wulf 190, would have gone on ahead of the Spitfire and would have challenged our fighter supremacy by now had it not been for the development work done on the Spitfire and more especially on the Merlin engine. In the Mark 61 form, the

Merlin engine has a two-stage supercharger and gives so much power at height that a four-bladed airscrew has to be used to absorb it all. The engine is a little longer than it used to be, so that the Spitfire has a slightly longer nose to enable it to be fitted in; but otherwise it looks superficially much the same. It carries two cannon and four machine guns, all in the wings, and it has all its old power of manoeuvre and control through a wide speed range. In short, it is Mitchell's machine still; but in a much more highly developed form than it was when Mitchell died.

FASTER HURRICANES

The Hurricane has also been intensively developed since the Battle of Britain days, but in a different way from the Spitfire. It has been developed so that it can undertake all kinds of special jobs, such as bombing and low-level attack. To do these things its weight has had to be put up more and more. But although bombs have been hung on it, the development work has been so sound that to-day it is a good deal faster than in its original form.

Development, then, is the thing on which the Royal Air Force has largely relied to maintain its fighter supremacy. The engine and aircraft companies have never ceased from trying to squeeze more speed and more climb from their machines. New types are, of course, in production. But although some of them are wonderful pieces of design, they have to take a huge step forward if they are to surpass the highly developed old types. In fact, some fighter pilots have expressed the view to me that at the end of the war the Spitfire with its Merlin engine will still be the best fighter in the sky. In a way I hope that will not be true. I should like to see a new and better fighter coming along. When the finest aeronautical engineers in all countries in the world are striving with all their might to produce a still better fighter, they are bound in the end to succeed. And then, when the new fighter comes out, it will be subjected to vigorous development just as the Spitfire was.

The battles that are fought with speed and climb in the upper air are fought by the engineers and designers as well as by the pilots. And upon them depends the outcome of all other air operations.

THE FIRST ATTACK

Nearly always when an attack is launched on an enemy formation, it is first directed at the escorting fighters. That happened when Allied fighters attacked enemy air convoys between Tunisia and Sicily. It happens in

the opposite sense over France when formations of Allied machines go out to attack war industries. When the enemy tackles our fighter-escorted bomber formations he goes for the fighters before or at the same time as he tackles the bombers. The fighters always determine the pattern of the tactics. They are the mainspring of air superiority and supremacy.

I don't think that it is underestimating the enemy or failing to recognize the work of the German engineer, Kurt Tank—who designed the Focke-Wulf 190—to say that they have never yet surpassed Spitfire standards.

I sometimes wonder whether future historians will not place the part played by the

fighter in this war—and especially by the Spitfire—on an even higher level of importance than we put it to-day. This much can be said: that where there have been Spitfires, the Allies have always had air superiority. That has applied right up to the North African landings, when the Seafires—which are simply the naval version of the Spitfire—covered the operations.

If it is true that in air war it all depends on the fighter, then the Allies have been and are well placed.

—Broadcast in the B.B.C.'s Empire and North American Services.

Typhoon: Britain's New Single-Seat Fighter

By SANFORD LOCK

BRTAIN'S new single seater fighter, the Typhoon, which the Air Ministry has announced as operating in the air war, is the fastest and most pugnacious aircraft of its type in the world.

It is an out-size in fighters and nearly as large in appearance as that other magnificent new example of British engineering skill, the Mosquito. It is solid and a perfect gun-platform, and it has a single Napier "Sabre" engine of 2,400 h.p. or 100 h.p. per cylinder. Therein lies its secret.

With all that power to play with, Mr. Sidney Camm, the designer, was able to go all out for a phenomenal acceleration and climbing ability. He did not have to design a slim thorough-bred and so lose some robustness. He was able to use ideas of construction that called for power, knowing that he would get it.

The result is an aircraft which, in the words of a famous fighter pilot, climbs "like a rocket," is as "steady as a rock" when its cannon and guns are spitting death and "has the speed of a whipped devil."

BLOODED IN BATTLE

The Typhoon is a younger brother of the famous Hurricane, also designed by Mr. Camm, and a product of the Hawker Company. More than two years ago it was rumoured that it was in production. One year ago Captain Harold Balfour, M.P., Britain's Parliamentary Under Secretary of State for Air, flew one of the first products of the type on a test flight. But it was not until the Commando raid on Dieppe last autumn that it was fully blooded in battle. Then, in force, it covered the landing along with Spitfires and Hurricanes, silenced German ground gun positions

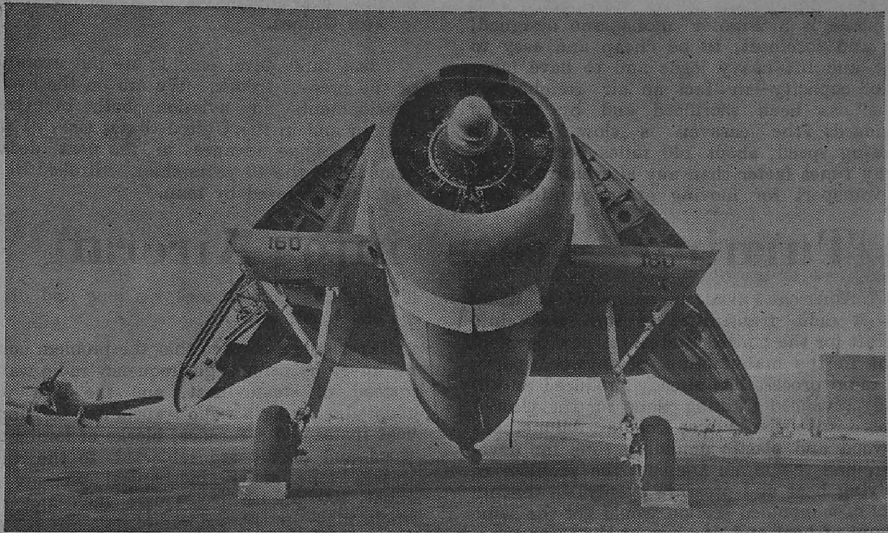
and helped to provide the "air umbrella" that was formed over the troops all through the operation.

In a recent daylight raid by the Luftwaffe on London, when children and teachers lost their lives in a bombed school, the Typhoon proved its powers. Five of the German raiders destroyed were chased, caught and shot down by Typhoons. Now an entire Typhoon Wing is operating under the control of the Fighter Command. At the time of writing, something like 35 enemy aircraft are reported already to have been destroyed by Typhoon pilots.

VAST POWER

Major Halford, who designed the "Sabre" engine, is also the designer of one of the most famous series of light aircraft engines ever known—the Gipsy range, some of which have a rated horse-power of less than he has put into a single cylinder of the Typhoon's power plant. So much power has never before been concentrated into such small compass. There is more power in the "Sabre" engine than in the greatest locomotives, yet the "Sabre" could be stood heavily in a driving-cab and leave room for the fireman to squeeze in as well.

It was this great power that caused some of the delay before the Typhoon became operational. Full advantage could not be taken of the power until technical genius had overcome the problem of producing an air-screw that would take up all the might of the engine and put it to effective use, with a minimum of wastage. And now, the Typhoon is proving particularly effective in low-level attacks on transport and troop concentrations in Northern France, shooting up goods trains.



HOW U.S. NAVY TORPEDO PLANES STRIKE AT ENEMY.—Wings of the U.S. Navy Avenger torpedo plane, used in attacking enemy shipping, can be folded back, as shown here, by hydraulic mechanism in a few seconds for quick storage on airplane carriers. The bay along the bottom of the fast and well-armoured ship holds the 1,950-pound torpedo, which is dropped from a low altitude and aimed to strike an enemy ship below the waterline.

Three Aeronautical Developments

THREE widely different aeronautical developments of significance for the future have just been made known, all of which may be destined to bring about fundamental changes and advances in their particular spheres, writes Peter Masefield in the *Sunday Times*. They are

(1) The use of helicopters for anti-submarine patrol by the British and American Navies;

(2) squadrons of specially armed Royal Air Force "tank buster" Hurricanes in North Africa; and

(3) first flights of an air cargo "tramp" in the United States.

Helicopters are not new. But none had been very successful until Mr. Igor Sikorsky began serious research some four years ago. The Vought-Sikorsky-300 helicopter can be flown upward, forward, sideways, backward and in a circle with absolute precision at any speed within its range. That is, from nought to about 100 miles per hour forward and from nought to about 25 miles per hour in other directions. It can alight on either land or sea.

USEFUL FOR SPECIAL PURPOSES

An improved and more powerful version of this helicopter is announced to be in production for the American navy, and presumably

this is the machine which will be supplied to the Royal Navy as well. The helicopter is still in its comparatively early stages of development. The load it can lift is small and its range is limited. But its possibility lies in that it can take off from or alight on restricted spaces such as a deck of a merchant ship. Although the helicopter is never likely to supplant the more normal aeroplane for flights of long range at high speed, it is certain to be useful for special purposes.

The second important development is the "tank busting" Hawker Hurricane—that magnificently versatile aeroplane in yet another form. Little may be said of its armament yet except that it consists of a large-bore cannon slung under the wings. Hitherto the largest cannon mounted in fighters has been of 37 mm. (one and a half inch) calibre which fires a shell weighing 1.1 lb. The chief problem in attempting to use heavy guns from the air is to design a gun with a fast enough rate of fire to achieve a number of hits when flying at high speed. The "tank busting" Hurricane opens up new avenues for the tactical development of offensive action from the air against ground forces or ships at sea.

A FRESH CONCEPTION

Finally, a plastic built cargo ship of the air is announced. In the new American Curtiss-Wright Caravan, we see a fresh conception

for the employment of air transport. This aeroplane is a 2-motor monoplane designed, first and foremost, to be cheap and easy to build and lift heavy loads and to have large cubic capacity—in fact an air freight car. Speed has been sacrificed and by modern standards the caravan is slow. But its cruising speed, about 140 miles per hour, is many times faster than any alternative means of transport for moving great quantities of

supplies over mountains or across jungles, as in New Guinea.

These three developments are but examples of the present trends. We are on the eve of developments in aviation both in Great Britain and in the United States such as will lead to bigger advances in the next decade than in all the 40 years since controlled flight was first achieved by man.

Turning Trees into Aircraft

AN American aviation company is using a radio transmitter to turn trees into aircraft for the United States. A new development in the manufacture of plywood parts, the radio process has already produced an all-wood, advanced training plane for the United States Army—the Yankee Doodle. All methods of wood and plastic moulding thus far developed had come up against the problem of applying heat and pressure evenly, so that all parts of a moulded section would get the same amount of heat and pressure at the same time. This problem became acute when it was decided to try to make wooden spars six inches thick. In the ordinary steam furnace, the outside edges of this thickness became too hot before the inside was hot enough. A

slow-backing process took too long and dried out the wood.

Experiments showed that the problem could be solved by using high-frequency radio waves instead of steam heat, and the idea was adopted. Using a radio transmitter to supply heat instead of a furnace, blocks of laminated wood and plastic are subjected to the radio waves while under mechanical pressure of about 100 pounds per square inch and the whole mass is heated uniformly—from the core outward—in 15 minutes. At the proper heat—usually about 275 degrees Fahrenheit—the plastic glue and the wood merge and become one structural piece with a greater tensile strength and a smoother flight surface than metal.

“Eight Corners, One Roof”

By SELDON MENEFEE

IN contrast with what the Tokyo radio tells the world, her domestic propagandists talk quite shamelessly about Japanese exploitation of the conquered areas for an indefinite period. The doctrine of Hakko Ichiu (supposed to date back to the first Emperor Jimmu) is Japan's self-justification in such policy. Literally, Hakko Ichiu means “eight corners, one roof,” or, in other words, “eight corners of the world under the Emperor.”

Broadcasts from Japanese-controlled transmitters give us a fairly complete picture of what the coprosperity sphere means in actual practice. Each country is stripped of all its goods which the Japanese want by means of the military yen, a worthless piece of paper which merchants must accept or go to jail. Then Japanese corporations (usually Simitomo, Mitsubishi, Mitsui and their subsidiaries) are formed to take over all of its resources.

In the Philippines, according to the Manila radio, Japanese military authorities have been complaining that the Filipinos have been “spoiled” by the high wages that the Americans have paid them, but lately they have reported that the workers came to terms when they were hungry enough and are now “enthusiastically working 24 hours a day” on construction projects at Cavite and elsewhere. Making sure that the “enthusiasm” lasts, all political meetings of Filipinos are prohibited.

Other items which symbolize Japan's “New Order in Greater East Asia” in all conquered countries include the adoption of Japanese holidays and the Japanese calendar by which 1942 became 2602; the spreading of Japanese-language schools among the conquered people in order to make Japanese the basic language of all Asia; the rechristening of cities, streets and theatres with Japanese names throughout south-eastern Asia.

—*Christian Science Monitor.*

SCIENTIFIC DISCOVERY

“When the history of the war is written, one of Mr. Churchill's greatest contributions to victory will prove to be the continual help and continual pressure he has given, and applied, in the field of scientific research, and practical adaptation of scientific discovery to the waging of war.”

—CAPTAIN OLIVER LYTTTELTON,
the Minister of Production.

India's Coast Defence Units

Two Lone Flyers and a Jap Naval Force

THE vital war role played by India's coast defence units is emphasized by the story of how two lone flyers from an Indian volunteer squadron sighted and shadowed Japanese warships in the Bay of Bengal.

One crisp April morning, with the sun just rearing his fiery head above the watery horizon, an aircraft of a newly formed Indian Air Force Volunteer Reserve Squadron took off on its first operational flight.

In the cockpit was a young Indian pilot, eager and alert; behind him sat his navigator, of maturer age, a hardy Scot, who a few months before had been a successful businessman in Cochin.

They set an easterly course. In a few minutes the wild and restless blue-black waters of the Bay of Bengal were below them. As the sun rose higher in the heavens the pink-crested rollers flashed a welcome to this lone craft out on its first dawn patrol.

The reconnaissance plane flew steadily eastwards. The pilot's watch showed 0540 hours. Behind, the night sky and dark ocean merged to obliterate the coast line of Eastern India; ahead, another day was already born. As the flaming red and orange of the sun's reflected glory changed to gold and silver over the vast waters, visibility improved.

The pilot and navigator scanned the waves. Not a speck disturbed the even line of the far distant horizon. The navigator spoke to the pilot over the inter-com: "Grand morning. Seems, though, we're the only folks enjoying it around here."

The pilot grinned with satisfaction; his aircraft was behaving splendidly. He, like the navigator, felt exhilarated.

The time was 0554 hours. Suddenly, something caught the navigator's eye. Was that a red flash away to the south? He peered intently through his glasses.

He spoke again into the inter-com: "Can you see red flashes to the south?" he asked.

The pilot swung his craft east-south-east, focused his eyes southward. "Yes, sir," he replied a moment later. "Looks as if somebody's signalling us."

The navigator studied the scene below. "I can see smoke. Must be a patrol vessel signalling us. Probably want us to identify ourselves."

Banking, the pilot veered to the south and opened his throttle.

"I believe there's a couple of ships. One seems to be throwing up a lot of smoke," commented the navigator. "Climb to 8,000 and let's have a closer look."

They flew due south, climbing. The sun was now well above the horizon.

"Good God!" gasped the navigator. "There's a ship afire—a merchant vessel. She's being attacked or I'm blind."

"How many can you see, sir?" the pilot came back.

"Two, three, . . . five. Warships, too. Fly around for a bit."

The navigator examined the spot in detail. His eyes were not deceiving him. Far below was a ring of warships, their guns spitting fire at a helpless merchantman. She was well ablaze. Smoke billowed skywards and floated lazily over the sea; columns of water spouted into the air as shells fell short of their target.

"There's no doubt that's a Jap naval force," commented the navigator. "They're giving her hell."

Through the veil of smoke, widespread over the scene, he identified an aircraft carrier, a battleship, a four-funnelled cruiser and two destroyers. The merchant vessel was of about five or six thousand tons, the usual cargo type. She was on fire abaft the funnel.

It was now 0650 hours. Suddenly three low-winged monoplanes tore through the sky immediately below them.

On instructions from the navigator the pilot took evasive action in case the enemy planes had spotted them. But their luck held. They remained unseen watchers of the drama below.

"We must shadow this little party. See, there's a destroyer heading direct for the merchantman—poor devils!"

The navigator cursed silently. "The destroyer's turning. She's quite close now to the ship. She's opened fire—hellishly heavy fire, too."

Fresh clouds of smoke poured from the hapless victim of the Jap warships.

"That merchantman hasn't a ghost of a chance," muttered the navigator gritting his teeth.

The pilot's watch registered 0706 hours. The navigator was keeping his base fully informed. Regularly he wirelessed his reports, briefly sketched a picture of the action.

Then came the instruction over the other: "Return to base."

The pilot banked steeply, opened his throttle and made for the coast.

And so was reported the first news of Japanese naval operations off the East Coast of India. It was just another grand job done by India's own air force. The courageous crew, who ran grave risks in "loitering"

above the enemy to discover all they could about the forces engaged, provided a report of great value to our air and naval commanders.

To-day, not many months after this incident, the Indian Air Force has its own fighters as well as reconnaissance and bomber aircraft among its new squadrons with pilots eager to avenge the pounding of helpless merchant ships by Japanese forces.

"One-Man Fight Against Japan!"

A minor private war between an Indian Flight Lieutenant and the Japanese during the Burma campaign has been revealed by a well-known Indian Air Force officer who served with distinction in the Burma air operations.

The Indian protagonist was a 25-year old member of No. 1 Bombay Squadron, a unit whose exploits against the Japs in Burma have provided a glorious page in the short history of the Indian Air Force.

His squadron was ordered to maintain continuous reconnaissance of a large area of Thailand. Toungoo airfield as an operational base for the squadron was untenable owing to the constant attention of enemy bombers and fighters. A detachment of the squadron had moved to Lashio and a detachment remained in Rangoon.

The Flight Lieutenant, however, flew alone to Toungoo, and with his airgunner took up quarters there. His aircraft was a Lysander, and, having no mechanics, he and his comrade had to re-fuel, re-arm and maintain it themselves.

Regularly every day Jap '97' fighters came over the airfield and strafed them. This was all very annoying, but even Japanese shot and shell cannot keep a good man down. Every afternoon up went the Flight Lieutenant to pay his compliments to the Japs and take his revenge; every afternoon he set course for the enemy's lines and airfields; every afternoon he and his gunner shot up the Japs and played merry hell wherever there was enemy game to be had.

HIS GROUSE

This went on for fourteen days. Then the Flight Lieutenant rang up his C.O. and complained bitterly that he considered the dhobi-ing arrangements were well, to put it mildly and respectfully,—bad! With a 'Lizzie' (RAF parlance for a Lysander) to

look after and the Japs to keep an eye on, he really could not be expected to do his own dhobi-ing. He had worn his clothes continuously for a fortnight, couldn't something be done about it?

By the time he had contacted his C.O. the military situation in Burma was so critical that nearly the whole of the air forces had been withdrawn. The C.O. was amazed to hear that he was still operating from Toungoo.

"I thought you had left long ago!" his C.O. exclaimed.

"Well, Sir, I received no further orders so I carried on. I had plenty on hand. I have been getting my reports back through the Army. But what about my dhobi-ing?"

He was ordered to rejoin his unit immediately. And so his one-man show came to an end—fourteen splendid days of Indian courage and daring.

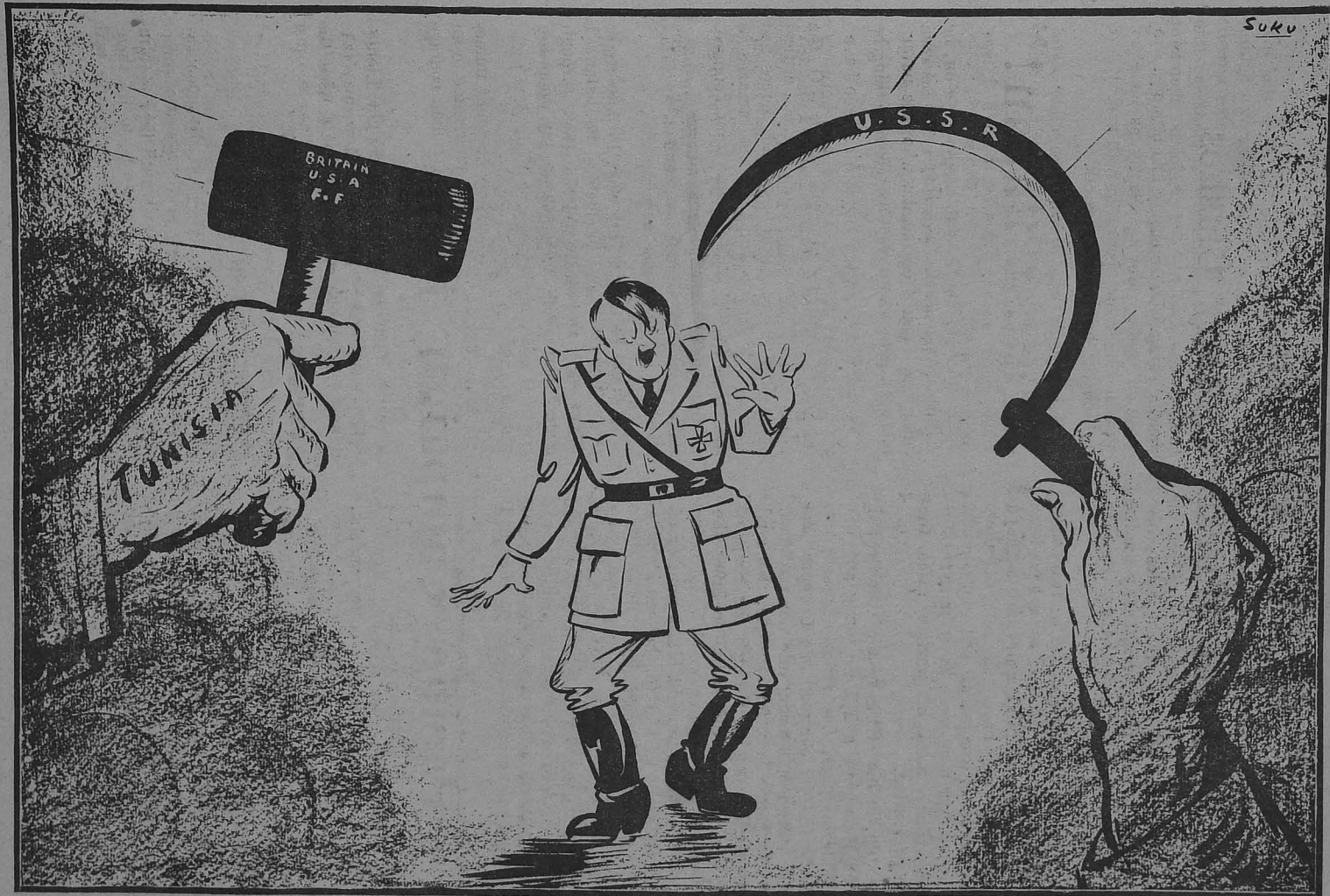
Another story of this same Flight Lieutenant's initiative and pluck—and we may take these accounts as characteristic of what the squadron was doing at this time—has also just been told.

INITIATIVE AND PLUCK

The day prior to the fall of Rangoon two Hurricanes, which were only in need of minor adjustments, were reported grounded at Mingaldon aerodrome with nobody to fly them. The skies north of Rangoon were alive with enemy fighters, but despite the danger, the Flight Lieutenant flew his Lysander to Mingaldon, taking two Hurricane pilots as his load.

Arriving at the aerodrome, he and his fellow adventurers set to work on the Hurricanes and within a few hours they were airborne. He then jumped into his Lysander and headed for base—the last plane to leave Rangoon before the Japs occupied the city.

A SECOND FRONT



In a speech at Birmingham on Friday last (April 28), Mr. L. S. AMERY, Secretary of State for India, referred to North Africa and said, "It has become a second front, not by our choice, but by Hitler's reaction to our initiative."

Patrol Activity Increases in Arakan

Japs get Worst of Many Clashes

PATROL activity on both sides has reached a new pitch of intensity on the Arakan front, states an *Indian Army Observer* writing on April 25.

Many minor clashes and one or two larger ones have occurred. Most of these have been in the wild, tangled hill country on the Mayu Peninsula, and they have gone so far definitely in the favour of troops, British and Indian, who have never been more lively or successful in this tricky form of warfare since the campaign started.

The Jap, in his efforts to press northward towards Maungdaw and Buthidaung and the road joining them, has repeatedly sent out patrols to feel for our men and to repeat the familiar tactics of filtering into our positions. The night before last, for example, this kind of activity went on all through the hours of darkness. Not only did it fail to bring the enemy any reward—our troops defeated every attempt—but it also brought him a number of new casualties to add to the considerable losses, he has suffered recently.

Murderous little battles have been fought at many points in the hills and at other places on the front. Here is one that is typical.

A small patrol of Punjabis spotted eight Japs sitting eating below a position they had

been digging. Other enemy had occupied the position itself. Moving silently as close as possible our troops opened up with Tommy gun fire on the unsuspecting eaters.

Heavy reply was drawn from other Japs and the Punjabis had to withdraw to a safer spot. But later observations showed that of those eight enemy, five were dead and two badly wounded.

Successes, small as they are, show enterprise against opponents who are never more dangerous than in this kind of country.

The artillery and the Royal Air Force have also continued their good work and between them have inflicted further casualties estimated to total about one hundred and fifty. A large number of these occurred during a bombing raid on Jap concentrations at Gudabyin. On the Mayu river enemy activity had developed on the coastal plain below Lambaguna, some miles south of Maungdaw, and a certain amount of digging has been reported.

It would be unwise, however, to infer that this indicates any defensive intentions. Rather is it to be expected that the Jap will make increasingly vigorous thrusts at our positions guarding the way to Maungdaw and Buthidaung.

Pacific Campaign Plans

A. D. ROTHMAN, the Sydney *Morning Herald's* Washington correspondent, says that opinion there is that it would be incorrect to consider the visit of the representatives of the Pacific commanders as missions sent by those commanders to ask for reinforcement of the Pacific. It is now thought that they were called to Washington principally to discuss with the United States Chiefs of Staff new plans for the Pacific campaign, and that while the supply question loomed large, the emphasis was rather on implementing the Casablanca Conference decisions so far as the war against Japan is concerned. There is a feeling in informed circles in Washington that the next step against the Japanese will be an effort to take Rabaul. It is understood that the campaign for Guadalcanar was regarded as a preliminary effort to recapture Rabaul.

One authority told Rothman: "You need only see the reconnaissance photographs of Rabaul harbour, with some 60 ships therein,

to realise immediately that it is the keystone of Japan's southern empire and if it were seized it might mean the collapse of that empire."

ADDITIONS TO PACIFIC FLEET

It is contended in Washington that General MacArthur, Admiral Nimitz and Admiral Halsey are not men who can sit and wait, and that they will take the offensive at the earliest opportunity, and press it to the full with what they have, rather than wait until they get all they think they need. That leads to the question, "What is available in the Pacific for an important offensive?" It is thought that there is more than is generally believed. It is emphasised, for instance, that there have been major additions to the Pacific Fleet, principally new battleships, which have restored the pre-Pearl Harbour balance. Moreover, there has been a steady arrival of newly commissioned aircraft-carriers, principally converted cruisers and merchantmen, with larger types of the *Lexington* class well under way or

being commissioned. Thus it is felt there is adequate naval power to mount a considerable offensive.

However, it is admitted that there is a shortage of land-based planes, and it is questionable whether Kenney or Sutherland succeeded in getting any outstanding additions to the South-West Pacific's *pro rata* allowance, although it is believed they did not leave Washington empty-handed. It is pointed out that land-based planes are for defensive

purposes, designed to defeat the Japanese efforts to reinforce their present holdings, while naval accretions are definitely offensive weapons, making possible a full-scale attack on Rabaul. It is thought that with the conclusion of the Guadalcanar and New Guinea campaigns it was found that Australian and American land forces had shown the effects of the fighting they had been through, and appreciable reinforcements would be necessary for mounting a large-scale amphibious venture against the Japanese.

Old Hopeless Sham

EACH succeeding utterance of the Japanese Fuehrer, General Tojo, pays more wonderful compliments to the other end of the Axis. He promised last summer that he would soon join hands with them "and mete out the final blow to their enemies," writes the *Daily Telegraph*.

The spring edition of this pledge assured Germany and Italy that they are pushing back all enemy offensives with "unshakable morale and military strength" and collaboration between them and Japan was still increasing. With the courtesy and the imitative genius of his race, he almost equals the European Axis leaders in the fervent efforts to persuade his countrymen that the United States and the British Commonwealth are quarrelling and will never agree.

As far as words can demonstrate loyalty, General Tojo only draws the line at applauding Hitler's Bolshevik bogey. When he deals with action, he makes it clear that the Japanese warlords have given up hope of anything from Germany and Italy and will do nothing for them.

REVISED VERSION OF THE BRAG

The eyes of Japan's militarists are now concentrating on China. It may be said that they have been for five and a half years since the hopeful predecessor of General Tojo announced that "China must be beaten to her knees," but Tojo recently put out a revised version of that brag. The massacres, plundering and devastation have all been in vain if the war is only "just starting."

Japan has now made a fundamental change of policy and now "all efforts of Britain and the United States to separate the new China from Japan must fail."

General Tojo has just been inspecting the Japanese army in China which is said still to number one million men after a year of continually frustrated and futile attacks. Nothing in the position offered him much comfort. Large areas of Japanese forces are immobilized by guerillas; where they have conquered territory they have made it a desert.

The method by which Tojo proposes to extricate his army from this morass is only the old hopeless sham of "Sino-Japanese co-operation." The puppet Government set up at Nanking under President Wang Ching-wei by the Japanese is the "new China" which never will desert Tokyo.

As Wang and his fellow Quislings never had any power while Japanese arms were in the ascendant, their capacity to make "new China" now is something less than dubious. Tojo may hope that his proposal will create divisions, weakening the stubborn resistance of the real China, the China of Chiang Kai-shek; but that he is reduced to such a vain hope and such a stale device betrays the magnitude of the difficulties which, as he confessed, he sees ahead. No cajolery will persuade the Chinese to cease their fight against Japan's hideous brutality. They will not surrender their airfields or let the Japanese army have freedom of manoeuvre. They know that the Japanese strength in ships and planes is going down every day and the American strength is increasing; they are well aware that Tojo knows it also and fears the consequences. China is assured of equipment and all forces necessary to punish the infamies of Japan; the Tokyo warlords have to read the writing on the wall.

FLYING FORTRESS OF THE SEA

The United States has developed a sea-going version of its famous Flying Fortress bomber. Called the *Sea Ranger*, this new craft is intended for United States Navy's use as a patrol bomber. It has a very long range, powerful armament, and carries a heavy bomb load. The *Sea Ranger's* two engines deliver as much power as the Fortress's four engines. Of all-metal construction, it has complete accommodation inside its streamlined hull for ten men. Like the deadly Fortress, the *Sea Ranger* is heavily armed against enemy fighters. Guns bristle from its nose, top, sides and bottom.

Will Italian Fleet come out of its Lair?

THE Italian fleet, though its losses since Italy's entry into the war amount to ten cruisers, 48 torpedo boats and destroyers, and some 35 smaller men-of-war apart from submarines, in which class losses have also been heavy, is still a powerful and substantial factor in the war, observes *The Times*. Two of the six battleships in service in June, 1940, the *Littorio* and the *Cavour*, were beached after damage inflicted on them by the Fleet Air Arm in its attack at Taranto on November 11, 1940. The former, one of the most powerful battleships afloat, was evidently back in service after no long interval, for she has since been encountered at sea. It seems probable that repairs to the *Cavour*, and old ship reconstructed just before the war, have also been completed by now. The Axis has announced that two newer sister ships of the *Littorio*—the *Roma* and the *Impero*—are in service. This is not impossible, though it seems unlikely that more than one of them can yet have been completed.

Nine cruisers remain out of the original 19, of which perhaps two may be of the 10,000-ton, eight-inch-gun type. Not all the 48 destroyers and torpedo boats sunk can be deducted from the 104 modern craft of those classes with which Italy entered the war. Some of them, veterans of the last war, may still be in service for subsidiary naval duties, and some may have been added to the fleet in the past three years. It may thus be calculated that Admiral Riccardi disposes of a surface fleet of six to eight battleships, two heavy and seven

light cruisers, with nearly 60 destroyers and torpedo boats.

Admiral Doenitz, the new Commander-in-Chief of the German Navy, conferred with Admiral Riccardi in Rome for three days last month; in a broadcast from there on March 23 he insisted that the sealanes of the Allies were vulnerable, and that it was against them that the Axis must hit with all its strength. This visit undoubtedly had some meaning and purpose. A conclusion that irresistibly presents itself is that the Axis powers are diligently seeking some counterweight to arrest the swing against them in the Mediterranean theatre of war. They may well find it in the Italian fleet, which has long exhausted its potentialities as a "fleet in being" and must now appear as a fleet in action, which its material strength requires it to become if it is to justify its existence at all.

Sir Andrew Cunningham would undoubtedly welcome an opportunity to put it to the test, now that means exist of producing Allied air superiority in the narrows of the Mediterranean and of redressing the disadvantage under which his fleet laboured so long, yet so successfully, during his former tenure of command. He may not have to wait very long for the opportunity. Neither Hitler nor Rommel is likely to hesitate for a moment to insist on action which would send the whole Italian fleet to the bottom of the sea, if its sacrifice seemed likely to secure the withdrawal and save the lives of a few German soldiers.

"Tank Buster" at El Hamma

TWO years ago this month small but very gallant bands of the Imperial troops were making their way to the shores of southern Greece where the navy was to try to take them off. The sky was thick with German aircraft, writes the *Sunday Times* military correspondent.

Those who arrived in Egypt staggered on the shore at Alexandria ragged, almost bare-footed, drawn and haggard with the strain of their sufferings. For they had come through one of the most terrifying experiences of modern war and ceaseless attack from the air without adequate defence. The same kind of trial but ten times as great lies before the Germans and their hapless Italian comrades in Tunisia.

It is possible that the battle of El Hamma will prove to have been a milestone in military history. It was one of those historic occasions when a new weapon and a new method make their appearance on the battlefield and give a fresh turn to the art of war.

For the first time an aeroplane, known as "tank buster" attacked an enemy tank formation, not assembling in the rear or engaged in refilling, but in battle array in grips with our troops. The effect of the attack was devastating and contributed largely to the German defeat.

It is an event of so much importance because the swing of the pendulum between the tank and the gun showed signs of sticking at neutral. The final clash at El Alamein in which Rommel lost almost all his armour, was not a battle of whirling tanks and swift manoeuvre. It was an artillery duel.

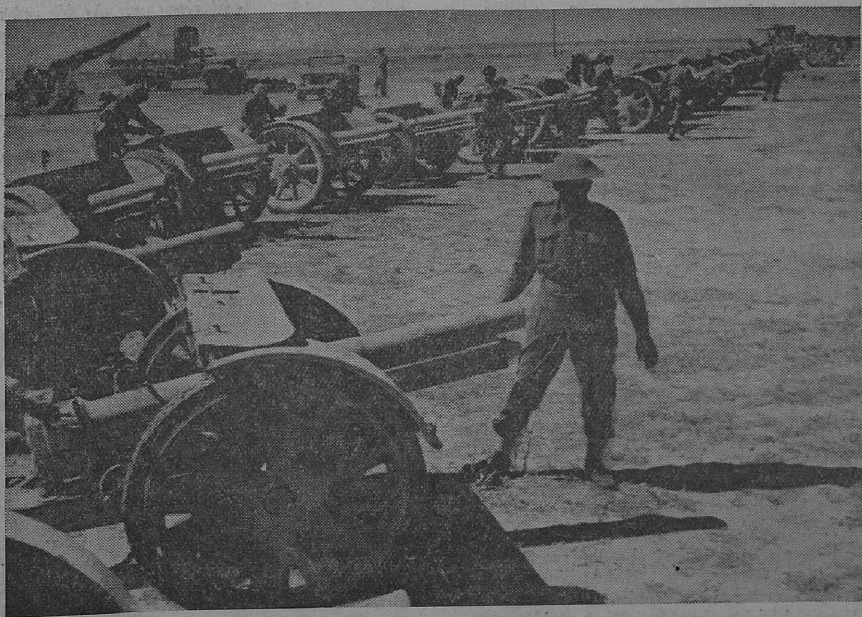
General Montgomery has evolved a method based on both the extended use of artillery and on lowflying aeroplane. It must not so simple a development as might be thought. The divebomber did not meet the case. It was ineffective against tanks and could not protect itself. A new machine was needed and the "tank buster" armed with cannon and machine-guns was evolved. But the results have already been most promising.

INDIAN TROOPS ENTER SFAX.



Units of the Fourth Indian Division were the first troops to enter Sfax which was one of Rommel's main bases in Tunisia. The troops received a tumultuous welcome from the French and Arab population. Photo shows Indian troops fraternising with French inhabitants.

SPOILS OF WAR.



Much enemy equipment was captured by the Fourth Indian Division in the Gabes and Sfax areas including several French guns which had been used by the enemy. Photo shows Indian troops with captured guns.

Middle East Crops Save Shipping

GOOD crops in the Middle East during 1942 saved 500,000 tons of shipping, said Commander R. G. Jackson, Director-General of the Middle East Supply Centre, at a Press Conference in Beirut.

He was describing the work of the Centre in bringing supplies to the Middle East and making the region as far as possible self-supporting.

The use of oil in place of coal had obviated the importation of 500,000 tons of coal a year, he said. Imports of certain goods to various countries had had to be restricted to facilitate the transport of war materials but these restrictions did not affect the food situation in these countries.

He pointed out that there was no famine in the Middle East and compared this condition with that of Europe, whose crops were being taken by the Germans.

Careful watch had been kept on the supply situation in each country, especially in Syria, to which country it was necessary to supply cereals at the end of 1941 and the beginning of 1942.

Fortunately this year's crops were satisfactory, said Commander Jackson, and there was a possibility that Syria and the Lebanon would not need help in this direction. Thus more transport could be devoted to the importation of war material to finish off the war in North Africa.

Paving the Way for Allied Land Offensive

By WING COMMANDER L. V. FRASER

ROUND-THE-CLOCK bombing of Germany from bases in the British Isles increases in force. Its development will bring in the last phase of the war.

The scale of the attack, as the last few weeks have shown, has greatly increased. As the year progresses it will increase still further with correspondingly greater damage to Germany's industrial and military power paving the way for an Allied land offensive on the Continent of Europe.

As the air offensive develops, Germany has to find more men and material for home defence with a consequent reduction of resources for attack. At the present time 750,000 highly trained German soldiers are chained to home defence against Allied air raids. Another 750,000 fulltime German workers are engaged in civil defence—a total of 1,500,000 is already contained by the air offensive.

LOSS TO GERMAN WAR EFFORT

To this figure of manpower must be added the loss to the German war effort of those factories and workers producing materials required for civil defence and anti-aircraft batteries which could otherwise be turned to offensive uses elsewhere.

Well over a quarter of the Luftwaffe must be retained to counter Allied air attacks. An other quarter is compulsorily engaged in the North African theatre. Progressively, the Allied air forces are forcing the Germans to use and use up their aircraft by stretching the

chain of defensive patrols and multiplying the uncertainty of the point of attack, forcing the Luftwaffe to fight on several fronts from Britain to Norway and from the English Channel to the Mediterranean. An idea of the growth of air attack can be got from two significant facts.

Since the war began, aircraft of the Royal Air Force Bomber Command have delivered well over 100,000 tons of bombs on German targets. More than half this total was dropped during the last 12 months. Apart from sustained night bombing raids, thousands of sorties were flown by the Bomber Command alone in daylight raids during 1942. These daylight raids were made on nearly half the days of the year with factories, airfields, shipping, transport, power stations and other military targets as their objectives.

ITALY HIT BOTH WAYS

The intensity of night raids is persistent and remorseless. As much is packed into half an hour now as the Germans put into two nights when the Luftwaffe bombed London. Berlin, in the raid which forced Goebbel to admit some of the truth about the damage, was bombarded in a short saturation attack by a very much greater weight of bombs than was dropped on London during the heaviest German attack. Italy is raided both from British bases and from North Africa. Nazi convoys must now run the gauntlet in the "bomb alley" before supplies can reach the enemy forces in Tunisia.



THE MEDITERRANEAN WAR ZONE.—This base map of the Mediterranean war zone is serviced for possible use in connection with news development. The anchor symbols show naval bases and the dotted lines show important sea routes and distances.

—United States Office of War Information photo.

Story of Gabes

THIS is the story of Gabes and of what the Germans did to the town. Let M. Marcel Giraud, the police chief of Gabes, tell you the story:

“The Germans came on November 20. It had been a happy town until then. The sorrow of France was ours of course, too, but we were hopeful.

“There was plenty of food, and our children played in the sun. But the Germans and Italians had no food. Rapidly they laid the countryside bare. We thought that bad, but worse came soon.

“The Gestapo got to work. One day recently the Gestapo circulated a list of women in the town whose husbands or menfolk were still fighting for France. There was no attempt to veil the meaning. Our women had kept out of the way of the Germans, but that dreadful night German soldiers, many of them drunk, ravaged through the town, forcing their way into houses and attempting by force to molest the women who had been named for them.

“Mothers sent their children running to me for help. I got my gendarmes together. The Germans had disarmed us. We hadn't much hope. But the Italian carabinieri had heard about it too. Of their own accord they came with us with carbines levelled, and drove the Germans out into the streets again. All that night, and for many nights afterwards, we stood guard with Italian police over our womenfolk.

“In the Jewish quarter of the town the Germans rioted as they pleased. We couldn't do anything to help them. Jewish homes were ransacked and robbed of every scrap of jewellery, gold and silver, and money. The Germans went through the town like a swarm of locusts. Every bit of machinery, every public and private vehicle, every bicycle even, was taken away.”

—*News Chronicle.*

LISTENING IN

Recently a Belgian in a Brussels Cafe said to a friend, “Well, I must go home now, to listen to the English news.”

The Gestapo were waiting for him. When he arrived “Do you listen to the Short Wave?”, they demanded.

“Every day” replied the Belgian.

“Where is your Radio?”

“Oh! I have not got one, but the walls are thin and I listen to the Nazi Officer's next door.”

—*Broadcast by A.I.R., Madras.*



BRITAIN AND GERMANY

29th Apr.—During an offensive sweep off the Dutch coast, light coastal forces engaged an enemy armed trawler near Ijmuiden.

The Royal Air Force laid mines in the Baltic sea.

30th Apr.—An enemy convoy off the Dutch coast was attacked. The Royal Air Force carried out sweeps over Northern France. Two enemy aircraft were destroyed over the Channel.

1st May.—The Royal Air Force heavily bombed Essen and other objectives in the Ruhr. An enemy mine layer was damaged off the coast of Brittany. Transport targets in Northern France was attacked. Two German salvage boats were sunk in Oersund.

2nd May.—There was an air battle with the Royal Air Force off Norway. Port installations at St. Nazaire were attacked. A most successful action off Terschelling was fought against four heavily armed enemy patrol craft.

3rd May.—The Royal Air Force bombed the iron and steel works at Ijmuiden in Holland. Mosquito bombers attacked the railway workshops at Thionville in Lorraine.

Mr. Churchill received the following message from M. Stalin: "I welcome the bombing of Berlin, Essen and other industrial centres of Germany. Every blow delivered by your Air Force to vital German centres evokes the most lively echo in the hearts of many millions throughout the length and breadth of our country."

4th May.—United States bombers raided Antwerp.

5th May.—The Royal Air Force raided Dortmund in West Germany.

UNITED STATES OF AMERICA AND ATLANTIC

29th Apr.—Mr. William Batt, Vice-Chairman of the War Production Board, said that the United States would produce 100,000 planes in 1943.

30th Apr.—Mr. Cordell Hull, Secretary of State, repudiated all past agreements with the High Commissioner of Martinique, Admiral Robert.

1st May.—Colonel Knox, United States Secretary of Navy, said that ship sinkings by submarines were much lower in April than they were in March.

Mr. Stettinius, Lease-Lend Administrator, said that the Soviet Union had received more Lease-Lend planes than any other military theatre. The total Lend-Lease aid up to April 1, was 10,319 million dollars.

3rd May.—An unidentified plane fired four machine gun bullets over Brooklyn. Three shells pierced an apartment house roof.

4th May.—The Maritime Commission announced that 157 ships totalling 1,662,000 dead-weight tons were delivered during April—another record for ship building by American Merchant Marine Shipyards.

INDIA, BURMA AND CEYLON

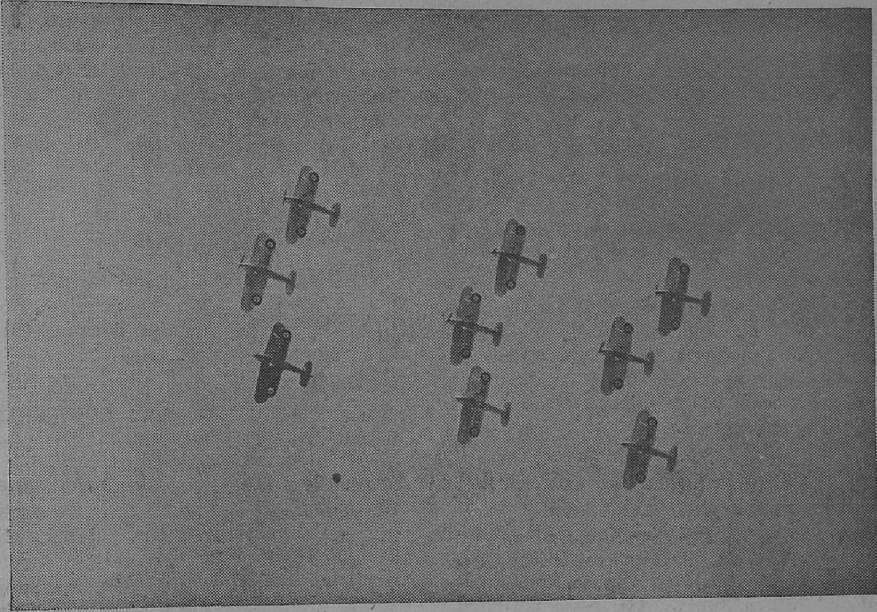
29th Apr.—The Royal Air Force bombed enemy objectives along the Mayu bridge. The Japanese-occupied village of Nagabyawchaung-gywa was set on fire. Enemy installations were attacked at Nsozup, Nanyaseik and Tahona.

30th Apr.—In the upper Chindwin, the Royal Air Force attacked the Wuntho area. Bombs were dropped on enemy-occupied villages on Akyab Island.

An alert was sounded at Jorhat (Assam). Some enemy planes were sighted which were chased away.

1st May.—The Royal Air Force bombed objectives at Myingyan on the Irrawady. The United States Air Force attacked the Sula Pagoda docks in Rangoon.

2nd May.—The Royal Air Force bombed a Japanese troop position in the Myittha valley. Mandalay railroad sidings were also attacked.



TRAINING PILOTS FOR THE INDIAN AIR FORCE.—Picture shows how pilots are trained at No. 1, Flying Training School in India. Formation flying is one of the many things the pupil has to learn—both taking off and landing in formation.

3rd May.—Some sharp encounters took place on the east side of the Mayu ridge. Enemy objectives south of Buthidaung were attacked. Blenheims attacked Indau, an oil town on the Chindwin.

Enemy bombers attacked an airfield in south-east Bengal. One Japanese bomber was shot down.

4th May.—The Royal Air Force bombed Akyab town and started a number of fires. Enemy bombers attacked Buthidaung and Bawli Bazaar. Enemy rail-road installations at Ywataung and Maymyo were bombed by United States Air Force.

5th May.—Fighting in Arakan flared up again. The Japanese renewed pressure against our troops holding positions on the eastern side of the Mayu hills.

ITALY, AFRICA AND THE MEDITERRANEAN

29th Apr.—British forces occupied the village of Sidi Ahmas, 10 miles north of Medjez el Bab. The French forces captured Jebel Estena. The fall of Pont Du Fahs was reported to be imminent. Eleven Axis ships were damaged or destroyed and 12 aircraft shot down in the sealane between Sicily and Tunis.

The Royal Air Force bombed Naples, Messina, Syracuse and Lampedusa Island.

30th Apr.—Part of the Italian fleet returned to the Gulf of Taranto. The French were within sight of Bizerta. British troops captured Sidi Abdallah. An Axis merchantman and an E-boat were sunk in the Gulf of Tunis. The El Aouina airfield in Tunisia was bombed.

1st May.—Ten enemy ships were sunk in the Mediterranean by British submarines. Direct hits were scored on eight vessels. Liberator bombers attacked Messina harbour.

American troops captured an important hill 16 miles from Mateur. The first army repulsed two violent enemy attacks.

2nd May.—An Axis ship was sunk in the Aegean Sea. Two Italian mine sweepers were attacked off Cape Bon. The Germans landed troops in Rhodes.

American troops mopped up the area of Jebel Tarhent. The British First Army advanced along the road to Tebourba.

Mr. Arthur Henderson, Financial Secretary to the War Office, said that the final stage of the Tunisian campaign had been reached.

3rd May.—Allied troops captured Mateur. United States troops made a slight advance in Sidi Nsir area.

Successful attacks were made on two Italian mine sweepers, a German R-boat, an enemy motor vessel and a merchantship in the Mediterranean. Five enemy bombers were shot down.

General Giraud in a broadcast said that all Tunisia would be liberated this month. He added: "This will be the beginning of a bitter struggle but I believe that the war against Germany will be over by 1944."

4th May.—French forces reached positions 13 miles from Bizerta. American troops were 8 miles south of Tebourba. Bizerta docks were bombed.

It was disclosed that between 150 and 200 Axis ships were sunk or severely damaged in the Mediterranean in April.

5th May.—The Pont du Fahs-Enfidaville road was cut by French troops. American troops were within 5 miles of Ferryville. It was announced that 5,000 Axis troops were taken prisoner last fortnight. Several Axis airfields were captured.

RUSSIA AND FINLAND

29th Apr.—The Russians launched a large scale attack from the Kuban bridgehead. There was intense air activity on the Leningrad and Kuban fronts. The Nazis scattered fake leaflets to deceive Russian guerillas.

30th Apr.—Soviet aircraft sank one large transport and a trawler in an enemy convoy. Koenigsberg was bombed by the Russians. One hundred and sixteen German planes were shot down in the past two days.

1st May.—Russian troops resumed offensive in Kuban area. On the Leningrad front, Soviet units wiped out 200 Germans.

In an order of the day, Stalin said: "The German-Italian Fascist camp is on the verge of a catastrophe . . . Two or three more powerful blows are needed from the West and from the East in order to make the catastrophe for Germany a fact."

2nd May.—The Russian army continued to advance in the Kuban.

3rd May.—During the week ended May 1, 21 German aircraft were destroyed. West of Rostov, Soviet airmen blew up an Axis train. A new German night attack at Chuguyev was repelled.

It was reported that General Jani, Hungarian Commander-in-Chief, would withdraw Hungarian troops from the Eastern front.

4th May.—The Germans evacuated Krimskaya. The Red Army was locked in a savage battle in the Kuban pocket. The Moscow Radio announced that 54 German aircraft were shot down in air combats west of Knasnodar in the past two days.

5th May.—Soviet aircraft made heavy raids on Bryansk and Minsk.

NEUTRAL COUNTRIES

1st May.—M. Hansson, Swedish Prime Minister, said that whether reasonable or not, there was a feeling that the war might soon be over.

4th May.—According to a Madrid report, Herr Himmler, the Nazi Gestapo Chief, failed to secure an interview with General Franco during his recent visit to Madrid.

SHIPPING

1st May.—The British destroyer *Beverley* was lost.

3rd May.—The British submarine *Turbulent* was lost.

VICHY AND OCCUPIED COUNTRIES

2nd May.—Marshal Petain broadcast a speech to French workers. He said: "After 30 months of trial, endeavours and disappointments, many of you might have lost courage. . . . The Armistice has put an end to fighting, but it has not done away with defeat. . . . The soul of France will not be revived without your patient and earnest support."

According to the German Radio, M. Laval and M. Cathala, Vichy Finance Minister, were wounded by an assassin after a meeting with Hitler.

The Vichy Radio said that Allied military operations against Martinique could undoubtedly be expected.

4th May.—It was reported that Hitler had demanded from M. Laval all Frenchmen between 18 and 40 to be sent to Germany unconditionally and France to join the Anti-Comintern Pact.

All Russians and Republican Spaniards residing in Vichy were arrested.

According to a Geneva report, at least 15,000 persons had been arrested in France so far following the recent purge undertaken by M. Laval.

THE FAR EAST

29th Apr.—Forty Japanese planes raided Kunming, capital of Yunnan province. On the Shansi-Honan border, the Japanese forces were defeated.

Mr. Morgenthau, United States Secretary of the Treasury, disclosed that Japanese troops slaughtered every man, woman, and child in the coastal areas of China.

It was reported from Chungking that the Japanese were concentrating the number of Chinese puppet troops from 100,000 to 600,000 supplying them with large quantities of British and American equipment captured in the early stages of the Pacific war. These forces were intended to be used in Burma, Malaya, East Indies and Philippines.

The Berlin Radio declared that the Japanese would undertake a powerful offensive in the Pacific when the Allies struck against Germany and Italy by invading Europe.

30th Apr.—Flying Fortresses bombed the Japanese-held area at Kahili in the Shortland Island area. Japanese installations at Gatero on the Kolombangara Island in the Central Solomons was bombed.

1st May.—Mr. Forde, Army Minister, said that in addition to the 200,000 troops concentrated by the Japanese in the north, the enemy had built sufficient airfields to accommodate 1,500 aircraft from Timor to Rebaul.

2nd May.—Timika in Dutch New Guinea and Nabaire were bombed. At Manokwari, a 5,000-ton enemy cargo ship in the harbour was hit.

3rd May.—Twenty-one Japanese bombers and 30 fighters made a heavy raid on Darwin. Thirteen enemy planes were destroyed. Japanese positions at Munda and installations at Kiska were attacked.

The United States Navy Department disclosed that American submarines had sunk more than 125,000 tons of Japanese shipping.

Mr. F. M. Forde, Australian Army Minister, said: "The Darwin raid, taken with the heavy Japanese submarine activity off the east coast of Australia, shows that Japan is not standing still but that her policy is an offensive and aggressive one."

4th May.—Mr. Makin, Australian Minister for Navy and Munition, said: "The Japanese are concentrating submarines in waters round Australia to effect the same position as that created by U-boats in the Atlantic."

It was announced that American forces occupied Russell Islands north-east of Guadalcanar in February without opposition.

Seven Japanese planes were destroyed in large scale air battles over Hunan province in Central China. The Japanese used parachutist troops during an attack on the slopes of Taihanshan mountains. The Chinese repulsed the Japanese attack at Huayung.

5th May.—United States submarines sank six Japanese ships and probably another in the Pacific and the Far East. Japanese planes were shot down over Yunnan.

Front and Factory

THERE are signs that the competing claims of the front and the factory in Germany have not by any means been finally met by the recent total civilian mobilisation in the Reich itself and the industrial conscription in subjugated Europe, writes *The Times*.

Information from a neutral source speaks of the controversy—which may yet become a conflict—between Speer, who is responsible for war production, and the High Command. According to this, Speer has complained that the comb-out of industry has been carried to excessive lengths. He is thinking, as he is bound to do, of skilled labour. No doubt the closing of hundreds of thousands of businesses supplying civilian needs and the flocking of the released labour into war factories were good propaganda but what Speer gained in quantity, he more than lost in quality.

It is reported that he is now urging that there should be a drastic comb-out of the army to give back to the war industry the hundreds of thousands of skilled men—the number is put as high as that—it needs, if it is to deliver the formidable mass of weapons ordered and required for this year's campaigns.

CORRECT BALANCE

The correct balance between the front and the factory depends on a nice calculation of

many factors. Without exaggeration, its immediate import as evidence that the German leaders have not achieved or perhaps have not succeeded in maintaining such a balance brings a certain reassurance to the Allied peoples.

Germany in fact has reached a stage when things can no longer be done strictly according to order or according to plan. The timetable of Hitler's war went long ago. Now it appears that his schedule of production is losing something of its old smoothness and certainty. The campaign in Russia has upset all calculations both for armed forces and for industry now that the Royal Air Force offensive, applying a new technique, powerfully seconded by the growing American air force in these islands, which constitute as the Germans themselves say a great aircraft-carrier off the western coast of Europe, is adding physical disruption on an unmistakable scale.

Civilian life in Germany is, however, still bearable and the spirit of her people is far from the breaking point. There has been some recovery of confidence since the calamity of Stalingrad but no real relief from the difficulties that press on her from many sides. Germany will squeeze Europe still more remorselessly as these difficulties increase.

Grow More Food—in Your Gardens!

Fruit Vegetables Tomato



Lycopersicum Esculentum, Lat. ; Fam : *Solanaceae* ; *Thakkali*, Tam. ; *Thakkali*, Tel. ; *Thakkali*, Mal.

Description.—A herbaceous plant with hairy stem and leaves. Fruits are fleshy berries, used a great deal as food.

Propagation.—From seeds which can be either bought, or taken from thoroughly ripened fruits, from which the seeds are extracted in water and dried (not in the sun).

Cultivation.—Seeds should be sown thinly in boxes or pots which are filled with light sandy soil, and kept in the shade. Seedlings spring up in about 10 days, and then the pots or boxes should be moved to a place which gets the early morning sun. When 3-4 leaves have been formed, the seedlings may be transplanted into old tubs or big flower pots which should be filled with a fairly rich soil mixed with a small quantity of well-rotted cattle-manure. Tomatoes can also be grown on raised beds, in open ground, preferably in a sheltered spot facing the morning sun; the plants should be about 1½ to 2 feet apart. The roots of the young plants should be well covered with soil. As the stems are herbaceous, supports should be provided in the form of strong stakes, fence or low trellis. Only the main stem should be allowed to grow at first, the side shoots being pinched off as they appear; also the leaves if they are too many. When a few good clusters of fruits have been formed, the main stems can be stopped and the side-shoots allowed to grow. Top-dressings of rich soil, and weak liquid cattle-manure once or twice a week can be applied with great effect. Remove any diseased plants and burn them, and spray the healthy plants with a weak solution of potassium permanganate. The fruits can be protected from insect-pests by covering them with muslin-bags.

Season.—In the plains—July to November ; in the hills—March to June.

Uses.—Ripe fruits are eaten raw, in salads. They are also used for making curries, and in the preparation of jams, drinks, pickles, chutneys and soups.

General Analysis.—Water 94.0 per cent ; mineral 0.7 per cent ; protein 1.9 per cent ; fat 0.1 per cent ; fibre 0.4 per cent ; carbohydrate 2.9 per cent ; calories per lb 100. calcium 0.018 per cent ; magnesium 0.011 per cent ; phosphorus 0.019 per cent ; iron 0.004 per cent ; vitamin A—I.U. per 100 gms. 1700 ; vitamin B—I.U. per 100 gms, 36 ; vitamin C mgms. per 100 gms. 21.1.