



PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU

BULLETIN]

APRIL 17, 1943

[No. 142

LECTURE CXLII.

FORWARD TO TUNIS!

Gen. Montgomery's Message.

Before the Battle of Mareth began I told you you have three things to do:—

First, to deal with the enemy in the Mareth positions. That was done between Mar. 21 and 28, during which 8,000 prisoners were taken.

Secondly, to burst through the Gabes Gap. That was done on Apr. 6. The enemy was so unwise as to stand up and fight us on the Wadi Akarit position. He received a tremendous hammering and we took another 7,000 prisoners.

Thirdly, to go forward to Sfax, Sousse, and finally Tunis. This is now in progress of being done, and if we collect prisoners at the present rate, the enemy will soon have no infantry left to hold his positions.

Nothing has stopped the 8th Army, and nothing can stop it. You have given to your families at home, and to the entire world, good news, and plenty of it every day.

I doubt whether our Empire has ever possessed such a magnificent fighting machine as the 8th Army. It may become a household word all over the world. The triumphant cry now is: Forward to Tunis to drive the enemy into the sea.

I urge on you to force on the Germans a first class Dunkirk.

CLIMAX IN TUNISIA APPROACHING.

The Times (April 10).

The climax of the campaign in Tunisia is at hand. Soon, there will only be the sea behind the retreating enemy. The great moment has come when the British and U. S. forces see before them the long awaited opportunity of striking a decisive blow which will close one phase of Allied strategy, in order to open the way for another.

The Axis has put an immense amount of material into Tunisia and that, though the saturation point in manpower may not have been reached, there must be nearly a quarter million men in the country.

Russia is following the events in Tunisia with intense interest, even with admiration, but without regarding them as other than preliminaries to greater ventures. All over Europe, the pressure on the conquered peoples is increasing.

The Daily Telegraph (April 10).

There can now be no doubt that the tide of victory is flowing fast. The best proof is that Axis commentators are beginning to talk of the strength of the Italian Navy.

VICTORY IN SIGHT.

(Mr. Oliver Lyttelton-April 10).

The Spring of our liberation from war has begun. We shall soon be in the high summer of military success.

The heroic resistance of our Russian Allies and the immense contribution which they have made to our own cause, should not cloud our eyes when we look at our own achievements. The advance of the 8th Army, the fact that half the German Air Force is engaged against the R. A. F. and the Americans; our control of the seas and sources of supplies to carry on the war, and the heavy and relentless bombing of the German industrial machine, are all contributions which should not be put in an unfavourable light even when compared with the Russians', who are engaging so large a part of the German land Forces.

WEEKLY WAR SUMMARY.

10-4-43 to 16-4-43.

Tunisia.—Resuming its march the Eighth Army has occupied WADI AKARIT, CEKIRA, MAHARES, MEZZOUNA, SFAX, LA HAUCHE, the FAID PASS and SOUSSE. The country beyond SFAX being open, the enemy's retreat has now turned into a rout and Rommel is fleeing for safety into the fastnesses of ENFIDAVILLE.

The Battle of Central TUNISIA is practically over. Here MEZZOUNA, PICHON and the FONDOUK PASS have been occupied.

In the Northern Sector, the British First Army has taken KAIRWAN.

With the occupation of SOUSSE on the 12th and of KAIRWAN a day earlier the enemy has been shut up in what may be called a 'siege-area'.

Russia.—The KUBAN and the Donetz continue to be the principal fighting areas. The German attempts to advance at IZYUM and BELAKLEYA have been

repulsed. On the VOLKOV Front a German attack launched five times has failed.

The Pacific.—The following places were raided from the air:—KISKA, VILA, KAHILI, MADANG, CHOISEUL, SANTA ISABEL ISLAND and REKATA BAY.

China.—The Japanese attacked the area between TSINGTUO and TSINAN and the PEIPING-HONGKOW railway. Enemy attacks north of FEIHSIEN and near SWATOW were repulsed.

Burma.—The enemy's recent threat to outflank Allied Forces near RATHE-DAUNG from the hills to the east of HTIZWE and drive towards the BUTHE-DAUNG-MAUNGDAW area has been held but it has resulted in the abandonment of DONBAIK. The enemy digging himself in at TAUNGMAW and infiltrating through jungle and hill has established a road-block south of INDIN.

A Japanese attack with 10 aircraft made 'some days ago' on two of our small steamers ended in the destruction of two enemy planes.

The following places were raided during the week by the Allied Air Forces:—

April 6: THINGANOT air-field; and the PAZUNDAUNG bridge and the MAHIWAGON railroad yards in RANGOON.

April 7: YWATUNG railroad yards, enemy craft in the Mayu river, SHWEBO, WUNTHO and PINLUBU.

April 8: MAGYICHAUNG.

April 10: TANGUP and enemy craft on the Irrawaddy.

Enemy aircraft raided the following places:—

April 4: CHITTAGONG area (one enemy plane was destroyed).

April 6: An air-field in S. E. BENGAL. (The damage was slight. There were some casualties).

April 8: CHITTAGONG area again. (No casualties: damage slight).

ALLIED AIR RAIDS.

4-4-43 (Sunday).

EUROPE.

DAY (8 enemy planes shot down;

8 Allied planes missing)—

Renault armament works at BILLAN COURT (near Paris).

Air combats over the FRENCH coast (8 enemy planes and 11 Allied planes lost).

An airfield at CAEN.

Railway targets at ST. BRIEUC.

Shipyards at ROTTERDAM.

The docks at DIEPPE.

Railway yards at ABBEVILLE.

Coastal shipping off NORWAY.

NIGHT:—

The Naval base and ship-building yards at KIEL (12 Allied planes missing).

The harbour and airfield at NAPLES (Italy).

TUNISIA and the MEDITERRANEAN.

Enemy airfields behind the enemy lines.

Enemy position at WADI AKARIT.

The railway at SFAX.

SYRACUSE, CARLO, FORTE and PALERMO (all in Sicily).

RUSSIA.

Air combats and grounded aircraft all along the entire Russian Front.

FAR EAST.

Jap positions at LAE and SALAMAU.

Jap shipping off KAWIENG.

Jap positions at KISKA (Aleutians).

Jap positions at HTIZWE (Burma).

PINLEBU and MINBYA (Burma).

Supply sampans off the ARAKAN coast and the UPPER CHINDWIN.

The runway at MEIKTILA aerodrome (Burma).

An aerodrome near CHITTAGONG.

BUTHIDAUNG area (Burma).

Oil refinery south of RANGOON.

Railroad installations at MAYMYO (Burma).

The railway yards at PYAWBWE (Burma).

5-4-43. (Monday).

EUROPE.

DAY (4 Allied planes missing).—

Targets at ANTWERP (Belgium).

Docks and shipping at BREST.

NIGHT:—

Enemy U-Boats near LE TOUQUET.

Enemy shipping off DIEPPE.

Laying mines in enemy coastal waters.

NAPLES (Italy).

TUNISIA and the MEDITERRANEAN.

Enemy airfields in Northern TUNISIA and SICILY.

An enemy convoy in the SICILIAN CHANNEL
(18 enemy transports, 1 enemy destroyer
and 13 enemy planes lost; 12 Allied planes
missing).

Docks and shipping at TUNIS.

Enemy tanks and other vehicles north of GABES.

Enemy installations at PORTO EMPEDOCLE,
PALERMO and TRAPANI (all in Sicily).

RUSSIA.

Air combats and grounded aircraft all along the
RUSSIAN front.

FAR EAST.

The airfield at BUKA (Solomons).

Jap positions at KISKA (Aleutians).

Railway installations at PROME and
MANDALAY (Burma).

Enemy forces in the SHING BWIYANGN (Burma).

6-4-43 (Tuesday).

EUROPE.

DAY:—

Buildings near ST. AUBIN.

Power plant at CAEN.

NIGHT:—

Locomotive works in BELGIUM.

Steel works in FRANCE.

Targets at DIEPPE.

TUNISIA and the MEDITERRANEAN.

Landing grounds at LA FAUCONNERIE
and other places.Enemy troops, tanks and motor transport in the
various battle sectors in TUNISIA.

Enemy vehicles on the SFAX SOUSSE Road.

Railway yards at TUNIS.

Axis shipping in the SICILIAN Channel.

The harbour at MESSINA (Sicily).

The docks at TRAPANI.

RUSSIA.

Air combats and grounded aircraft all along the
Russian Front.

FAR EAST.

Warehouses at SALAMAUA (N. Guinea).

The airfields at FINSCHHAFEN (N. Guinea) and
GASMATA (N. Britain).Jap installations at CAPE GLOUCESTER,
AROE Islands and VILA (Solomons).

TANIMBAR Islands.

KAHILI (Shortlands).

The air-field at PAKOKKU (Burma).

Railway bridge near RANGOON (Burma).

THINGANET (Burma).

The railroad yards at RANGOON (Burma).

7-4-43 (Wednesday).

EUROPE.

NIGHT:—

Laying mines in enemy coastal waters.

TUNISIA and the MEDITERRANEAN.

Enemy transport columns and communication
centres at SFAX.

Enemy troops and vehicles in South TUNISIA.

The air-field at TUNIS.

RUSSIA.

Air combats and grounded aircraft all over the
entire Russian Front.

FAR EAST.

VILA (shortlands).

REKATA BAY (Santa Isabel Island).

Jap positions at KISKA (Aleutians).

Air field at RABAU (N. Britain).

The railroad yards at YWATAUNG (Burma).

Enemy troops near THINGBIWYANG (Burma).

The enemy airfield at SHWEBO (Burma).

The railway station and sidings at WUNTHO.

Enemy headquarters at TOUNGOO (Burma).

Enemy positions and airfields at MUBO, WEWAK
FINSCHHAFEN, LAE and SALAMAUA
(N. Guinea).

A Jap convoy at KAVIENG.

8-4-43 (Thursday).

EUROPE.

DAY:—

A wireless station at USHANT (France).

An enemy airfield at TRIQUIVILLE (France).

NIGHT:—

Industrial objectives in the RUHR (western
Germany).

TUNISIA and the MEDITERRANEAN.

Enemy tanks, vehicles and armoured cars in the
SFAX area and in the MEZZOUNA area.

The airfields behind the enemy's lines.

The railroad yards at SFAX.

The harbour at PALERMO (Sicily).

RUSSIA.

Air combats and grounded aircraft all along the
Russian Front.

FAR EAST.

Barges off KAUKENAU.

Timika airfield off AROE Islands.

FINSCHHAFEN and KAVIENG (both in
N. Guinea).

The airfield at MEIKTILA.

Heho airfield (Burma).

Dispersal areas at SHWEBO (Burma).

Jap forces in the BUTHIDAUNG area.

9-4-43 (Friday).

EUROPE.

DAY:—

Several locomotives and other targets in

Northern FRANCE.

Air combats over the DOVER STRAITS

(4 enemy planes destroyed).

Industrial objectives near COLOGNE.

Shipping off NORWAY.

NIGHT:—

Industrial objectives in the RUHR including
DUISBURG (western Germany).

TUNISIA and the MEDITERRANEAN.

Enemy tanks, motor vehicles and other vehicles
in the northern, central and southern sectors
of TUNISIA.

Troops in the ENDEVILLE area.

The airfield at SFAX.

RUSSIA.

Air combats and grounded aircraft all along the
Russian Front.

FAR EAST.

The town and dock area at MADANG
(N. Guinea).

WEWAK (N. Guinea).
Jap installations in AROE Islands and
KISKA (Aleutians).

Jap villages of ANGUMAW and
MAGYICHAUNG (Burma).
River transport in TOUNGUP area (Burma).

•Patrols over MAYU Peninsula.

10-4-43 (Saturday).

EUROPE.

DAY:—

Transport targets in FRANCE, HOLLAND and
BELGIUM.

NIGHT:—

KOENIGSBURG (East Prussia).
Industrial and military objectives in South-west
Germany.

Laying mines in enemy coastal waters.
A supply vessel in the BAY of BISCAY.
A Naval base at NAPLES (Italy).

TUNISIA and the MEDITERRANEAN.

Enemy vehicles and tanks in the SFAX area.
The airfield at TUNIS.
The docks at BIZERBA.

RUSSIA.

(For the week 3-4-43 to 10-4-43 Russians
lost 43 planes; Axis lost 112 planes).

Air combats and grounded aircraft all along the
Russian Front.

FAR EAST.

A Jap ship at WEWAK (N. Guinea).
Jap positions at KISKA. (Aleutians).
The air-fields at FINSCHAFFEN, LAE and
SALAMAUA.
The landing ground at MADANG (N. Guinea).

ENEMY AIR RAIDS.

5-4-43 (Monday).

BRITAIN.

No information available.

TUNISIA.

8th army's position in front of WADI AKARIT.

RUSSIA.

IZYUM area.

6-4-43 (Tuesday).

BRITAIN.

No air raid anywhere in BRITAIN.

TUNISIA.

Allied shipping off the coast of ALGERIA.

RUSSIA.

IZYUM area.

FAR EAST.

An air-field in South-east BENGAL.

7-4-43 (Wednesday).

BRITAIN.

South coast of ENGLAND. (2 enemy planes lost).

TUNISIA.

Air combats over TUNISIA. (14 enemy planes
lost; 1 allied plane missing).

RUSSIA.

UPPER DONETZ area.

FAR EAST.

Allied positions in the MAUNGDAW area (Burma).

8-4-43 (Thursday).

BRITAIN.

No information available.

TUNISIA.

Forward positions of the British 1st army.

FAR EAST.

The air-field at GUADALCANAR (Solomons).

9-4-43 (Friday).

BRITAIN.

No air activity anywhere in BRITAIN.

TUNISIA.

Air combats over the coast of ALGERIA
(1 enemy plane shot down)

RUSSIA.

The area south of BALAKLEYA.

FAR EAST.

An air-field in ASSAM (India).

10-4-43 (Saturday).

BRITAIN.

No information available.

TUNISIA.

No enemy air activity.

FAR EAST.

An air-field in South-east BENGAL (India).

SIDE LIGHTS.**Mr. EDEN'S MISSION.**

Mr. Eden, BRITAIN'S Foreign Secretary, has just come back to ENGLAND, after a fairly varied, if not, extensive tour of the UNITED STATES and CANADA, in which he had ample opportunities to meet leaders and statesmen, to see the big centres of armaments production and feel the pulse of AMERICA, as it were, in its reactions to the war. On Tuesday last he made a statement of his impressions before the House of Commons.

THE NEW WORLD: U. S. The Vision of AMERICA that the British Foreign Minister saw was impressive. 'No where in the world,' he exclaimed, 'is there a finer reservoir of first class material than among the troops and air-men of the UNITED STATES. My impression of the UNITED STATES is one of a young and vigorous people whole-heartedly in the struggle, determined to work together with other United Nations in the war.'

Their affinity to BRITAIN, he took care to add, was not merely a weak sentiment arising out of a common language or origin but it was the strong link of common interest, of common safety and the need for a common peace in future.

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CANADA. Mr. Eden was equally exultant about CANADA.

'I came away', he said, 'with the impression of a great people steadfast and loyal in the struggle, proud to be a member of the British Commonwealth of Nations, and proud, too, of its splendid loyalty in its darkest hour.'

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TENTATIVE DECISIONS. While naturally reticent about the military

decisions that were reached when he was at WASHINGTON, Mr. Eden enlightened the House on the trend of his conversations in AMERICA on foreign and political problems. The talks were of course, of an exploratory nature and off the record and will no doubt be continued when Mr. Cordell Hull, the U. S. Secretary of State, pays his return visit to ENGLAND.

Broadly speaking, agreements of a tentative nature were reached on the following points :—

1. The post-war task of setting up an effective authority to prevent a recurrence of aggression.
2. The restoration of enemy-occupied countries to freedom.
3. The adoption of a common policy towards Neutrals—SPAIN, PORTUGAL and TURKEY, in particular.
4. The settlement of the French problem. Till lately, American policy, with the full concurrence of ENGLAND, had been to be on friendly terms with VICHY—in order 'to keep a useful window open on EUROPE'. It had helped the Allies in the past to secure agents to prepare the ground for the North-African invasion. In future, the policy will be to secure the co-operation of all French elements, who will fight the common enemy.

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A HITCH. But this French unification, so vital to French interests and the Allied cause, is just not yet. A fortnight ago it looked as if a Giraud-De Gaulle compromise was in sight, and the conversations of Gen. Catroux, the Fighting French leader, at

ALGIERS were yielding results. Suddenly a *contretemps* has intervened and Gen. Eisenhower, Commanding in north AFRICA, has countermanded De Gaulle's trip to ALGIERS for a final settlement of differences. It would appear that there is still some hitch in the way of a pact owing to the vitiating presence, in Giraud's administration, of Vichy elements, like M. Boisson and Gen. Nogues. As Mr. Churchill explained, this was not the time, while the Battle of TUNISIA demanded undivided attention, to wrangle over political differences or settle the personnel of a Triumvirate.

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THE CONDITION OF Meanwhile, patches of information escaping from
FRANCE. FRANCE reveal the woeful crisis through which this unhappy country is passing.

Nothing is more indicative of its misery than Pétain's broadcast of April 4, accusing the French patriots outside FRANCE as responsible for FRANCE's present ordeal, while slavishly calling on young Frenchmen to accept forced labour in GERMANY.

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DESERTION. Vichy is being deserted by her own sons.

Lt. Gen. Beynet, who commanded the 14th Army Corps during the Battle of FRANCE, has arrived in LONDON and placed himself at the disposal of the French National Committee. M. Albert Giugu, Secretary of the French Trade Union Congress, has also escaped and joined De Gaulle promising co-operation on behalf of the French working classes. The Vichy Minister in SWEDEN, the Vichy Embassy officials in MADRID and the Vichy Consuls at BARCELONA, BILBAO, VALENCIA and MALAGA, have all resigned.

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DEPORTATION. German agents are transferring FRANCE's

former Prime Ministers M. Deladier, M. Leon Blum, and General Gamelin, to GERMANY fearing an Anglo-American *coup* to set them free.

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CONSCRIPTION. Under German orders French women between the ages of 18 and 25 are being conscripted for labour in GERMANY.

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DISMISSAL. Laval, worried by the rising temper of the country is desperately removing officials and concentrating still more power in his own hands. The Ministers of Justice, the Colonies and the Navy have all been dismissed. Laval has also carried out a general purge of the Police. In MARSEILLES alone five hundred policemen have been seized and shipped to GERMANY as they were discovered assisting patriotic Frenchmen to escape.

TUNISIAN VICTORIES.

The week's Tunisian News is exhilarating.

The Eighth Army has smashed through the GABES GAP and, pursuing the enemy along the coastal road, has seized SFAX and SOUSSE. The American forces from MAKANASSY have also reached the coastal plains, where resistance will not be easy. Further north, another American-French column has driven the Axis forces from PICHON, while Gen. Anderson's First Army is approaching the fortified Axis defences on the BIZERTA-TUNIS arc.

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**THE FOURTH INDIAN
ARMY.**

In these operations, the Fourth Indian Army has distinguished itself by its 'conspicuous dash and vigour'. Indian troops, we understand, protected the NEW ZEALAND troops who outflanked Rommel's position on the Mareth Line, by occupying a gorge and two mountain positions on the flank and by bringing supplies. Fighting 1,500 feet high, in darkness, they took 400 prisoners and successfully opened the road to MATMATA.

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**THE VICTORIOUS EIGHTH
ARMY.**

Thus, as Mr. Churchill told the House of Commons as early as March 30, we have every reason to be proud, to be 'satisfied' with the progress made by 'our superior forces and superior equipment, under their skilful and resolute commanders'.

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'MONTY' OF MARETH.

The last remark reminds us of the rising fame of Montgomery—'Monty' of Mareth. Montgomery is the man, with 'a thirst for Victory', says P. M.

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HIS STRATEGY.

Yes, there is something unique about Montgomery and his Eighth Army. The Army is not only one of the best trained, equipped and generalised, but its strategy is one of fascinating variety and originality. At EL ALAMEIN it was infantry attack leading the way for a tank battle; at WADI-ZEM-ZEM it was a frontal attack combined with an outflanking movement; at EL HAMMA, it was a turning movement clearing the Mareth Line and the GABES GAP at one bound.

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THE BATTLE OF TUNISIA.

The battle of the Mareth Line has been won. But the battle of TUNISIA remains. Rommel, though pressed into a tight corner, has managed to extricate himself; he is cunning; his forces, though seriously reduced have still much fight left.

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BILL OVER-DUE.

But the Allied forces are closing in on all sides of him. Sooner or later, Rommel must fight with his back to the sea, and will be bombarded from three sides—ALGIERS

in the west, MALTA in the north, and the Desert Air Force in the south. It is going to be a fight to the finish. Hitherto, Rommel has been buying time largely on credit. The time has now come when he must pay the bill—pay it in full. Hitler will, no doubt, prefer to make a second STALINGRAD of TUNIS but Rommel may vote for a DUNKIRK—and then as Giraud said, will be seen the ghastly sight of the Mediterranean strewn with floating German and Italian corpses.

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A POINTER.

The conference which took place a few days ago between an American General, a Brazilian General and the High Commissioner for Spanish MOROCCO, in Spanish MOROCCO is a pointer of coming events. With the whole of North AFRICA in Allied hands at no distant date, Spanish MOROCCO will be the only area unoccupied by the Allies and awaiting to be fitted into the new picture. One of the knotty problems will no doubt relate to TANGIER—an international port 'provisionally' occupied by Spanish Moroccan troops in 1940, a few days before the French collapse. TANGIER's position across the Straits of GIBRALTER is important.

The presence of a Brazilian General is significant. Apart from the historical connection of BRAZIL with SPAIN, the west coast of AFRICA has now come into proximity with BRAZIL's eastern bulge as a result of improved air-communications.

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RUSSIA.

In RUSSIA, the great Red Winter offensive has officially ended. A relative stalemate has set in, but not without severe fighting of a local nature still continuing. The outstanding features are the German failure to cross the Donetz and the Russian offensive in the KUBAN approaching the bridgehead of the CRIMEA.

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SPRING OFFENSIVE :

WHOSE ?

Commentators differ in their prognostication of future events; they are divided in forecasting whose offensive it will be when Spring comes—whether RUSSIA's or GERMANY's; but those who foresee in the present regrouping of German forces in the south a renewal of an attack on ROSTOV or the CAUCASUS may yet pause to consider if Hitler whose misfortunes have come in battalions of late, seriously draining his resources, with the growing pressure of the R. A. F. on western EUROPE, and with the storm breaking over North AFRICA and Southern EUROPE, in fulfilment of CASABLANCA, if Hitler, in spite of all this, would be still so foolish as to resume an offensive in RUSSIA and repeat a mad experiment in which he had already failed twice.

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CHANGE OF FRONT.

Hitler's attitude is changing. Of this the first signs appeared in his Heroes' Day Speech 'a complete anti-climax for the first time in his career'—as Mr. Bernard Shaw

has pointed out. Recent German propaganda also reveals a complete change of front. The enemy no longer tries to persuade the United Nations that they cannot possibly win the war, but, assuming it as a strong possibility, he now propagates the notion that such a victory will have a disastrous effect upon the world. Herein he changes his propaganda according to the country he addresses. He warns AMERICA of the danger of the Bolshevisation of Capitalistic Countries; BRITAIN, of the imperialism of the White House; TURKEY, of the Soviet threat to the MIDDLE EAST, and turning as a juggler knows how, tells RUSSIA of the impending encirclement of the Soviet by the Capitalist Powers. But protestations, like these, however clever, will deceive nobody, because they are proofs rather of Hitler's own diffidence. All talks of the annihilation of the Soviet have now ended; fear of the Soviet is gnawing at the heart.

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THEFT.

Hitler's fears can no longer arise from his Russian discomfiture only. As he turns his gaze westwards and looks at the damage wrought by the nightly raids of the R. A. F. at the growing defences on the English side of the Channel, he is seized with the dilemma—whether to hold himself in the east or the west or in the south. He also clearly envisages the retribution that is brewing. Lawyers of 17 nations, are meeting in LONDON to prepare what has been called 'the greatest theft charge in legal history.' Axis Powers are known to be secretly carrying on a planned robbery of art and other treasures. As the tide of war is turning unfavourably the plunder is on the increase. The Lawyers have now been entrusted with the task of collecting the information. As soon as the Allies set foot on Axis soil Axis articles of equal value will be seized to make good the losses and the criminals will be booked.

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FACT AND FICTION.

Col. Frank Knox, the U. S. Secretary for the Navy, announced in a statement he made on April 6—that shipping losses were worse in March than in February, as more U-boats were out, and the present storms in the Atlantic were favourable for such a campaign.

But the German claim to have sunk 8,51,500 tons in March is fantastic. As pointed out by Mr. Elmer Davies, Director of the Office of War Information, WASHINGTON, the March sinkings, though higher, are still far lower than for any month in 1942.

BERLIN, for obvious reasons, of which one is to off-set the Tunisian reverses, is high-lighting the March sinkings. Lord Haw-Haw has invented a new phrase—'torpedo-route' through which Allied shipping must now pass. Lord Haw-Haw, as the reader is aware, is Axis Cheat No. 1. Suavely, he maintains that the German claim is not only accurate but suffers by understatement, (what modesty!) and that, according to American statements, the

sinkings have reached a million ton mark, while the German claim stood at a poor few thousands. Lord Haw-Haw's trick is easily exposed. AMERICA states the losses in *dead weight* tons and GERMANY in *gross tons*. A million *dead weight* tons is equal to 700,000 *gross tons*.

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TATANAGAR!

If further evidence were required of the lying tendencies of BERLIN, a recent broadcast about INDIA will furnish one. On March 26, BERLIN put out both in English and Hindustani that "great damage had been done to the well-known Tata Iron Works at JAMSHEDPUR during a heavy raid by Japanese bombers." Of course, the people of TATANAGAR will be the first to enjoy this latest figment of Nazi imagination. 'In all these four years of war' adds a BERLIN commentary, 'our British and Overseas listeners have been able to check the truth of all German official statements.' Yes—we have now checked it and we laugh. TATANAGAR was never bombed. Falstaff, swashbuckler, as he was, could not have done better.

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ARAKAN.

The Japanese manoeuvre in ARAKAN, intended to outflank our forces and cut across the MAYU Peninsula, has failed, though it has resulted in our evacuation of DONBAIK. We still hold the north of the Peninsula, in the Indian region.

'The factors that go to make success in ARAKAN,' as Mr. F. R. Morafs, the *Times of India's* War Correspondent, has explained, 'are many and complicated. Transport is the key to a campaign, and here, the enemy has a decided advantage. ARAKAN, with its hilly terrain, cob-webbed by rivers and streams, renders land-transport a slow and arduous operation. Our Indian sappers, by laying some 300 miles of road and building 200 bridges in under six months, have done a grand job of work, but not everyone of these highways is made for all-weather transport, while the wear and tear inflicted by endless trains of trucks are considerable. For more speedy communications we must rely on sea and ships. Unfortunately, events in other theatres of war restrict these activities in ARAKAN. Once a large number of ships is available for the BURMA operations the tempo of the campaign will be accelerated.'

Meanwhile, the Jap control of the mouths of the Mayu and Kaladan rivers gives the enemy an obvious advantage. It was from AKYAB that the Japs early in March moved up the Kaladan river and compelled our small forces and patrols to withdraw. Inland routes over the ARAKAN YOMA facilitate enemy movement and transport.'

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JAPANESE TECHNIQUE.

The fighting technique of the Jap is also another factor of importance in these operations. Briefly described it is a shrewd combination of out-flanking and infiltration.

'The Jap is always an invisible enemy. He never stirs by day if he can help it. He invariably operates by night. His technique is disarmingly simple but it is obvious that its success depends on careful planning and precise execution. In the jungles of ARAKAN the Jap does not operate with large units. For infiltration, small task forces of 20 to 50 men move stealthily through the darkness of the night, probing their way to behind our lines. When gathered in sufficient force, they strike at the rear and flank, while simultaneously other units launch a frontal attack. Fighting consists largely of such small skirmishes.'

ARAKAN has proved a valuable training ground for our troops. Many valuable lessons, now being learnt, will, no doubt, be put into operation, as the theatre widens. ARAKAN is more than a microcosm of BURMA; it also typifies conditions under which lands like MALAYA and the DUTCH INDIES will have to be wrested.

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INDIAN DEFENCE. Lord Munster, Under-Secretary of State for INDIA, speaking in the House of Lords on April 6 reminded his listeners how, in spite of internal disorders due to baneful politics, recruiting in INDIA reached its peak of 70,000 a month and never fell below a monthly average of 60,000. The Indian Army, now the largest volunteer force in the world, as also the largest overseas contribution to the Empire, was already a million and a half strong. The Fourth Indian Army which has fought all the way from ABYSSINIA to SFAX and is fighting and the Fifth Indian Division have won undying fame and glory. Vast engineering projects have been carried out, including military highways and air-fields. The runaways of the new air-fields alone would make a concrete road between BOMBAY and CALCUTTA—about 1,100 miles long. The I. A. F. and R. I. N., the youngest members of INDIA's fighting forces have amazingly expanded. The R. I. N. now 10 times its former size, steams in all the seas, including the Atlantic, and her actions, as typified by the *Jumna*, off JAVA and the *Bengal*, in the Indian Ocean, has made history.

INDIA has not had to finance the whole of her war effort. Called upon to pay only for what she spends on her own defence, she has, in these war times, instead of borrowing, recovered £ 400 million from the British Exchequer, besides investing £ 350 million in her own defence.

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THE WAR SERVICES EXHIBITION, which had a successful run in DELHI recently and will open in BOMBAY at the end of this month, we are glad to learn, will visit South INDIA, in which PUDUKKOTTAI may be included. The Exhibition is intended to illustrate how Indians can best serve and share in the victory to follow. The exhibition, we understand, will explain every aspect of the war and include all the services. There will be a special section devoted to technical training, besides sub-sections for the Red Cross,

the Blood Bank, the National War Front, Women's Voluntary Service and Women's Auxiliary Corps. Tanks, guns, planes and nearly every device of modern warfare will be on display, manned by demonstrators who have actually used them at the front. Special emphasis will be laid on the peacetime uses of war-time training.

THE TASK OF UNITED NATIONS.

Madame Chiang-Kai-Shek. (Los Angeles, April 5).

No greater tribute could be paid to the sorely-tried people of China than that, in all their suffering, never did they complain against their leaders, never did they falter in their determination that the enemy must be driven from their shores.

They had faith, too, that in the end, America and other Democratic Powers would realise that it was not only for themselves that the Chinese were fighting, and that, by continuing to engage the enemy, they were giving time to the Democracies to prepare their defences.

Here I should like to say that neither the present generation nor posterity can deprive an unerring tribute to the foresight and statesmanship of President Roosevelt when he envisaged the full implications, and consequences of the struggle of right against might, and took decisive measures to enable America to become the Arsenal of Democracy. History and posterity will panegyrisé your President's unswerving convictions and his moral courage to implement them.

PREPARING FOR PEACE.

We take pride in the fact that, amid all the stern and never-ending demands of war, we are preparing for a just and permanent peace and for the strenuous world-building that lies before us. You too are taking similar steps and, like us, you are as determined to contribute your share in the organisation of a new and happier social order as you are in prosecuting the war.

We shall not abrade the sharp stony path we must travel before our common victory is won. But, like you and other United Nations, we shall see to it that the Four Freedoms will not assume a flaccid status of ethical postulates, no matter how belated may final victory be. We shall not be cozened of an equitable peace.

We shall not permit aggression to raise its satanic head and threaten man's greatest heritage—life, liberty and the pursuit of happiness by all peoples.

HITLER'S MANPOWER PROBLEM. DWINDLING FIGURES OF PRODUCTION

(The Daily Telegraph—London, March 25).

Hitler's total mobilisation programme is failing to master the manpower problem in Germanised Europe, according to an engineering expert who has just arrived from Berlin.

Warplane production, exclusive of training machines, has dropped from the maximum of 3,000 to 2,000 monthly in the last year. War industries must make shift with inexperienced hands instead of the trained Germans who have been called to the front to supply recruits for the army. These in turn are of inferior military quality and receive an average of only six weeks' training.

Experts consider that the recent statement by Sir Archibald Sinclair, British Secretary for Air, on the situation—that the daily output of coal in the Ruhr district had dropped by 20 per cent and the steel production in Duesseldorf and Duisburg plants by 1,250,000 tons yearly—and the recent decree forbidding the use of steel and iron in a variety of products, indicate how severely hit are Germany's heavy industries.

The Nazi Press is also encouraging industrial processes which save steel and iron.

German newspapers recently announced that the steel used in the 150 mm shell has been reduced from 163 pounds to 125 pounds and the 550 pound bomb to 450 pound.

On his recent visit to Italy, Ribbentrop asked Mussolini for more than one million workers or alternatively soldiers. He has promised to equip them, as Italy's war industries have been badly damaged by the R. A. F. raids on Genoa and Turin. The answer to this request is not yet known but Swedish correspondents in Berlin recently cabled that a number of specialised Italian workers were expected to arrive shortly in Germany. It is now estimated by experts that 185,000 Italians are engaged in Germany.

FROM LENINGRAD TO BLACK SEA.

A REVEALING MAP OF THE RUSSIAN FRONT.

The Times' Moscow correspondent describes in detail the first map of the continuous front from Leningrad to the Black Sea to be published in Russia. The Russians give the information that the Red Army is lying just outside Staraya Russa and Kholm, that the gap punched in the Leningrad blockade is 12 miles wide and thus the Russians hold the stretch of the sea coast west of Leningrad.

The map also shows that west of Velikiye Luki, the Russians have advanced to Novosokolniki and have effectively put out of use the trunk line which runs from Nevel northwards to Leningrad, and that for many months the Red Army has been at the walls of Velizh, less than 15 miles from the frontiers of White Russia.

It is revealed, in addition, that Misensk, north-east of Orel, is held by the Germans; that Sevsk and Sumy, which were captured earlier this year, have been lost again; that the largest of the Donetz loops, where the Russians still have a bridgehead across the river, lies south-east of Balakleya in the direction of Izyum; that Voroshilovgrad is firmly in Russian hands.

It is further shown that before the winter offensive began in November, the Red Army held four important bridgeheads on the Don—one northwest of Liski in the Voronej sector and another north of Boguchar; the third bridgehead was the 50-mile stretch west of Serafimovitch, and the fourth was, to the north-east of Kletskaya. In the south, the Germans were within 80 miles of Astrakhan and had advanced 30 miles to the east of Mozdok.

The map graphically shows the vast area—a region slightly larger than the territory of Germany after the reoccupation of the Saar—which has been liberated by Russian arms. According to the map the front lies roughly, 1,500 miles long stretching from Leningrad to Taganrog. The most interesting feature of the Leningrad part of the map is its revelation that the Russians hold part of the southern shore of the Gulf of Finland beyond the wedge that the German drove to the coast west of the city.

INDIA'S SECURITY.

Dr. Ku. (Madras, April 5).

It was more than five weeks ago that we left the wartime capital of China to come here with the object of visiting the educational institutions in India. We have travelled a great deal, from the north to this southern metropolis of India. We have seen some very fine institutions. But one thing that stands out prominently in our minds is the fact that India is one of the very few remaining countries of the world where students may still engage in the pursuit of their studies without being constantly interrupted by enemy bombers.

As you know the situation in China is quite different. There our students can only study with a heavy and stout heart. They are under constant threats of Japanese raiders who have, since the beginning of the war, chosen universities and other educational institutions as their special subjects of attention. Yes, it is obvious that the Japanese, in waging this unholy terror, means not only to destroy our homes and villages, but also our culture and civilization. Every Chinese realises this well.

And that is why, despite the pressure of war, the Chinese Government has been paying more attention than ever to the education of the people.

SURVEY OF BURMA OPERATIONS.

When the Allies began their operations in Burma in December last, every endeavour was made to discourage the natural tendency of the people to read too much significance in them or infer an amplitude of consequences which their local quality could not justify. Neither the operations here nor those in Yunnan have ever been regarded as major campaigns but as rather in the nature of preliminary moves. And it must be said in fairness to the Indian public that they have generally shown that they have clearly understood both the objectives and achievements of the defensive operations in Arakan.

TRANSPORT DIFFICULTIES.

The tremendous difficulties facing a British campaign in Burma have never been under-estimated. They are in brief topography and transportation. Burma is separated from India by some of the most rugged mountains to be found in any tropical country on the globe, and the movement of men and weapons would encounter greater natural obstacles there than in any of the areas so far penetrated, save possibly New Guinea. Those difficulties might be avoided by the use of sea and air transport, but a successful large-scale invasion by sea would either have to surprise the enemy, or be made under the cover of naval and air supremacy, or meet both conditions. It would also require a great deal of shipping. While Allied production of planes and ships is steadily increasing, priority considerations alone can determine local superiority at any given time.

Returning from one of his visits to the front Field Marshal Wavell observed in January : "Clearance of this area in the Arakan is useful, it is an advance, and is good training for our officers and men.....it is difficult country, probably rather similar to conditions in New Guinea. The problem here is transport. We have to use sampans and every other available local method of transport."

In February, General Sir Alan Hartley, reviewing the campaign, observed: "As regards the Burma front, the problems of fighting, and still more of supply, in that wholly undeveloped and wild country remained as formidable as ever and our enemy was finding it equally difficult, despite his advantages of being *in situ*." He then went on to indicate how in spite of these handicaps, Allied guerillas had penetrated deep into enemy occupied territory.

"The Indian soldier," said Sir Alan, "is showing himself as astute a jungle fighter as the Japanese themselves and is harrying the enemy with considerable success. To put in briefly we are feeling our way. We learned by bitter experience Japanese offensive tactics. We are now appreciating the situation as to how best to deal with their suicidal method of defence "

APPROACH TO AKYAB.

In the early phase of the campaign, when Allied troops moved from Maungdaw to Buthidaung and then on to Rathedaung, the factor of reasonable communication facilities and surprise helped our troops to proceed with some speed. If at the moment the enemy is putting up a stiff resistance at Rathedaung and in the Donbaik area, it must be seen that he has had time to mobilize and transport his resources from the interior, and exploit to the full his local advantages of topography which on examination of the map of this area will fully demonstrate. While sampans and light craft are good targets for Allied bombers, they do not take a great deal of time to build. Moreover, the Japanese were well supplied with the good river-transport of more peaceful days. That is why by the end of December the Japanese were able to reinforce Akyab. But one important strategic result has been obtained by the Maungdaw-Buthidaung operations, and that is the neutralization of Akyab.

Activities around Rathedaung were in the nature of consolidating and defending positions previously secured. It is in these latter operations that the Japanese have had success in checking Allied advance, by sacrificing a large number of their troops.

VIGOROUS BOMBING OFFENSIVE.

Meanwhile Allied air forces have kept up the vigour of their bombing offensive against enemy positions in Burma. In December the R. A. F. were out over Burma on 29 days and 10 nights. In January they were out every day, against several different targets, and on 18 nights. The January operations of the 10th U. S. A. A. F. from bases in India were equally powerful. For fourteen days damaging attacks were levelled at the railway yards of Thazi, Maba, and Mandalay. The R. A. F. targets were equally well chosen, sampans on the rivers, important railway yards, and vital Japanese aerodromes like Shewbo, Heho, Toungoo, and Akyab have hardly had a breathing interval in all these months.

February was another busy and successful month for Allied aircraft operating against the Japanese from bases in India. Attacks were made on enemy positions every day of the month and on several nights, and in the tonnage of bombs dropped, especially at night, these attacks maintained the steady rate of increase that has been apparent since the last monsoon. In 26 days and 19 nights, our losses were nine aircraft, while at least four enemy fighters were destroyed. The U. S. air arm distinguished itself in the month by its unceasing attention to the Myitinge Bridge, which has been more or less out of action since January.

The first half of March reveals an interesting conclusion. Air activity has been no less intense or sustained but while Allied losses have been 12 planes, the enemy lost 13 machines. It would not be unjustifiable to assume that they are beginning to feel anxious about the increasing hitting power of the Allied air arm and are prepared to pay quite a high price, in their attempt to blunt the edge of the Allied air offensive.

STRATEGIC VALUE OF BURMA.

No one wishes to minimize the inevitable advantages which could result from the recapture of Burma. Bases would be made available for direct attacks on Siam and Malaya. Regaining the Burmese oil reserves would be a definite benefit to the United Nations, though it must be admitted their loss would not greatly affect the Japanese as long as the Dutch fields were still in their possession. And the reopening of the Burma Road would allow more supplies to be sent to China, which could become an even more impressive factor in the war.

But the Allies had in launching these initial operations certain defined ends, and towards the attainment of them was this exercise in aggressive defence designed and undertaken. It was important to carry on at a progressive rate India's defence preparations and check any attempt on the part of the enemy to infiltrate into Assam. An important consideration in the minds

of Allied strategists was that no opportunity should be lost of engaging as many Japanese troops as possible and thus indirectly assisting China and providing relief for other fronts generally. These aims have been achieved; the enemy have been kept busy and have suffered considerable losses.

Further it has been discovered that the enemy employs his customary tactics of defending himself at a defined point with a fixed force, while launching out with mobile units in outflanking manoeuvres, taking full advantage of the assets of topography. Our troops have now familiarized themselves with this technique. While India's defences are stronger than ever before, Assam has not been invaded and Akyab is neutralized. And if it is borne in mind that the Japanese have their own supply problems—witness, Ba Maw's discussion with Tojo on the Burma-Indo-China Railway—for any massive adventure they would like to undertake, the present Arakan campaign attains a significance which cannot be lightly discounted.

THE LARGER END.

The value of these operations so far can be best estimated by comparing the present position in regard to the defence of India with that obtaining a year ago or even as recently as last September. Occasional demands which are heard for a large-scale offensive in Burma, obviously impracticable at the moment, are in themselves a testimony to the great improvement in public confidence brought about by the undeniable improvement in the situation considered as a whole. As Field Marshal Wavell observed recently "we can say now that India is in a position to meet and defeat any attack against her soil."

HEROES OF BATAAN.

MAC ARTHUR'S PRAYERS FOR LIBERATION.

—April 8.

On the anniversary of the fall of Bataan, Gen. MacArthur, Supreme Allied Commander in the S.-W. Pacific, issued the following.

"A year ago to-day, in the dimming light of Bataan a forlorn hope fluttered and died. Its prayers by that time—and it prayed as well as it fought—were reduced to a simple formula, rendered by hungry men, through cracked and parching lips: 'Give us this day our daily bread'. The light failed. Bataan was starved into collapse.

Our flag lies crumpled, its proud pinions spat upon, in the gutter. The wrecks of what were once our men and women groan and sweat in prison toil. Our faithful Filipino wards—16,000,000 souls—gasp in the slavery of a conquering soldier devoid of those ideals of chivalry which have so dignified many armies.

I was the leader of that lost cause, and from the bottom of a seared and stricken heart, I pray that the merciful God may not delay too long their redemption, that the day of salvation be not so far removed that they perish, that it be not again too late".

THE ACHILLES HEEL OF JAPAN.

(H. G. W. Woodhead).

Shipping to-day is the Achilles heel of Japan. Since her treacherous attack on Pearl Harbour, she has succeeded in overrunning vast territories teeming with natural resources in south-east Asia. Even if she possessed the requisite amount of tonnage—which her experts estimate at 20,000,000 tons—she could not have exploited most of these natural resources.

It is no good having the physical possession of a very large percentage of the world's supplies and commodities like rubber, tin, quinine and sugar when, in addition to lacking the shipping to move them she has no markets to which she could supply them. Millions of tons of sugar in Java and the Philippines, of rice in Burma and rubber and tin in Malaya cannot be moved because of the shipping shortage. This is likely to become more acute rather than improve during the coming months.

It has been repeatedly stated by the Japanese authorities that the war cannot be won and the resources of the so-called "greater East Asia co-prosperity sphere" cannot be exploited until Japan possesses 20,000,000 tons of shipping. It may be doubted whether the most optimistic and informed Japanese can really believe that this goal is attainable under war conditions. The most reliable estimates of the tonnage of ocean-going Japanese shipping, when Japan entered the war, place it at about 4,500,000 tons. Her shipbuilding capacity in any one year has never exceeded 460,000 tons and it may be doubted whether under war conditions half this figure can be attained.

If one assumes that in the early part of 1942, as the result of recent additions and capture or salvaging of Allied bottoms, her seagoing shipping amounted to 5,000,000 tons, one is probably erring on the safe side. Of this figure, at least 1,000,000 tons are required for the movement of troops and supplies to the China front alone and it would be a conservative estimate to place the tonnage of requirements for the movement of troops and supplies to other fronts at 2,500,000 tons. Only a portion of this tonnage can be used for cargo on return trips. So that all the needs other than of actual military transport of Japan and the bogus "co-prosperity sphere" must be handled with no more than 1,500,000 tons of shipping. Previous to Japan's entry into the war, it was estimated that upwards of 4,500,000 tons of shipping—mostly British, Dutch and Japanese—catered for the needs of the "co-prosperity" sphere.

The figures quoted take no account of Japan's tonnage of losses since the outbreak of the war or new construction. In view of the shortage of raw materials (iron and steel) machine tools and skilled labour, it may be doubted whether Japan has been able to improve very much upon her pre-war shipbuilding capacity. The shortage of scrap iron and steel is so acute that reports are already current of wholesale scrapping of machinery, including a very high percentage of cotton, spinning and weaving plant. Recourse is also being had to the construction of wooden ships. There have been fantastic stories of the construction of rubber ships. All Japan's shipbuilding resources,

however, both in her own shipyards and in the occupied territories will not produce the tonnage necessary for the "co-prosperity" sphere requirement or even to maintain it at its present volume if the present rate of sinkings is maintained—still less if it be increased.

RUSSO-JAPANESE FISHING CONVENTION RENEWED.

Writing on the renewal for another year of the Russo-Japanese Fishing Convention, the *Manchester Guardian* observes that the Convention has become almost the touchstone of relations between the two countries. It was first signed in 1928, and expired in 1936. Since then there have been several attempts to make another long-term agreement, but growing suspicion between the two countries never allowed it, and all that has happened since has been a rather grudging renewal each year.

The fishing rights in question are for the seas off Siberia, for the Okhotsk Sea between Sakhalin island and the great peninsula of Kamchatka, and for the Bering Sea between that peninsula's other side and North America. Japan's interests in them were secured by the Treaty of Portsmouth in 1905, which ended her victorious war against Russia.

The paper thinks that too much should not be read into this new agreement. Portents that were once reliable have become less so in a world at war, it declares. But, it points out, so far Japan has respected her 1941 pact of neutrality with Russia. Many thought to see her strike Russia in the back when she was weighed down by Germany. They expected that she would seek to keep her conquests by lightening Hitler's European task, so that he could divert Britain and the United States from the Far East. But Japan has kept peace with Russia, observes the paper, perhaps hoping that Russia will keep peace with her one day.

"INTRUDER TACTICS"

ENEMY BOMBERS ATTACKED AT OWN BASES.

In a new method of attack, British pilots, flying American-made Douglas Havocs—night attack planes of the famous twin-engine Boston bomber group—are taking a heavy toll of Nazi bombers returning from flight over England.

The Havocs, painted black and droning high out of range of enemy anti-aircraft fire, take up positions directly above German airports in occupied Europe. When the unsuspecting Nazi fliers return to their home bases, the Havocs, spitting fire, drop on them like avenging falcons.

Usually the German pilots are unable to do much manoeuvring because they are running short of fuel. Many are shot down; others crack up when, confused by the sudden attack, they overshoot the field, or forget to lower their wheels. Oftentimes the Germans fire on one another. The Havoc bombardiers add to the chaos by bombing out the field lights of the German base. "Intrusion tactics" is the name given to this operation, because, as one Royal Air Force pilot puts it, the Havocs "intrude themselves over the German air bases like unwelcome guests at a party."

THE B. B. C.

The B. B. C. has lightened the darkness of Occupied Europe, and strengthened the will of many nations to resist Nazi tyranny. It has been a faithful servant of the British public and the British Empire. It is respected by all free men, and has earned the hatred of the totalitarian Powers. It is one of our greatest war assets. Any big news story put out by the B.B.C. is known to most people in Western Europe within three hours. In Germany itself, no B.B.C. news story fails to have currency throughout the country within a week.

FOR AN IDLE HOUR.

(*Sir Robert Denniston*).

(*From a recent Broadcast talk from A. I. R., Madras*).

When I was very young, and the misery of a wet day led me to ask "What shall I do", my father, who did not include the virtue of patience amongst other estimable qualities, used to say gruffly "take a book and read." As an antidote to a restless child's boredom this was not always efficacious, but it has induced in later life the habit of dipping into a book at odd times, and has created a fondness for reading which increases with the years. I sometimes wonder what we should do if there were no books, and how we should occupy our leisure moments, and I have always been intrigued by that rather hackneyed problem "If you were wrecked on a desert island and were able to rescue one book and one only, what book would you choose." Personally I should plump for Wisden's Cricketer's Almanack, but that is by the way. Will you try and visualise for a moment a world without books and without newspapers? I admit that in a world without newspapers there would probably be no wars, but at the moment we are in the middle of a pretty considerable war, which brings me to the object of my talk.

A year ago there was a doubt in the minds of many Madras citizens—the official estimate of their number I fancy is about 500,000—of the ability of the armed forces in this country to resist an enemy invasion. Those doubts have now been set at rest, and instead of apprehension a comfortable feeling of security has been substituted owing to the arrival in India of vast quantities of troops and material. It is a comforting, if somewhat chastening, thought that they are here to protect, amongst other people, you and me. And so they merit our consideration. They live, for the most part, under conditions in which comfort is conspicuous by its absence, and it is for us to do what we can to render the necessarily restricted and monotonous life of the soldier less burdensome. Much has been done, and is being done, in this direction, but their great need at the moment is books. So great is the need that His Excellency the Commander-in-Chief has issued a special All-India appeal for literature of all kinds, and it is my privilege to bring this appeal to your notice.

What forms of recreation, do you imagine, other than reading, are open to troops stationed in distant camps, in tents or huts in Madras hot weather? In many cases it will be their first experience of an Indian summer, and if you and I, sitting in comparative comfort underneath an electric fan, feel the heat, accustomed as we are to it, what, I wonder, are the feelings of the troops, who rarely see an electric fan. And so, to help, them pass bearably a long sweltering day, books mean much to them. Books mean even more to soldiers in hospital. Have you ever been in hospital or a nursing home? Well meaning nurses wake you at an unearthly hour, and by about 7 o' clock in the morning you are awake, washed, fed—I almost said 'fed up'—and have about 14 hours acute boredom in front of you before you can close down for the night with the prospect of waking to the same dreary programme the next day—and so on, and so on, and so on. Books and more books will alone beguile the tedium of a spell in hospital. Have you ever thought of the monotony of the lives of the anti-aircraft men, when they are not in action—I mean; for, when in action one can scarcely call their job monotonous. But they must always be prepared to open fire at a moment's notice, and so there must always be a number of them on the spot on duty in case of a visit from an enemy aircraft. Here again books will help to ease the monotony.

SORT OF BOOKS WANTED.

Now, what sort of books are wanted? British troops like crime stories, wild west stories (you know—"Dead Man's Gulch"—that sort of thing) and stories with what I believe is technically known as a "love interest", and they like them in the order which I have given you—crime—wild west—true love. Their favourite author is that lamented and prolific gentleman Mr. Edgar Wallace. But you must remember that the army of to-day contains men from all walks of life and practically any book on any subject will find a reader. Some months ago I had the privilege of entertaining in my house 7 or 8 men from one of His Majesty's ships. There have since been others, but I remember this occasion because one of them having noticed that I am apt to smoke a pipe, and having ascertained that I am a bachelor, said to me on leaving "Well good-bye, sir, when I come back I'll bring you a calabash from Ceylon and a wife from Burma." Neither promise, I may say, has so far been implemented; but I live in hopes. There was in the same party a little man with an enormous moustache who played the trombone in the ship's band—he reminded me irresistibly of Bateman's drawing of the "One-note Man." When they were choosing books to take away with them (my own regrettable tastes rather run to blood or biographies) this little man, who might have been expected to choose the most thrilling of thrillers—or the most sugary of love stories—chose John Buchan's "Memory Hold the Door"—a grand book, no doubt, but on the heavy side and not by any means in Lord Tweedsmuir's lighter or more adventurous vein. And so, tastes vary and practically any kind of book is welcome.

But don't take me too liberally. In response to a previous appeal for literature for the troops the following have been known to reach the Joint

War Charities Depôt—District Board Journals, Government Gazettes, Tales for the tots, old telephone directories, Whiteaway Laidlaw's catalogues, cinema Programmes and Mrs. Beeton's Cookery book. I have never been able to get a really hearty laugh out of any Government publication, and I doubt if the troops would. Nor I think, would they get a kick out of knowing the telephone numbers of even the most eminent citizens of Madras. And as for Mrs. Beeton, her recipes usually start "take 2 pints of cream and 24 eggs" and are meant for more spacious times, and are out of place in these days of austerity, especially amongst soldiers whose meals as often as not come out of a tin. None of these inappropriate publications ever reached the troops because they were consigned to outer darkness by the Joint War Charities Depôt, who, however, have quite enough to do without having to separate the grain from the chaff. Besides, waste paper is valuable and there are appropriate channels for collecting it, but what we want are books which can be read—read over and over again, the one criterion of their usefulness being that they should pass an idle hour.

TAMIL AND TELUGU BOOKS.

There is an even greater need for Tamil and Telugu books. The Joint War Charities Depôt have bought and despatched vast quantities; but more—many more—are wanted. To the Madras soldier overseas, to the Madras soldier in other Indian provinces where his language is not spoken, books printed in his mother tongue are tremendously welcome and greatly appreciated. Detective stories are most favoured by Indian troops, with love stories a poor second. Illustrated papers of all kinds are much in demand. What becomes of these illustrated papers when they are done with? Surely they can't all find their way into the waiting rooms of the medical and dental professions. We all of us have in our book cases books which we are not likely to read again. The modern thriller, for instance. As a contribution to the World's literature its value is ephemeral, but as an antidote to boredom it is almost worth the fantastic price which one is called upon to pay for it these days. And one book does more than beguile the leisure moments of one soldier—it is passed on from man to man and from unit to unit. Yesterday the "Brain's trust" were striving to arrive at a definition of a well-read man. Is he one who has read a vast number of books, or is he one who is well informed on all matters of public interest? Whatever the correct definition there is to-day something more enviable than to be a well-read man. It is to be the late owner of well-thumbed book—well-thumbed because it is being circulated amongst the troops whose needs (with acknowledgments to Sir Phillips Sydney) are greater than ours. What a lot of pleasure one could give to the troops if each one of us who has a book case were to extract from it half a dozen books, and send them to the army. If we are reluctant to part with them let us think of all those books—usually our favourites—which have been lent to friends who have omitted the formality of returning them. Confession is a good for the soul. A short time ago I sent some books to the Joint War Charities Depôt including one which had been

lent to me and which bore the name and was the property of a lady who, as luck would have it, had the job of sorting them when they arrived at the Depôt. She told me, more in sorrow than in anger, that she thought it generous of me to give away her property, but I still maintain that I had the right idea. Quite a number of people buy illustrated papers from clubs after they have been in circulation for a reasonable time. Pass them on. Many of us buy Penguin editions when we travel by train—pass them on. They are particularly welcome as they are of handy size and can be put in the pocket. In parenthesis, how unutterably boring a train journey from, say, Madras to Calcutta would be with nothing to read. Think, then, of soldiers in equally boring circumstances, with nothing to read, and do what you can for them. Confine yourselves, as far as possible, to light literature both as regards subject-matter and weight. If you have time, and you, ladies, in particular, put a cloth cover on the books, or in the case of Penguins make a new back hinge. Remember that the books will have heavy and continuous handling and it is tiresome for the reader, just as the villain is about to meet with his just deserts, to find that the next three or four pages are missing, so if there is anything you can do to strengthen the cover and give the book longer life, do it. Will you send all the books and illustrated papers you can spare to the Honorary Secretary, Joint War Charities Depôt, the Banqueting Hall, Government House, Madras, and do please believe me when I tell you that the need is most urgent.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU. PROGRAMME.

LECTURE CXLII (Batch 1).

17- 4-43	Municipal Office.	6.00 p.m.	21- 4-43	Mirattunilai	... 7.00 p.m.
18- 4-43	Puvarasakudi ...	7.00 "		Arimalam	... 7.30 "
"	Venkatakulam ...	7.30 "	22- 4-43	Pungudi	... 7.00 "
19- 4-43	Perungalur ...	7.00 "	"	Satyamangalam...	7.30 "
"	Adanakkottai ...	7.30 "	23- 4-43	Udayalippatti	... 7.00 "
20- 4-43	Kiranur ...	7.00 "	"	Killukottai	... 7.30 "
"	Nanjur ...	7.30 "			

LECTURE CXLIII. (Batch 2.)

24- 4-43	Municipal Office.	6.00 p.m.	28- 4-43	Kodumbalur	... 7.00 p.m.
25- 4-43	Kudumiyamalai ..	7.00 "	"	Viralimalai	... 7.30 "
"	Parambur ...	7.30 "	29- 4-43	Kalamavur	... 7.00 "
26- 4-43	Vengalur ...	7.00 "	"	Nallur	... 7.30 "
"	Konapattu ...	7.30 "	30- 4-43	Panayappatti	... 7.00 "
27- 4-43	Nachchandupatti.	7.00 "	"	Bangiyam	... 7.30 "
"	Virachhilai ...	7.30 "			

RECRUITING—ADVERTISEMENT—4 p. m.

21- 4-43	Kilanilai Pudappatti.	26- 4-43	Konnaiyur.
22- 4-43	Alangudi.	27- 4-43	Ramachandrapuram.
23- 4-43	Pappapatti.	28- 4-43	Karambakkudi.
24- 4-43	Ponnamaravathi.	29- 4-43	Kilanilai.
25- 4-43	Embal.	30- 4-43	Pudukkottai.