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LECTURE CXLVII.

TUNISIA DAY-MAY 21, 1943.

PUBLIC MEETING AT THE TOWN HALL, PUDUKKOTTAI

SPEECH BY

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Administrator.

LADIES AND GENTLEMEN,

As I have more than once remarked, the present War may be divided into three stages. The first was a period of one disaster after another, though there were those (among whom I may claim to have been one) who never lost faith in the ultimate result of the War. Germany forced us to declare War, at a time when we were quite unprepared. But Germany had for years been equipping herself with enormous numbers of men and huge supplies of material. She had built up a very large Air Force, and as you all know, strong and efficient Air Force is a decisive factor in modern warfare. She had also built up a strong submarine fleet which is even now a serious menace to our shipping. France collapsed. There were the dark days of Dunkirk and Norway. One country after another was overrun by the enemy. We had to face alone, Germany and her Allies.

2. In the second stage, mighty nations like Russia, America and China were fighting on our side. We were still on the defensive, but the situation had entirely changed since we were not alone, but had powerful—one may say undefeatable—allies. The actual course of the War no doubt did not look promising. The Russians, who like ourselves had not prepared for a war on this scale, had to retreat further and further into their

own territory. The fate of Leningrad hung in the balance. The Germans were still pushing towards the Caucasus, with its oil-fields. In North Africa, the Germans, under Rommel, were at El Alamein, less than 70 miles from Alexandria. The Japanese were occupying one territory after another in the Far East.

3. When I addressed meetings during this period, my constant theme was "pay no attention to episodes—even major episodes. Ignore them. Consider the general trend of events and take a long view." Those who did so were more than ever confident of our ultimate victory.

4. Now we have entered on the third stage of the war. The tables have been turned. The Axis are everywhere on the defensive and we are on the offensive. Holding a wolf by the ears—as I have so often said—the Germans could not extricate themselves from Stalingrad, and suffered a catastrophic defeat. Enormous numbers of troops, including some of the enemy's best Generals, were either captured or killed. They lost huge quantities of war material. Leningrad which the Germans had besieged was relieved. The Russians have recaptured in the winter campaign practically all the ground that they lost in the summer campaign of last year. Much of the rich wheat country of Ukraine, and the precious oil-fields of the Caucasus have been cleared of the enemy. Novorossisk, which is an important port on the Black Sea coast and which forms the Caucasian Bridgehead for the Germans, will shortly be wrested from German hands. The Russians are now in a position to take the offensive, send their Air Force well behind the German lines, and attack the enemy's vital communication centres in enemy-occupied Russia. The Russians bombed Warsaw lately and even Interburg in East Prussia.

5. In North Africa, the battle of El Alamein was the turning point. After that, the enemy was driven back over 1,000 miles. The threat to Egypt was removed. Then American troops—convoyed across the Atlantic (who "rules the waves"?) in co-operation with "Free" and other French, sinking their differences in face of the common foe, and the British forces including Indians, attacked the Germans from two directions. The enemy was pent up in a small strip of territory in the north of Tunisia. The Germans thought that their Mareth Line, south of Tunisia, was impregnable. What could stand against the splendid co operation of the British, American and French forces? The Mareth Line was overrun in no time. Then the enemy established himself strongly behind strong natural defences in northern Tunisia. We thought we should have a very tough battle before we dislodged the enemy from these positions. But the collapse of the Axis troops was dramatically sudden. The great fortresses of Bizerta and Tunis fell in one day. Von Arnim was driven into the Cape Bon peninsula. His men were weary, his supply lines were constantly harassed by the Navy and the R. A. F., and suddenly on May 13th the campaign ended. About 200,000 Axis prisoners and vast quantities of war material, much of which was quite intact, were taken. Von Arnim, the famous German Commander, was made a prisoner of war. It was the proud privilege of the 4th Indian Division to take him prisoner. The Italian Commander-in-Chief, General Messe, was also captured. This is one of the most resounding victories that have ever been won by British Arms. The control of the coast of North Africa means that we have air bases from which to attack the Continent, and that though the danger of enemy submarines in the Mediterranean is not entirely removed, it will hereafter be greatly diminished.

It may be said that the Mediterranean, which is the shortest sea route from India to England, is once again open to Allied shipping. The Allied Air Force now control the Sicilian narrows. The Royal Air Force is now busy pounding Sicily, Sardinia and Pantellaria in the Western Mediterranean, which the German *Luftwaffe* are unable to protect. Malta is now practically free from Axis bombing. The Allies are now in a position to begin their campaign of wresting Europe from Hitler. It will soon also be possible to bring the War home to Japan. The vast territories which she has temporarily occupied will soon be released, and Japan will be forced to disgorge her ill-gotten gains. The time when Japan will no longer be allowed to raise her head as a great Power again is not far off. But until we have much more shipping at our disposal the vast spaces of the Pacific protect her, and we shall not be able to accumulate the forces and procure the bases which will enable us to bring the War home to Japan. It is now nearly three years since the War in North Africa began. During that period, we have seen both victory and defeat. It was the last battle, the battle in Tunisia, that sealed the fate of the Axis in Africa and was a glorious triumph for the Allied Arms. Mussolini's African Empire is at an end. This day of our rejoicing is fittingly termed "Tunisia Day".

6. The outlook was never so bright as at present. The world is on the eve of great events. The Allies are on the path to eventual victory. North Africa is only the beginning. Bigger things are coming. But do not think that the War is won, and that there is no further need to bother about it. Even after the War it will be long before the world returns to normal. Meanwhile, we must go on, all of us, doing what we can, in however humble a way, to hasten the Allied victory. You can all help by bearing cheerfully, without grumbling, the hardships and inconveniences that the War causes to all of us. You can refrain from spreading rumours likely to embarrass the Government. You can report to the Darbar authorities or to members of the N. W. F. people who spread such rumours. You can report in the same way profiteering or hoarding if it comes to your notice. *This is a matter in regard to which the help of the public is essential.* A handful of Government officials can do nothing unaided. You can do all that you can to Grow More Food, and I am glad to say that this year the area under food crops in the State is 20,000 Acres more than last. You can sink your differences and factions. You can refrain from wasting the time of Government servants, who are doing their best to help you, with petty squabbles and complaints, and unnecessary petitions and litigation. There is hardly one of you who cannot in these and other ways do something to hasten the approach of that **Victory** for which we are all longing and praying.

END OF THE NORTH AFRICAN CAMPAIGN.

H. E. The Viceroy's Broadcast, May 14.

The labour and the sweat, and the sacrifices of nearly three years of campaigning in North Africa have now been crowned with a magnificent, and final victory. The African continent has been cleansed, and great forces of the enemy have been captured

or utterly destroyed. The great strategic highway, the Mediterranean, has been opened, and along the length of its southern littoral stand division upon division of French American, British, Dominion, and Indian troops, all flushed with victory, all brothers-in-arms, whose mutual confidence has been tried in the test of battle, all eager for the next move forward, and filled with an implacable resolve to destroy, root and branch, the foul growth of Naziism that has cast its deadly shade, over the length and breadth of continental Europe. These troops have seen the superb performances of our Air Forces over Africa, and they rightly believe that in the great battles to come they will have air support of a quality and strength that the Axis cannot hope to equal. They have witnessed, in the Mediterranean, the matchless skill and gallantry of our navies and mercantile marine, and they know their people at home, in many parts of the world, are praying for their success and safety, longing for an early end to this world crusade, but ready to endure privation, and hardship for months, and indeed for years if necessary, till the victory is complete and our troops are in Berlin itself.

"TUNISIA DAY".

This great deed of arms in North Africa clearly marks the end of a stage in the war.

We pay tribute, richly deserved as it is, to the heroes of the Tunisian campaign, not only to British and Indian troops, but to our gallant American companions in arms to the renascent might of France, and to the splendid formations from the Dominions. We rejoice that our famous 4th Indian Division was in at the kill. But there are many troops not now in Tunisia, who won fame in Africa in 1940, 1941 and 1942, and it would be ingratitude to forget the part that Indian troops played in F. M. Wavell's great campaigns, and in Gen. Auchinleck's splendid last stand that saved Egypt. It has been the joint endeavour of all the troops engaged, since the beginning of the African campaign, that has made possible the final victory which we are now to celebrate. Again, the fighting forces would be the last to claim that the credit for victory is theirs alone.

We have been through great stress in India, we have had to resist civil commotion, and only a year ago we had to face the possibility of invasion, both from the east and from the west; indeed the most direct and immediate benefit to India from the African victory is the removal of a deadly threat to her own western approaches.

WAR EFFORTS.

We have had great anxieties over our food supplies, and in spite of all our difficulties, it has been essential that our war effort should go on, and increase. There are tens of thousands of men and women, police, railway staffs, civil guards, factory hands, doctors, nurses, engineers and countless others, to whom is due their share of each victory we win. India has been a vast base for our African operations, a base from which essential supplies in huge quantities have been sent, first to buttress our defence, and then to crush and overwhelm the enemy. I hope the National War Front, which represents the citizen's will to win this war, will in its celebrations stress the civilian share in the victory, and also rebuke those few who are absorbed, at present, in purely selfish schemes of profiteering.

GERMANY STILL POWERFUL.

But self-congratulation in the middle of a war is a dangerous indulgence, and I want to warn you to-night, against the slightest tendency to believe that the end is in sight. Germany is still a tremendously powerful nation, and may yet be able, not only to deal heavy blows against our supremely gallant Allies, the Russians, but also to offer strong resistance to any invading armies in the West. And after our foot has been planted firmly on the Nazi's neck, and his overwhelming pride is humbled in the dust, we have still to destroy the menace of Japan. The Japanese are, in essentials, a barbarous mediaeval race, with no true culture, and certainly no instincts of mercy. They are fanatical, and dedicated to what they are pleased to believe is a national mission. They have captured valuable territories and bases, and have had time to consolidate them.

The force that we shall, in due course, bring against them will certainly overwhelm them, but quick results, I warn you plainly, will not be possible.

THE JAP MENACE.

I have just returned from a visit to our troops on the eastern frontier, who have had to work hard, and suffer many hardships to make India safe from invasion. They are in splendid heart, and a great deal has been achieved in that area, but no one makes the mistake of under-estimating the Jap as an enemy. Defeat him utterly we will. The Americans, the Chinese, and we ourselves, have made up our minds about that, and indeed self-preservation demands it. If there are two poisonous snakes in your room, and you go to great trouble to kill one, it is hardly commonsense to relax before the other reptile is destroyed. The Jap stands for the same thing as the German.

Though we beat the German into the dust, a war that fails to mete out to Japan the punishment she richly deserves will be fought in vain, and a peace that left in Japanese hands one square mile of stolen territory would be fatal to the future of human happiness and human freedom, not only in the East, but over the whole expanse of the world.

Forgive me then, if I remind you in this hour of triumph, which we do well to celebrate, that final victory is not yet, and that we must derive from our rejoicings not a spurious confidence that the war is won, but strength to go forward, and win.

Good night; and to all our United Nations' Forces by sea, land and air I say "good hunting."

WEEKLY WAR SUMMARY.

15-5-43 to 21-5-43.

Tunisia.—On May 11 the British First Army broke into the HAMMAM LIF area and captured HAMMAMET, SOLIMAN, GROMBALIA, METZEL and BON ZELFA; and, finally, hemmed the Axis forces in the CAPE BON area, while further south the British 8th Army held the enemy at BON FICHA, near ENFIDAVILLE. The French also struck a

frontal blow at ZAGHOUAN. The Axis forces, having no way of escape, and no means of getting supplies or reinforcements, surrendered. Gen. Baron Von Arnim, Commander of the Axis Forces in North AFRICA was captured by the 4th Indian Division. All Axis armed resistance ended officially at 8.15 p. m. on Wednesday (May, 12th) night, just 2 years, 11 months and 2 days, after the campaign in AFRICA began. Prisoners captured since May 5 number 150,000.

The Battle of the Mediterranean continues. NAPLES, CAGLIARI, CALABRIA, MESSINA, CIVITA VECCHIA and OBBIA have been bombed. In a 3-day pounding the axis air-base on PANTELLARIA is said to have been rendered unservicable.

Russia.—WARSAW was raided on Wednesday, May 12, by the Soviet aircraft. The fight for NOVOROSSISK continues. The Russian air offensive in the UKRAINE and the OREL bulge has been intensified. Russian attacks are reported from the LENINGRAD and BRYANSK areas.

The Pacific.—U. S. forces landed on ATTU Island on May 11 and a battle to wrest the island from the enemy is making satisfactory progress. ATTU is an island of the ABEUTIAN group, and was occupied by the Japanese last June.

China.—Heavy fighting is reported along the western shore of Lake Tungting in the HUNAN. The Japanese are reported to be driving towards CHENGTEH. The Chinese attack near ICHANG on the Yangtse is making progress.

Burma.—MAUNGDAW was evacuated on the night of May 11, without interference from the enemy.

The Allied Air Raids of the week, in EUROPE, BURMA and the Pacific are given in the next section.

ALLIED AIR RAIDS.

9—5—43 (Sunday).

EUROPE (German occupied).

NIGHT:—

Laying mines in enemy waters.

CAPE BON, ITALY and the MEDITERRANEAN.

Troops and transport in CAPE BON PENINSULA.

Enemy shipping round the coast of the

Peninsula and east of BIZERTA.

The air-field on PANTELLARIA.

The docks and industrial area of PALERMO

(Sicily).

Railway bridge at LICATA (Sicily).

Railway station at MARSALA (Sicily).

Air-field at GELA (Sicily).

The harbour at MESSINA.

An enemy ship in the AEGEAN Sea.

RUSSIA.

Air combats and grounded enemy aircraft all along the RUSSIAN front.

FAR EAST.

CERAM and KAIMANA (Dutch New Guinea).

The Jap base at MANOKWARI

(Dutch New Guinea).

A Jap cargo vessel off SURONG

(Dutch New Guinea).

The harbour at UBILI (N. Britain).

TALAL SEA.

Air-fields at GASMATA and CAPE

GLOUCESTER (N. Britain).

BROOKE Island (Vitiav Straits).

The air-fields at WEWAK, MADANG and SAIDOR

(all in New Guinea).

Jap transport along the MAYU River (Burma).

Oil installations south of MAGWE (Burma).

An oil barge near PROME.

HPAUNGIEK bridge near KALEMYO (Burma).

AKYAB (Burma).

10—5—43. (Monday).

EUROPE (German occupied).

Railway lines near TULA and KURSK (Russia).

BRYANSK-OREL area (Russia).

NIGHT:—

CAPE BON, the MEDITERRANEAN and ITALY.

Enemy troops and positions and motor

transport in the CAPE BON Peninsula.

The air-field, docks and shipping at

PANTELLARIA.

The air-fields at MILO and BORIZZO (Sicily).

The docks and other targets at PALERMO (Sicily).

The harbour at MARSALA (Sicily).

Enemy shipping near SICILY.

RUSSIA

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

An air-field at BABO (Dutch New Guinea).
 DOBO (Dutch New Guinea).
MAPPI POST.
 SAUMLAKI (Tanimbari Island).
 TRANGON Island (Aroe Islands).
 A Jap vessel in TALA SEA.
 The air-field at CAPE GLOUCESTER (N. Britain).
 The air-fields at SALAMAUA and
 FINSCHHAFEN (N. Guinea).
 Jap installations at LAE (N. Guinea).
 The railway station at WUNTHO (Burma).
 Enemy objectives at ALLANNYO, PROME,
 MINDYA (all in Burma).

11-5-43 (Tuesday).

EUROPE (German occupied).

NIGHT:—

DNEPROPETROVSK; POLTAVA; BRYANSK;
 KRASNOGRAD; LOZOVAYA; KOROSHA and
 several other places (all in German
 occupied Russia).

CAPE BON, the MEDITERRANEAN and ITALY.

Enemy troops, positions and vehicles in the
 CAPE BON Peninsula.
 The harbour at CATANIA (Sicily).
 Docks, railroad stations and hangars
 at MARSALA (Sicily).
 Shipping off GREECE.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap positions at MUNDA (N. Georgia).
 KISKA (Aleutians).
 VANGA (Vanga Island).
 The air-field at CAPE GLOUCESTER (N. Britain).
 Jap installations at WEWAK (N. Guinea).
 Enemy water transport in the MAYU River.
 Supply sampans on the IRRAWADDY between
 CHAUK and YENANGYAUNG.
 The air-field at KANGAUNG.
 The air-field at MEIKTILA (Burma).
 YEGYANBIN (Akyab Island).
 The oil refinery at SYRIAM (Burma).
 Railroad installations at MANDALAY,
 NYAUNGBINWUN, LEGYI, MONYWA and
 SHWEBO (all in Burma).
 The village of TIANZUP (near Myitkyina).

12-5-43 (Wednesday).

EUROPE (German occupied).

EVENING:—

Enemy supply ship off NORWAY (sunk).

NIGHT:—

The Industrial centre of DUISBURG (Germany).
 WARSAW (Capital of Poland).
 BRYANSK, OREL and other bases in
 occupied RUSSIA.

CAPE BON, the MEDITERRANEAN and ITALY.

Enemy troops and vehicles in the CAPE BON
 Peninsula.
 Docks and Naval yards at NAPLES (Italy).
 Railway stations in South Italy.
 The railway station at PORTO EMPEDOCLE
 (Sicily).
 The harbour at CATANIA (Sicily).
 Docks at PANTELLERIA and MARSALA (Sicily).
 Buildings in the harbour at SYROS Island.
 Enemy shipping in the AEGEAN Sea and off the
 coast of GREECE.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap positions at BALLALE Island (Shortlands).
 KAHILI (Shortlands).
 MUNDA (N. Georgia).
 VILA (Kolombangara).
 The air-field at GASMATA (N. Britain).
 RATHEDAUNG, YEGYANBIN and two other
 enemy-occupied villages on AKYAB Island
 (Burma).
 Jap communications between PROME and
 MAGWE (Burma).
 Supply sampans from MAGWE to MYINYAN
 (Burma).
 Boats near PAUNGTYIN (Burma).
 Railroad bridge 28 miles north of PYINMANA
 (Burma).
 Jetties at BASSEIN.
 Supply dumps and barracks at KAMAING (Burma).

13-5-43. (Thursday).

EUROPE (Germany occupied).

DAY:—

Airframe factory at NEAULTE (France).
 Air-fields at ST. OMER.
 Railway yards at BOULOGNE (6 Axis planes
 and 3 Allied planes destroyed).
 Air-field at ABBEVILLE.
 The harbour at CHERBOURG (France).

NIGHT:—

BERLIN (Capital of Germany).
 Targets in central RUHR and CZECHOSLOVAKIA.
 The MEDITERRANEAN and ITALY.
 The harbour and industrial area of CAGLIARI
 (Sardinia).
 Shipping in the harbour at AUGUSTA (Sicily).
 Enemy shipping in the AEGEAN Sea.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap installations at KAHILI (Shortlands).
 KISKA (Aleutians).
 LORANGA area (Admiralty Islands).
 The air-fields at RABAU (N. Britain).
 Jap barges off CAPE DAMPIER and
 RUDIGER Point.
 The air-fields at CAPE GLOUCESTER and
 GASMATA (N. Britain).
 MUBO and FINSCHHAFEN (N. Guinea).
 Railway yards at MANDALAY (Burma).
 The railway bridge at MYITGNE (Burma).
 Jap vessels between AKYAB and RAMPLEE
 Islands and on the MAYU River (Burma).
 The air-field at AEHO (Burma).

14-5-43 (Friday).

EUROPE (German occupied).

The air-field at TRICQUEVILLE.
 Shipping near GUERNOCEY.

NIGHT:—

Harbour installations at EMDEN (Germany).
 Shipbuilding yards at KIEL (Germany).

ITALY and the MEDITERRANEAN.

Italian port of CAVITA VECCHIA.
 The port of OBLIA (Sardinia).
 The port of ALGHERO (Sardinia).
 PORTO TERRES (Sardinia).

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN front.

Ry. station at BRYANSK.

Air-fields in occupied RUSSIA.

FAR EAST.

The air-field at RABAUL (N. Britain).

NABIRE (Dutch New Guinea).

Jap troops and transport in the BUTHIDAUNG area (Burma).

Shipping off RAMREE Island.

Supply sampans on the KALADAN River.

The air-field at KANGAUNG (Burma).

YEGYANBYIN and RATHEDAUNG (Burma).

PROME (Burma).

Railroad junction at THAZI (Burma).

SHWEBO (Burma).

Railroad installations at MYINGYAN and NYAUNGBINWUN (Burma).

15-5-43 (Saturday).

EUROPE (German occupied).

DAY:—

The air-fields at CAEN (France) and POIX (7 Axis planes destroyed 6 Allied planes missing).

ENEMY AIR RAIDS.

9-5-43 (Sunday).

BRITAIN.

No air raid anywhere in BRITAIN.

TUNISIA.

No enemy air activity.

RUSSIA.

Russian positions in the KUBAN.

10-5-43 (Monday).

BRITAIN.

Only an alert in the LONDON area (no bombs dropped).

RUSSIA.

UPPER DONETZ area.

FAR EAST.

MILLINGIMBI (Australia) (1 Jap plane destroyed).

11-5-43 (Tuesday).

BRITAIN.

2 places in East ANGLIA (2 Axis planes shot down).

RUSSIA.

Russian communications behind the Russian lines.

FAR EAST.

MILLINGIMBI (Australia) (3 Jap planes put out of action);

MILNE BAY (New Guinea).

12-5-43 (Wednesday).

BRITAIN.

No enemy air activity over BRITAIN.

RUSSIA.

Russian air fields behind the Russian lines on all fronts in RUSSIA.

FAR EAST.

Allied shipping off GUADALCANAR (Solomons).

13-5-43 (Thursday).

BRITAIN.

No information available.

RUSSIA.

LISCHIANSK area.

FAR EAST.

PORT MORESBY (New Guinea).

14-5-43 (Friday).

BRITAIN.

A town in EAST ANGLIA (Britain).

ALGERIA.

ALGIERS area (5 Axis planes destroyed).

FAR EAST.

Air combats over the RUSSEL Islands (16 Jap planes shot down; 5 Allied planes missing).

15-5-43 (Saturday).

BRITAIN.

No enemy air activity.

RUSSIA.

Russian lines of communications behind the various fronts.

FAR EAST.

PORT MORESBY (New Guinea) (2 Jap planes shot down).

BOBDUBI village (New Guinea) and WAU (New Guinea.)

SIDE LIGHTS.

THE END OF THE TUNISIAN CAMPAIGN. The Battle of North AFRICA is over. Officially on the night of Wednesday (May 12) the campaign in TUNISIA

came to an end. Three years of blood and toil have ended in a crowning victory. Pursued over 1,700 miles of hill and desert, and beaten to their knees, the remnants of the Axis hosts have surrendered; while, flushed with victory, the Allied forces stand, ready for new assaults and fresh triumphs. The chase is not going to stop till BERLIN and TOKYO have been reached.

LET US REJOICE

and lift our hands and hearts in thankful prayer. At this supreme hour, let the mind travel back to the dark

days of 1940, when FRANCE fell, BRITAIN was bombed and AFRICA was invaded; and let us realise from what abyss we have been lifted by Providence, in vouchsafing the present victory

THE NORTH AFRICAN EPIC. The North African campaign, though only an episode in the larger global war, is an epic by itself. It has been marked by great victories for the Allies, as well as by grave reverses. It began with ITALY's entry into the war over the body of prostrate FRANCE, and her occupation of British SOMALILAND. Then came the miraculous British recovery, when Field-Marshal Wavell, with a small force, pushed Marshal Graziani back to EL AGHEILA and annihilated his armies. This was followed by the apparition of Rommel, with his Afrika Korps, which swept the British back again, almost to the Egyptian frontier. This was succeeded by the British conquest of SOMALILAND, ERITREA, and ABYSSINIA, and by the bitter tank battles, in which, under General Auchinleck, the Eighth Army drove Rommel back to EL-AGHEILA. But with amazing resilience, Rommel, returning to the charge, pushed the Eighth Army, back, once more, in a great offensive which took him to the very gates of ALEXANDRIA. Then began Gen. Montgomery's historic drive—certainly the most classic and rapid in history—which ended on Wednesday last, in the final clearing of the Axis, from the African Continent, some three years after the N. African war began, and six months after the Anglo-American landing in MOROCCO and ALGIERS.

THE HONOURS OF VICTORY. The victory, initially British and Imperial, has ended as a joint effort, in conjunction with American arms, and the French Forces in N. AFRICA. It has been achieved by the co-ordination of arms and armies, by superior strategy, in which great names have figured. And yet, if one personality could be named apart, who, without taking actual part in the fray, beheld the Pisgah vision of victory in the darkest hour of danger, and with an unflinching determination and courage marshalled the Allies and led them on to victory, it is Mr. Churchill—the man of destiny, to whom, as His Majesty has put it, the world itself owes a debt of gratitude.

AXIS' SUDDEN COLLAPSE. To return to the Tunisian campaign, the end of the CAPE BON fighting came sooner than expected, much sooner, even, than the collapse of TUNIS and BIZERTA, which was sudden enough. Mr. C.R. Attlee, Deputy Prime Minister, announcing the fall of TUNIS and BIZERTA, to the House of Commons on the 11th stated, 'It is too early to say how long the last act will last and to speculate on the enemy's hope of resistance or escape.'

And, yet, in less than 4 days after he spoke, the campaign ended, the Axis armies surrendered and the Axis Generals surrendered or were captured.

ALLIED STRATEGY. This amazing feat was primarily due to a clever move. While the Eighth Army held the bulk of the Axis forces, the First Army, reinforced by the transfer of three divisions from the Eighth struck the fatal blow at a weak spot.

THE 4th INDIAN ARMY'S PART. While General Messe, the Italian Commander surrendered to his old enemy, the 8th Army, it was given to the 4th Indian Division to have the honour of capturing Von Arnim—the Commander in supreme charge of the Axis forces, after Rommel retired at GABES, as earlier it shared the honour of storming TUNIS.

AXIS LOSSES

have been colossal. In TUNISIA alone they have lost from 150,000 to 170,000 men (two-thirds, Germans), including 17 Generals (14 Germans), 3 Panzer Divisions, 1,000 guns, 250 tanks and thousands of vehicles.

LIBYA included, the losses have mounted upto 600,000 men (250,000 Germans) and 2,700 aircraft.

THE MORAL RESULTS

of the victory are still more significant. RUSSIA is heartened for a fresh encounter. The Arab countries are jubilant and INDIA, rid of the menace from the West, feels encouraged to meet her foe in the East.

On the Axis side, the morale has seriously suffered. Dr. Benes thinks that the Germans in EUROPE will crack as suddenly as the Germans in TUNISIA did.

RIOTS IN GERMANY.

An indication of the German reaction was the breaking-out of riots in BERLIN and other parts of GERMANY by crowds anxious to know the fate of their relatives in the Afrika Korps, which has surrendered.

PEACE-FEELERS.

Another symptom is the emergence of Franco as a peace-maker, on behalf of the Axis. On the Allied part, Mr. Eden has already given the categorical reply that the condition precedent to peace is an unconditional Axis surrender. The American rebuke to Franco's intrusion is no less unequivocal and more slashing. Comparing the ruthless German bombing of ROTTERDAM, with the ease with which the Germans now surrendered in TUNISIA, Mr. Elmer Davis, Head of the U. S. War Information says :—

'When you remember how they act when they can get away with it, you may find a little hard to be too much impressed with those Germans coming down the hills in TUNISIA to surrender, as cheerfully as a man who thinks his lawyer has arranged for his bail.

'May be some of them are hoping for something very much like that—hoping that their politicians and their propagandists will somehow be able to chisel their way out to a compromise peace.

'We heard some of this sort of talk this week from General Franco, the Spanish Dictator. Last summer, General Franco said the liberal world was going down—a victim of its own errors—and when he said, 'liberal world', he meant, our world—the world of democracy and freedom.

'He was sure then, or said he was, that the Axis was going to win. Two days after the fall of TUNIS and BIZERTA, while the remnants of the German army in AFRICA were being mopped up—why, then, Gen. Franco suddenly discovered that neither side could win and so, we might as well make peace now.

'There are good reasons why Gen. Franco should want a compromise peace now in the interests of his Government, but whether this was his own idea or reflected the ideas of others, it made no impression in WASHINGTON, where it was merely remarked that AMERICA, BRITAIN and RUSSIA are all determined to compel the enemy to unconditional surrender.

'From now on, every member of the German firing squad, every sadistic guard in prison and camp, every incendiary, every plunderer of children's food, is a marked man, whenever the master race quits, he is done for. The Germans, who don't want to be thus marked for retribution had better begin to earn their immunity by good behaviour now—and that goes for JAPAN also.'

ITALY'S PLIGHT.

It will be noticed that ITALY has been left out by Mr. Davis because her punishment has, in a sense, already begun.

Mussolini's highvaulting ambition has over-reached itself. The empire which he would have extended to the shores of the Indian Ocean (and beyond?) has been wiped out.

Rumours of Cabinet resignations, of the abdication of Victor Emmanuel, the return of Badoglio, and the setting up of a Military Council to consider the terms of surrender are already in the air.

The Italian people are said to be sick of the war, and to be ready to hail an Allied invasion as the surest and speediest way of bringing the war to an end.

The Italians are heartily fed up with the war. They are afraid of the sufferings in store, when in the words of Churchill the whole of their country will be subjected to a prolonged scientific, aerial attack. They are afraid that they are going to be punished for the crimes and the sins of their wicked leader—for the sin of having stabbed prostrate FRANCE, for the dastardly attack on GREECE.

THE NEXT BLOW.

Speculation is rife as to where the next blow will fall.

Speaking, prior to the WASHINGTON talks, now under progress, Col. Knox said that 'as long as the Axis holds SICILY, it is dangerous to Allied operations. The possession of SICILY by the Allies would obviously be a tremendous military asset'.

This is true. The Mediterranean waters between the horns of TUNISIA (now in Allied hands) and the western tip of SICILY, barely a hundred miles across, are the bottle-neck, where the Allied ships have to run the gauntlet, in passing from the Western to the Eastern Mediterranean. The Power which owns SICILY will moreover control ITALY.

SICILY.

So, SICILY, one of the beauty spots of EUROPE, the home of many races, the cradle of Italian civilisation, and the arena of conflicts, ancient and modern, between Greek and Roman and Carthaginian, the Saracen, the Byzantine, the Hun, the French and the Spaniard, where, in 1860, Garibaldi landed with his famous Red Shirts to fight the battle of freedom, is once again going to become a battle-ground and once again, in the cause of liberty.

But the fight is going to be difficult. SICILY is a fortress. PALERMO, is said to have several caves stored with oil. AUGUSTA and SYRACUSE are formidable bases. But one advantage the Allies have. Her southern shore, facing the African coast is unprotected.

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PANTELLARIA.

Another Italian island, which the Allies may attack is that which bears the poetic name of PANTELLARIA. The mass air raids that have been already launched on the island show the importance attached to it. PANTELLARIA is a small rocky island, roughly midway between SICILY and TUNIS. It is ITALY's mystery base guarding the Narrows. As early as 1936, Mussolini had forbidden the flying of any foreign aircraft over it. It is said to have submarine bases and an air-field hewn out of rocks, with a lake in the crater of an extinct volcano for a Sea-plane base.

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THE WASHINGTON TALKS.

Mr. Churchill has gone to WASHINGTON, with his military and other advisers, to confer with President Roosevelt. This is the 5th Churchill—Roosevelt conference from which great results should flow, judged by the previous meetings. His first meeting in Mid-Ocean led to the Atlantic Charter; his second meeting at the White House, to Anglo-American Co-operation; his third meeting, this time, at WASHINGTON, to the planning of the landing in N. AFRICA, his 4th or CASABLANCA talks resulted in the conquest of N. AFRICA. We have no doubt that the present (5th) conference, described, as 'strictly strategic and military' will lead to equally important and greater results—the invasion of EUROPE and the destruction of the Axis.

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THE OFFENSIVE AGAINST JAPAN.

Wavell has gone to WASHINGTON, and with him, Admiral Sir James Somerville and Air Chief Marshal Sir Richard Peirse, and they are the men who control the army, the navy and the air force in and around INDIA. It may therefore be reasonably inferred that the question of an offensive against JAPAN from the Indian base will come up for consideration.

The words of His Excellency the Viceroy's broadcast on May 21 are significant:—

'And after our foot has been planted firmly on the Nazi's neck, and his overwhelming pride is humbled in the dust, we have still to destroy the menace of JAPAN. The force we shall in due course bring against them will certainly overwhelm them.'

Molotov's Note protesting against the 'abduction' of Soviet citizens for slave labour in GERMANY has just been released. It makes out two charges principally. Once is that Goering has issued official instructions for the abduction. Thus slavery has been reduced to a system, and slave-catching has been entrusted to a State department, with its own organisation and staff. Another charge is that Goering has also ordered deprivation of food, and death, by decisions of Court Martial, to persons refusing to render slave labour. It is also reported that Hitler has ordered his gauleiter Sauckel to deliver to GERMANY about 50,000 'picked, healthy, growing' Russian girls, and that Sauckel, in

order to carry out his master's behest, is starving young people and driving them to railway stations under pretence of distributing bread and thence embarking them on trains, under threat of shooting.

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THE SPIRIT OF OCCUPIED

EUROPE.

Monday, May 10th, was the third anniversary of the German invasion of BELGIUM, the NETHERLANDS and LUXEMBURG, three territories which remind us, that though conquered by brute force, they have not yet been conquered in spirit. LUXEMBURG, though too small to offer resistance had still the self-respect not to surrender. Invited by Hitler to regard themselves as Germans, the people of LUXEMBURG have chosen the privilege of continuing his enemies—the LUXEMBURG Government established in LONDON has identified itself with the Allies and the cause of liberty.

BELGIUM, which fell in an 18 days battle, has not yet concluded an agreement with Hitler. Her Government under King Leopold's original Ministers carries on the Allied war with all the resources of the Belgian CONGO.

Sabotage, passive resistance and thinly disguised hostilities undermine HOLLAND's New Order. Dutch workers who are forced to build Hitler's 'Atlantic Wall' in HOLLAND are helping to destroy it by extensive spying and sabotage—Gen. Christiansen, the German Commander in HOLLAND, has re-imprisoned all officers and men of the Dutch Army previously released in May 1942.

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THE "SKIP OR SKID"

BOMBING TECHNIQUE.

"Incessant aerial activity, has given rise to new techniques of bombing. General Bissell, in charge of the U. S. Tenth Air Force, has just spoken of one method which lends very great accuracy to bombs up to 1000 lbs.

From the S. W. Pacific comes news of yet another method evolved during this war. It was used to great advantage in the Bismark Sea battle (March 6), when the enemy completely lost his convoy of ten transports and twelve warships. Between April 14 and April 28, Japanese shipping losses in S. W. Pacific have amounted to 90,000 tons. Hence the technique of "Skip or Skid" bombing deserves attention.

An extraordinary feature of this technique is that Flying Fortresses designed for sub-stratosphere bombing have become by this means torpedo-bombers operating at the deck-level of shipping. The forces brought into play by the speed of the plane cause a heavy bomb to skip along the surface of the water like a pebble flicked over a pond, to hit the target on the waterline.

The target ship has the greatest difficulty in depressing her attack-guns quickly enough to meet a sudden swoop at deck-level. Bombs may ricochet along the surface into the vessel's side and thus produce an effect similar to that of a torpedo. If the bombs drop too steeply and sink, they maintain a forward impetus under water and explode near the vessel's side like depth charges. Finally, if they are dropped late, they may produce an orthodox bombing effect on the ship's deck or superstructure. This technique was developed in New Guinea by Major William Benn of Washington."

WAR AT SEA: MERCHANT SHIPPING SITUATION.

Rear-Admiral Land, Chairman of the U. S. Maritime Commission, said on April 28:—

"The Prime Minister, Mr. Churchill, recently told the British people that the United Nations have a greater merchant tonnage in service to-day than they had a year ago. That statement can be affirmed, but, in affirming it, let us add we are still—as we have been since the war began—definitely short of ships. In my judgment, we will be short so long as the war lasts.

"There are more than 30 shipyards, with more than 250 quays, producing big ocean-going merchant ships to-day. In addition, there are about 40 other yards producing other types of auxiliary craft—some for the merchant service, others for the armed forces and some for Lend-Lease—located in 24 (of America's 48) States. Nearly 1,000 other plants in three-fourths of our States are producing parts and materials for merchant ships."

APRIL LOSSES MUCH LOWER.

Colonel Knox, the U. S. Navy Secretary, said on April 30: "Sinkings by submarines were much lower in April than they were in March.....During the past four months—since January 1—we have been steadily adding a number of surface units and aircraft to the battle with submarines." He added that he shared the hope of Admiral Kink that the submarine situation would be under control within four to six months.

On April 30 the Canadian Navy Minister (Mr. Macdonald) and the Canadian Air Minister (Mr. Power) issued a joint statement outlining the plan which was formulated at the recent Anti-Submarine Conference in Washington. Rear-Admiral L. W. Murray, of the Royal Canadian Navy, is appointed C.-in-C., N. W. Atlantic, while an American officer will direct the anti-submarine operations of the new long-range Canadian and American machines patrolling the mid-Atlantic. British bombers will take over in mid-Atlantic, thus establishing an air "umbrella" over the entire Atlantic route between N. America and Europe.

LOSSES IN 1942.

The U. S. Navy Department announced on April 27 that Allied shipping losses in 1942 exceeded Allied construction by something over 1,000,000 tons. According to official American statistics, U. S. shipyards completed 5,663,560 gross tons of new merchant shipping in 1942. It is estimated that the output of British and Canadian shipyards in the same period brought the total United Nations output for the year to more than 8,000,000 gross tons. It follows that in 1942 we lost a total of more than 9,000,000 tons, or an average of at least 750,000 tons a month.

The Berlin Radio's claim for the month of April (broadcast on May 3, 1943) is only 423,000 gross tons—the lowest since December 1941 and less than half the total claim for March 1943.

This latest monthly claim was broadcast more than 24 hours later than usual, and was omitted from the main news bulletin of the day which carried the Fuehrer's Headquarters communiqué. The customary ululation was significantly absent.

THE REPLACEMENT BOGEY.

It may be that Goebbels feared the extensive publication of such a small claim would knock a big hole in all the propaganda he has built up in recent months about the "Doenitz" offensive. Wait for the Spring and the abatement of the winter gales. That has been the main theme of the Berlin Radio. Spring has come. The winter gales have abated—and so have the sinkings.

Parallel with this "threat-and-promise" campaign, Goebbels has been trying hard to counter Allied statements that losses are being more than replaced by new construction. The counter offensive began last Summer, when replacements began to outstrip the actual sinkings (though not the Berlin claims). In September 1942 American shipyards produced more than a million deadweight tons. Goebbels retorted by pushing his claim for September to more than a million gross tons. (1,000,000 deadweight tons are approximately equal to 700,000 gross tons).

German claims have always erred on the side of over-statement; but the progress of Allied ship construction has obliged Goebbels to lie harder than usual. For example, on March 3, 1943, the First Lord of the British Admiralty, Mr. A. V. Alexander, made the following statement: "From December 1 last to February 28 our tonnage losses have been *much less than* in the corresponding months of last winter." Yet the Berlin claims for that period showed *an increase of 40 per cent.* over the claims for the corresponding period of 1941/42.

OUTPUT EXCEEDS HIGHEST CLAIM.

As recently as April 29, a broadcaster from Berlin declared: "In spite of all the juggling with figures—between deadweight and gross registered tons—there can be no denying the fact that the sinkings of Anglo-American tonnage are still by far surpassing the new construction." No figures were quoted to substantiate this allegation. But it is a fact that the United Nations are now building merchant ships at the rate of 1,250,000 gross tons a month, which is more than the Berlin Radio has claimed sunk in any month of this war. The average monthly claim from the beginning of September 1939 to the end of March 1943 was 601,405 gross tons. The average monthly claim from the beginning of April 1942 to the end of March 1943 was 788,073 gross tons. The highest monthly claim ever issued from Berlin (November 1942) was 1,035,200 gross tons.

Something has gone wrong with the German plan to deal a shattering blow in the Spring of this year. It may be only a temporary hitch occasioned by severe U-boat losses in recent weeks; it is too early, therefore, to draw any definite conclusion. But it is a fact that convoys on the North Atlantic route are now assured of heavier protection by surface escorts than they have enjoyed at any previous time and of air escort throughout the voyage.

A GAP ELIMINATED.

In pack attacks, on which the Germans rely for their success, the U-boats operate on the surface. This is only possible under cover of darkness, or in daylight when no Allied aircraft are near. In the Northern Hemisphere the hours of daylight increase with the approach of midsummer, leaving the U-boats shorter periods in which to accomplish their task. The Germans have made frequent reference to a 600-mile corridor in mid-Atlantic which is alleged to have become "a graveyard of Anglo-American shipping"—presumably because it was considered beyond the range of land-based air patrols. The plan announced by the Canadian Government has eliminated this gap.

'GERMAN FAILURE IN THE UKRAINE.

The exploitation of the wheat fields of the Ukraine has always been one of the most haunting obsessions of German leaders. Bismarck dreamt of an independent "principality of Kiev;" Kaiser Wilhelm II, did set up a principality, but it was short-lived and a failure, and now Adolf Hitler is trying desperately to bring to reality their dreams of a Ukrainian colony which would serve as the granary for the Greater German Reich.

It is a matter of record that Imperial Germany failed to exploit the wealth of the Ukraine in the last war. "If I pushed towards the East," wrote Ludendorff in 1918, "it is because our immediate military situation drove me to it. In the desperate struggle I had to wage there was no longer room for dreams of conquest—There was no longer any question of conquering the Caucasus, but only of laying hands on the necessary resources in order to be able to hold out." It is equally obvious that Hitlerite Germany also has failed to reap the rewards it had expected, and that what natural wealth it has captured is only just sufficient to enable it to hold on to the Ukraine.

MEAGRE RESULTS.

Hitler may have got something like 500,000 tons of food grains from the Ukraine in 1941—a mere fraction of the total German consumption. A detailed report compiled by British economic experts said that the total food production of the Ukraine in 1941 consisted of 200,000 tons of bread; 450,000 tons of potatoes; 40,000 tons of sugar beets; 120,000 tons of meat and 150,000 tons of fat. Even if the Nazis did reduce the local population to a starvation level, they could not have secured for themselves more than one-third, or at best one-half of this. When the needs of the army of occupation had been met, there could have been no surplus whatever for shipment to the Reich. The same report forecast a 40 per cent., reduction from those figures in the Ukrainian output of food in 1942. Contrast with this the figure for 1937, the last year for which Soviet statistics are available. In that year the Ukraine yielded 10 millions of tons of wheat of which about seven million tons were required to feed the 31 million Ukrainians.

DIFFICULTIES OF EXPLOITATION.

The exploitation of the Ukraine to-day is much more difficult than it was in 1917-18, because of the intricacies of the present Soviet economy. It is a centralised, mechanised and organised economy and, as such, has been completely paralysed by the Soviet "scorched earth" policy. The removal of indispensable machinery and its operators and the destruction of all control centres, like the Dneprostroi Dam, has denied to the Nazis the wherewithal to exploit the land.

Thus the 67,000 tractors; 18,500 heavy trucks and 22,000 combines which the Ukrainian Collectives possessed have been destroyed by the Russians. The army of 158,500 tractor drivers; 18,500 truck drivers and 15,000 mechanics who had been specially trained to handle and repair the machinery withdrew to the Urals. Moreover the Russians saw to it that they left no fuel behind.

BLOWING COLD.

In an unusually frank statement from the *Reichsnährstand* (the official Farmers' Union) published in the *Frankfurter Zeitung* of 26th February 1942, the German people

were warned not to expect any additional food supplies from the Ukraine before the 1943 harvest was gathered.

When the German Army launched its summer offensive last year, German propagandists began to pretend, however, to be more and more enthusiastic about the benefit which they saw the conquest would bring to Germany. In May, the Nazis claimed that "all the Ukrainian fields have been planted" and on July 22, the Berlin Radio announced: "With the whole of the Ukraine now firmly in German hands, with the oil reserves and other raw material resources of Southern Russia within easy grasp, the war is nine-tenths won. Economically the war is won." But as Soviet resistance stiffened, the propagandists got more cautious. By the end of July, the estimate of the land sown in the Ukraine was scaled down to 85 per cent, by Dr. Rosenberg, and a later Berlin broadcast said that only "seventy per cent, of the total Ukrainian acreage had been sown." With the beginning of Autumn, Berlin and Rome were already starting to explain to the people that all the agricultural surplus of occupied Russia would be required by the German Army, so that the fertility of the Ukraine would contribute to the welfare of the Reich only "indirectly."

At first the difficulties were blamed on the *frost*, then on *transport* problems, then on "stupid devastation" wrought by the retreating Russians. Finally they were blamed on the "Bolshevist system" under which the "Ukrainian peasant had lost the capacity to work the land independently."

BLOWING HOT.

In the winter of 1942, however, a new policy was adopted. Thus Gauleiter Koch, Chief Administrator of the Ukraine, declared that no less than 90 per cent., of the arable land in the territory under his rule had been sown last spring. This claim contradicted what Dr. Rosenberg had said in the summer. It was also incredible (as the Swedish paper *Social Demokraten* pointed out) in view of the admitted shortage of agricultural machinery and fuel, and the deportation of some 500,000 Ukrainian labourers to Germany. As this new theme in German propaganda was introduced at the opening of the 4th war-time Winter Relief Campaign in Germany, the purpose was clear. It was meant to delude the German people into believing that huge supplies were streaming into the Reich and that a new era of plenty was at hand.

The exploitation of the Ukraine still remains a dream: the vagaries of Nazi propaganda on the subject are in themselves a confession of failure.

WILL THE 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*, an 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 in March; in a broadcast from there on March 23 he insisted that the sea-lanes 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.

THERE LIES OUR HOLY GRAIL.

Gen. Mac Arthur—May 6.

"Corregidor surrendered a full year ago to-day. Intrinsicly it is but a barren war-worn rock hallowed as so many other places, by death and disaster. Yet, it symbolises within itself that priceless, deathless, thing, the honour of the nation.

"Until we lift our flag from its dust, we stand unredeemed before mankind. Until we claim again the ghastly remnants of its last gaunt garrison, we can but stand humble supplicants before Almighty God. There lies our Holy grail."

CHINA RESISTS AND RECONSTRUCTS.

Dr. H. D. Lim.

In the first few months of war, failing to overcome our dauntless resistance, the Japanese resorted on an unprecedented scale to brutality, atrocity and savagery on the

civilian population. With a shock, the people of China realised that this was total war, and that total war must be met with total resistance..... The Government rose to the occasion with a clarion call to the nation. The Government proclaimed China's war and peace aims in simple and clear-cut and understandable terms.

The first aim is national unity and resistance to the end until victory is won, whatever be the cost. The second is national reconstruction; in other words fight the enemy with one hand and build up a new nation with the other, so that the China which will emerge after victory will not be completely exhausted and will be stronger and greater than the China which entered the war in 1937. Under this gigantic reconstruction programme, without going to extremes, it is our intention to make China belong, not to a few families as in Japan with the entire policy controlled by three families, but that China should belong to the 450 million Chinese.

PEOPLE'S POLITICAL COUNCIL.

The third aim is democracy. The democracy we want to see established in China should be genuine, to embrace both economic and political democracy.

Before the war we had no parliament. Since war began we have established the People's Political Council. Although this council is still an advisory body, its resolutions and recommendations have never been turned down by the Government. In fact, the Generalissimo Chiang Kai-Shek envisaged that the People's Political Council should be the embryo of the future parliament of China. China will therefore emerge as a democratic power, which will help to strengthen and promote a world of liberty. That is our third war aim.....

The spirit of China to-day calls for something contrary to what the Japanese want. Japan wants the people of the East to hate and dissociate themselves from their Western brothers. We in China stand for the closest co-operation between the free peoples of the West and the free peoples of the East, on the basis of equality, justice and honour. For only thus can world brotherhood and permanent peace be established.

It is for these war and peace aims that the Chinese people have made their supreme sacrifice. They have unstintingly given up their lives, their homes and their all for the survival of China as a free nation, for a stronger and greater post-war China, for the victory of the United Nations and for the victory of civilization over barbarism.....

CHINA INCIDENT.

But the cost of our resistance has been and is appalling.....About 200 million lives in China have been directly affected by Japan's wanton aggression, and yet the Japanese still call it the "China Incident". The Japanese boasted that they would beat China to her knees, that they would wipe out China, a mere geographical expression as they called it, from the map of the world. For this contempt, the Chinese nation with its four-thousand-year-old civilization and culture, like an avenging spirit has risen to defy the enemy.

We rejoice that to-day the people of the British Commonwealth of Nations are fighting by our side, for we are no longer alone.

THE THIRD MADRAS REGIMENT.

History, Battle Honours and Traditions of a Famous Regiment of South India.

On March 13, 1943, the Trichinopoly station of All India Radio presented a feature on the history, battle honours and traditions of a famous Indian Regiment, the Third Madras Regiment, which together with the Queen Victoria's Own Sappers and Miners and the Pioneers, has stood witness to the martial powers and fighting qualities of the men of South India, throughout recent history. The Old Regiment had been disbanded. The present War has once again proved to the world that, given an opportunity, the South Indian soldier is hard to beat for toughness, daring and dogged perseverance in the face of all danger, and some years after disbandment, the Third Madras Regiment has been reconstituted, throwing open once more to the sons of the soil the career of soldiering that had been their hereditary occupation, and the opportunity that now presents itself to defend their motherland against the invader.

The traditions of the Madras Regiment cover a period of over two centuries. The earliest Madras Army first originated as early as 1746, when it was generally known by the name of The Coast Army. The first party of Sepoys to be enlisted were formed into an irregular body of peons under their own leaders, and it was not until January, 1759, that some of these companies were formed into the first regular battalion. By this time these companies of Madras Sepoys had already seen much active service under Clive and Stringer Lawrence at Arcot and Trichinopoly. In Bengal they had assisted Clive to win the battle of Plassey.

DISCIPLINED BODY.

The new army proved its worth, and distinguished itself in the Siege and capture of Pondichery in 1761, and in the campaigns against Mahomed Yusuf and Hyder Ali (1764-1769). By about 1780 the number of battalions had risen to 29, and the sepoy had been "transformed from a rabble of peons into a disciplined body worthy to stand in line with British troops." In the successive campaigns this army came out with flying colours, and this in spite of distressing circumstances of want of food and arrears of pay. For its conduct at the battle of Sholinghur the army was granted the distinction of a special colour. From 1799 to 1803 the Army was kept active in the South, and in the campaign of Sir Arthur Wellesly (1803-04) it bore the brunt of the battle, carrying away the honours at Assaye and Argaum, now famous in history. The regiment which fought at Assaye was awarded honorary colours and received unstinted praise from Wellesley.

SERIES OF WARS, CAMPAIGNS AND EXPEDITIONS.

Then followed a series of wars, campaigns and expeditions, in all of which the Madras Army took active part and proved its worth as a fighting force of high quality. Some of these were the Travancore War, and the expeditions of Bengal (1757), Manila (1762), Mahé (1779), Ceylon (1782 and 1795), Amboyna and Spice Island (1796), Egypt (1801-2), Bourbon and Mauritius (1810), and Java (1811-12), the Mahratta War of 1817-18, the Afghan War of 1841-42, the Burmese War of 1852, the Second War with China of 1857-60, Service in Persia (1861), Abyssinia (1867-68), and Perak (1875-76), in series of small

campaigns and expeditions in Burma, Lushai and Chin Hills (1887-92), in the expeditions on the North-West Frontier, the War in China (1900) and the expedition to Tibet (1903-04). By this time the Army had been greatly reduced in strength. On the outbreak of the Great War in 1914, it could muster only 8 battalions of infantry besides the Corps of Sappers and Miners and 3 battalions of Pioneers. The Sappers and Miners maintained their high traditions in France, Egypt, Palestine, Mesopotamia, Persia and East Africa, and other units too gave ample proof that the Madras Sepoy was as good a soldier as any other. In 1928 the last of the infantry battalions was disbanded and Pioneers were disbanded in 1933, thus bringing to an end, though temporarily, a unique record of service extending over 174 years.

TRAINING CENTRE.

The Regiment was reconstituted and a training centre was set up amidst ideal surroundings in the heart of South India. The camp is a very hive of industry and activity, and hundreds of South Indian peasants are being turned out as finished soldiers, and sent to take their places in the front ranks in the War against the enemies of Civilisation.

• The training in this camp consists of all types necessary for modern warfare. From sunrise to sunset the recruit goes through a strenuous course of parades, drill and practices, and learns to handle with confidence and efficiency the most up-to-date small arms and field artillery. Besides military and physical training, the routine includes elementary education of a general type in such subjects as Urdu, Geography and Mathematics. Good food, plenty of clean and healthy entertainment and the disciplined life of the training camp, provide the atmosphere ideally suited for the building up of the soldier. Not the least interesting of the features in the camp, is the Boys' Company, which, though not intended for immediate Service, keeps youngsters together in a disciplined brotherhood while they acquire the background of a soldier's life, until they are old enough to join the Regiment. The emphasis on soldiering as a hereditary occupation which this leads to, is perhaps best illustrated by the instance of a Lieutenant, who participates in the programme, whose forefathers for generations have served in this regiment.

THE I. A. F.

(A. I. R. March 31).

On the first of April, 1918—twenty-five years ago—was born the Royal Air Force. Its parents were the Royal Naval Air Service and the Royal Flying Corps—themselves both veterans of the last World War. On that same day ten years ago another healthy infant appeared—the Indian Air Force. Tomorrow then is a day of some particular significance to us airmen, and a day on which all those who have watched our struggle and growth towards manhood during the past 25 years will, I think, from their hearts send us their good wishes and encouragement.

This evening it is mainly to the young men of India that I want to speak, and to those of you who have already joined the Indian Air Force. Ten years is but a short time measured against men's lives—yet we of the Royal Air Force recognise you as our very

sturdy and beligerent brother—we know now that the hopes we held for you ten years ago when you were still an infant and inarticulate are justified—we see in you a younger generation growing up with all the virility and eagerness, the pioneer spirit and the will to express the innate courage and love of home and country, which has glowed in the hearts of airmen and animated their actions for more than thirty years.

So I say to you, young men of the Indian Air Force, look upon the Royal Air Force as your elder brother, and as an elder brother I can tell you that we are already proud to have you standing beside us sharing the burden : proud to see you building up a service and a tradition worthy of your great country. But remember, the burden is not just one of to-day and to-morrow. As you come to man's estate you assume his responsibilities. You have the proud task and trust of the pioneer. More, you will remain the vital and living memorial of those who have already given their all in this great crusade, and in the forging of this weapon upon which India will one day rely. See to it that their lives have not been wasted, let those who have gone before be proud of what you do, so that you shall be worthy sons of a noble heritage.

No Indian man, woman or child can be unmindful of the need of India to possess her own means of air defence, and so let me say a few words to them so that their encouragement which I have already mentioned can take practical effect.

GROWTH OF INDIAN AIR FORCE.

A year ago the Indian Air Force was small and ill-equipped by modern standards. The reason for this was not difficult to understand. There was no immediate threat to India, and the Allies were fighting in Europe and elsewhere with their backs to the wall and every airman and aeroplane counted in the struggle.

A brief year has brought about a profound change. A brutal and aggressive enemy threatens India's eastern borders to-day, her seaborne supplies are in constant danger, whilst Russia holds back the German hordes which a short while ago looked like seriously threatening India's North-West Frontier. But the strength of the Allies is mounting whilst that of our enemies diminishes, and this is very true of the air.

To-day, the many squadrons of the Royal Air Force in India have come equipped with modern aircraft. Rapidly are the squadrons of the Indian Air Force being re-equipped with similar types and new squadrons added, and by the end of 1943, it is intended that a further increase will have been made. But all this needs men ; perhaps the public in time of war read only about the feats of pilots and aircrews in their exploits in the air. They hear little about that large and devoted band of highly skilled ground-staff who keep these aircraft in the skies, direct their operations by wireless, feed them with advice on weather conditions, maintain their aircraft engines and armament, load their bombs, and fuel their tanks. These men need to be highly trained and experienced ; and experience needs years of practice. But on their efficiency hangs success or failure of the aircraft in battle ; more, the lives of the aircrews are dependent on the untiring work and devotion of these ground crews. These are the men we want.

INDIAN AIR TRAINING CORPS.

Much has been done of late to provide schools, staffed and equipped to give both the preliminary and most advanced technical training required, and a few weeks ago

another step forward was taken when the Indian Air Training Corps scheme was inaugurated at Aligarh University. This we hope will provide pre-service training for students wishing to make a career in the Indian Air Force.

For every aircraft considerable numbers of airmen are needed on the ground—mechanics, riggers, fabric workers, electricians, wireless operators and the like. How many thousands of young men must there be in India with that reasonable education and intelligence which will enable them to become first class technicians; and what a future does this provide for so many. To each and all of you I say—the Indian Air Force can and will teach you; give the Indian Air Force that encouragement which it so earnestly needs.

"I AM PROUD TO COMMAND YOU".

I will close these words of mine with this message to the officers and men of the Indian Air Force;

I am proud to command you, you have done well—all and more than has been expected of you—but never be satisfied with the past, turn your eyes continually to the future, for young as you are you are the foundation on which India's Air Force is being built. It is up to you by continuing, as you have started, to create an air force which will not only ensure the safety of the homes and lives of your people against the aggressor, but will forge a tradition of gallantry and dignity worthy of your great country.

INDIAN SAPPERS' ENGINEERING FEAT ON PERSIAN GULF.

UNIQUE BRIDGE CONSTRUCTED TO SPEED UP AID TO RUSSIA.

From Richard Busvine, "The Times of India" War Correspondent.

I ran into a remarkable example of Indian aid towards Russia in a small town many miles from either country. This Indian aid will shortly bring into operation at the top of the Persian Gulf a bridge which defies all known principles of bridge building and will record one more wartime triumph of engineering ingenuity.

After their convergence, the rivers Tigris and Euphrates are known as the Shat-el-Arab, and it is on the banks of this river that the sinews of war from America are unloaded and relayed to Russia.

When the first shiploads arrived at Basra, it was necessary to combine a pontoon bridge with a ferry in order to carry trucks across. The Shat-el-Arab's wharves are on the wrong side of the river on account of dredging problems. Confronted with the complete absence of materials for the construction of a pontoon bridge the engineer in charge, Brigadier Gifford Hull, enlisted aid from the Indian Army. Without delay dozens of Indus barges were rushed from Karachi by ship and were accompanied by the Fourth Engineering Battalion of the Indian Army. The battalion consisted of Punjabi Muslim sappers, a Sikh Pioneer Corps and a handful of Hindu operators.

Under the direction of the Brigadier these men quickly constructed a plank bridge across the moored Indus barges, leaving a small gap in the centre for inland water traffic. Trucks were ferried across this gap and the moment they reached the other shore, drove away through Persia to Russia. For a short while this improvised bridge fulfilled its functions, but soon the shipping authorities declared that they must have a bridge capable of carrying tanks and a light railway also. Even to the obliging Brigadier this seemed a bit thick, considering the entire lack of engineering facilities.

ONLY FEASIBLE PLAN.

The difficulties confronting Brigadier Hull were a four-and-a-half knot tide, seasonal gales of 70 miles an hour, a muddy river bottom and the necessity of providing a 40-foot overhead clearance for inland water traffic. After considerable head-scratching the Brigadier decided that the only feasible plan was to construct a pile bridge with two tall towers in the centre by means of which he could lift a central 90-foot span when traffic demanded. It was by no means a perfect solution, but it seemed the best available, although the Brigadier shuddered every time he thought of those 70 mile gales and his delicately guyed towers.

Once more the Indian Army not only delivered the goods but stayed to put them in operation.

The Indian sappers and the Pioneer Corps seized on timbers as fast as they arrived from India, and right at the water's edge spliced and collared them until they became 40-foot piles. These were driven into the bed of the river. Swiftly adapting themselves to entirely strange jobs, this engineering battalion prepared, sank, drove home and finally braced hundreds of piles. Much of the bracing was done under water at the risk of death from sharks and the tide. One sapper has already given his life that this work shall not be delayed.

To-day, from each end the bridge approaches the centre of the river where the movable span must be erected, but it is not going to be erected with dangerous towers and unforeseeable stresses from the wind. Brigadier Hull has had a brainwave. It came to him one night in bed. He stayed awake many hours to draw and correct plans for a sinking span in the centre of his bridge. Once conceived this all sounds very simple, but never before in the history of bridge building has anyone utilised this simple alternative to a raising span.

The maximum draft of inland water traffic in this region is ten feet, and the only problem facing Brigadier Hull with his sinking-span was the very swift current. By devices which it is not for me to describe, tidal stresses have been neutralised. After exhaustive tests the Brigadier and engineering critics from far and wide are convinced that the sinking-span has come to stay.

While the Brigadier looks on his job like a child with a new toy, his bridge approaches completion. When I inspected the progress a few days ago I was deeply impressed by the cheerful, tireless energy of that Fourth Engineering Battalion. There is no doubt about it, those Indian sappers know that they are writing a page of engineering history, and for the first time in my experience I found bearded Sikhs chuckling as they worked.

It is their bridge, they told me.

A. R. P. MOBILE FORCES.

A new field of service and adventure has been opened to Civil Defence workers in India through A. R. P. Mobile Forces which are in the course of formation in various parts of the country. Two companies have already started intensive training in Delhi, and others are being set up in certain cities of the provinces of Bombay, Madras, United Provinces, Punjab and the North-West Frontier Province.

Recruited on a purely voluntary basis from the best officers and men of the present A. R. P. personnel, these men can choose to serve only in their provinces or be more closely associated with the war effort by volunteering to serve in any part of India. Consideration is also being given to the question of enabling volunteers to serve in Burma in due course, where they would be required to look after the Civil Defence arrangements for the population and labour returning to the areas in the rear and bases that have been consolidated.

The Mobile A. R. P. Forces are the outcome of the new Civil Defence policy for those parts of the provinces of Madras, Bombay, Central Provinces, United Provinces, Orissa, Sind, Punjab and North-West Frontier where the danger of enemy air-raids has diminished owing to the improved war situation.

A. R. P. ECONOMY AND INSURANCE.

As these provinces no longer require extensive A. R. P. organisations in every town, the formation of mobile forces was considered the best method of reconciling the need for effecting the maximum possible reduction in public expenditure on A. R. P. with the imperative need of maintaining well-trained personnel as an effective insurance against a future change in the war situation. The recruits will be collected together in big cities and intensively trained, so that they will be fully capable of carrying out every subject relating to Civil Defence. For instance, a fire-fighting unit would be able, if necessary, to carry out first aid and rescue work. Units from these forces when needed could be sent to any threatened areas in the province, where they would form the nucleus of the A. R. P. organisation required.

In most provinces where recruitment for mobile forces has started, the majority of A. R. P. workers who have volunteered have expressed their willingness to serve in any part of India or even Burma. This will enable provinces which are no longer threatened to come to the help, if required, of provinces like Bengal, Assam and Bihar, which are still under threat of enemy air raids.

The Mobile A. R. P. Forces are under the direction of Dr. P. G. Horsburgh, G. M., who has seen much "blitz" service in the London and Midlands areas, and who was responsible for the establishment of Civil Defence Specialist Schools in Lahore and Bombay.

500 MACHINES A MONTH.

GOVERNMENT OF INDIA'S PLANS.

The Supply Dept.'s plans, to establish a first class machine tool industry in India have progressed by the arrival of two senior technical experts from Great Britain: Mr. S. Oldfield, who was formerly connected with machine tool control in the United Kingdom, and came to India first as technical adviser to the Roger Mission, and Mr. Trubshaw, who was, for many years, planning and production engineer, and later organised machine tool manufacture for a well known firm of British machine tool makers.

The scheme envisages production of 100 to 125 high class machine tool a month, from 5 firms alone, the target for the whole of India being 500 machines a month, which will be made up of 1st, 2nd, and 3rd grade tools. India's present production is some 275 machines a month.

THEY OPENED FIRE—WITH STONES!

It is a far cry from the highly mechanised warfare of to-day to the stones and slings of the warriors of the Cave Era. Yet stone throwing was recently used to good purpose by an Allied patrol, east of the Mayu River, in Burma.

The enemy was hidden somewhere in the thick jungle undergrowth. Just where, the patrol could not discover. Until they let fly with a barrage of stones and so successfully annoyed the concealed Japs that they opened fire, and gave away their new positions.

The patrol succeeded in all it set out to do—and demonstrated once again that, in the jungle, victory is to the cunning.

IN THE MAYU HILLS IT TAKES— 8 MEN TO BRING IN ONE WOUNDED.

An idea of the difficulties facing stretcher-bearers on the Arakan Front may be gauged from the fact that in almost every case it requires eight men to bring in one wounded man—the job of the extra bearers is to support the others on the steep gradients of the Mayu Hills.

“At all costs you must bring them back”, stretcher-bearers are told, and no amount of obstacles are allowed to interfere with their work of finding the wounded.

With the Japanese practising their favourite infiltration tactics, stretcher-bearers are in imminent danger of capture, but they do not allow this to deter them in their work of mercy.

SHIPS THAT NEVER GO TO SEA. . .

'STONE FRIGATES'

Ships that never see the sea play an important part in the Royal Indian Navy's war contribution.

Known in Naval parlance or "Stone Frigates," they are shore establishments consisting of offices, barracks, store houses and buildings used for training.

Thus, at each of the main Indian ports, the shore establishment of the R. I. N. under the Naval Officer-in-Charge, rejoices in a nautical name, usually based on local geography.

Training establishments often bear names indicative of their functions. "Valsura" is a compound word from South India meaning a swordfish, and *H. M. I. S. Valsura* is an appropriate designation for the Navy's Torpedo School. *H. M. I. S. Bahadur* and *H. M. I. S. Dilawar*, which are really training colleges at Karachi, live up to their names by moulding lads into stout-hearted sailors.

In the Royal Navy, too, shore establishments are given a name with a nautical flavour, prefixed by the letters H. M. S. The reason—and it is true of the Royal Indian Navy as well—is that Naval personnel serving ashore must be "borne" in a ship, otherwise they cannot be made amenable to the Naval Discipline Act.

Naval officers employed in Delhi and ashore at Bombay nominally serve in *H. M. I. S. Dalhousie*, a ship that did good work in the last Great War, and is now used for training purposes. Only a small proportion of the officers and ratings borne on her books could find even standing room in her.

Similarly, in the United Kingdom, officers attached to the Admiralty, and many on special duty, are appointed to *H. M. S. President*, actually the headquarters ship of the London Division of the Royal Naval Volunteer Reserve.

Naval history contains instances of isolated rocks being officially described as "His Majesty's Ship" when temporarily occupied by Naval forces. In the last Great War London's famous Crystal Palace rejoiced in the title of "H. M. S. Crystal Palace", because the Royal Naval Division had quarters there.

Early in the present war German propaganda committed some ludicrous errors over Royal Navy's "ships that never see the sea". On one occasion it announced the "sinking" of quite a well-known shore establishment—a feat that only a large-sized subsidence of the earth could have performed!

THE MOSQUITO.

FASTEST AIRCRAFT IN THE WORLD.

Britain's famous wooden Mosquito bomber, which was responsible for the first daylight raid on Berlin, has flown non-stop from Britain to Russia in the morning and returned in the afternoon. From Britain to Malta is an afternoon trip.

The Mosquito is the fastest aircraft in operation in the world. I am not able to give details of its speed, but the secrets of its construction were officially released when a party of newspapermen visited one of the De Havilland aircraft company assembly factories in the Home Counties.

The basic fighter may have four 20-m.m. cannon and four '303 machine guns, all mounted in the nose giving a highly concentrated fire. The basic bomber carries 2,000 lbs. of bombs, with a fuel range which brings practically the whole of Germany within its reach.

The Germans have nothing to match the Mosquito. The best they can put up against it is the Messerschmitt 210. The Mosquito is likely to remain on top as other types with increased speed are being developed and advanced.

It is the only entirely new operational aircraft designed since the war began and used extensively against the enemy. Within 22 months of the drawings being made, it was in operation—a world record.

HEAVY CUTS IN PAPER CONSUMPTION. GOVERNMENT MEASURES.

Cuts ranging from 30 to 75 per cent of last year's consumption have been enforced in all Government Departments to meet the acute paper shortage. Besides an outright cut of 5,000 tons on over-all consumption, percentage cuts include 50 per cent on writing paper, 75 and 50 per cent on envelopes of small and large sizes, 33½ per cent on blotting paper.

All Central, Provincial and Indian States Governments' demands are expected to be centralised through the Controller of Printing and Stationery, who exercises a rigorous control over all printing work, eliminates non-essential printing, and curtails number of copies printed to the minimum. Provincial Governments have been asked to take steps to effect all possible economy in their consumption of paper.

INSPECTORS SUGGEST ECONOMIES.

The Controller is assisted in this task by four Inspectors who visit offices, suggest economies and ensure their observance.

The steps proposed include substitution of printing for duplicating wherever possible, as printing saves both writing and wax-paper. Standard forms are being reduced or abridged, and the quality of paper altered to one of cheaper or more simplified type.

The Defence Department and Posts and Telegraphs Department have set up similar organisations for form revision, while Government publicity organisations have been allotted fixed quotas and must work out within these limits.

PAPER PRODUCTION.

Publication of annual reviews, reports, etc., has already been eliminated, or they are printed on a reduced scale or abridged summaries substituted. This restriction will be still

further observed, while under certain conditions suspension of action for six months on non-essential files has been recommended.

Paper production in the country has been stepped up within the limits of present machine capacity, but if the gap between supply and demand is to be bridged, economy on all fronts will continue to be the watch-word.

By effecting savings in Government consumption, there will be a more generous release of paper from Indian mills production for public use, representing 30 per cent of Indian production. Nevertheless, this cannot meet all requirements unless demands are scrupulously related to essential purposes.

If an equitable distribution of paper is to be achieved—Government can and are determined to ensure equitable distribution—the co-operation of commercial houses, public and private bodies, societies, associations, schools, homes and every individual user is important. For by energetic action now, the drastic restrictions in the use of paper which have been imposed in England and other countries may be avoided.

PAPER SALVAGE SCHEME.

One ton of salvaged paper can be turned into anything up to 100 anti-aircraft shell containers or 600 bomb interior containers, 7,500 gun fuses or 110,000 washers for shells.

Not since the days of the invention of paper have its varied uses been subjected to such close scrutiny as during the present time, because not only have demands for paper increased but even waste paper reappears in various guises as material for munitions.

Experts have discovered altogether 18 different uses for waste paper for war stores alone, not to mention its use as the most valuable raw product for the paper mills themselves, because fed into the mills, it requires the least amount of processing to be turned into fresh paper.

So that liberties may not be taken with paper, it has been found necessary to institute various punishments so that paper is not wasted and waste paper finds its way back again into the mills. Thus to burn any piece of paper however small, is a crime punishable with a fine extending to £ 100 in England.

Much remains to be done in India to avoid uneconomical use of paper. The problem in India is not only to make up for fall of imports by expanding indigenous production, but to meet the greatly increased demands which have arisen as a result of the war in administrative and production departments. **A balance between supply and demand can be reached only by carefully regulating the uses to which paper is put—to cut the coat according to the cloth—and by ensuring that waste paper gets back to the mills.**

SALVAGE BAGS.

Manufacturers of cigarettes have recently called for the return of all cartons from dealers, and have invited their customers to accept cigarettes packed in loose foil. It is believed that if shoppers who take away waste paper as wrappers for groceries and other purchases can refrain from asking for wrappers, shopkeepers will not be compelled to bid at fabulous prices for waste paper, which will then find its way more readily to the mills where alone it can be put to its best use.

Government departments have organised a comprehensive waste-paper collection scheme and salvage bags are now being regularly issued from a central source for the collection of all waste paper. Even circulars and memoranda, which are usually burnt when not wanted, are now taken care of, and specially appointed officers have been posted at the mills to keep them under their eye until they have been pulped beyond recognition.

STEPS TO SECURE EQUITABLE DISTRIBUTION OF NEWSPRINT.

In order further to implement the policy of securing a more equitable distribution amongst the various newspapers of all consignments of newsprint arriving in India in future, a Gazette of India Extraordinary has been issued amending the Newsprint Control Order 1941 with a view to freeze all newsprint imported by newspapers.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU. PROGRAMME.

LECTURE CXLVII. (Batch 1.)

22- 5-43 Konapattu	... 7.00 p.m.	25- 5-43 Oliyamangalam	... 7.30 p.m.
" Vengalur	... 7.30 "	26- 5-43 Malaikkudippatti	... 7.00 "
23 -5-43 Kilanilai	... 7.00 "	" Tulaiyanur	... 7.30 "
" Kilanilai-Puduppatti..	7.30 "	27- 5-43 Malampatti	... 7.00 "
24 -5-43 Perumanadu	... 7.00 "	" Perambur	... 7.30 "
" Pulvayal	... 7.30 "	28- 5-43 Alavayal	... 7.00 "
25- 5-43 Sadayampatti	... 7.00 "	" Ammankurichchi	... 7.30 "

LECTURE CXLVIII (Batch 2).

29- 5-43 Municipal Office	... 6.00 p.m.	2- 6-43 Mirattunilai	... 7.00 p.m.
30- 5-43 Kiranur	... 7.00 "	" Arimalam	... 7.30 "
" Nanjur	... 7.30 "	3- 6-43 Pungudi	... 7.00 "
31- 5-43 Puvarasakudi	... 7.00 "	" Satyamangalam..	7.30 "
" Venkatakulam	... 7.30 "	4- 6-43 Udayalippatti	... 7.00 "
1- 6-43 Perungalur	... 7.00 "	" Killukottai	... 7.30 "
" Adanakkottai	... 7.30 "		

RECRUITING—ADVERTISEMENT—4 p. m.

22— 5—43 Vettamviduthi.	29— 5—43 Ponnamaravathi.
23— 5—43 Marudankoneviduthi.	30— 5—43 Embal.
24— 5—43 Mullangurichchi.	31— 5—43 Konnaiyur.
25— 5—43 Konapattu.	1— 6—43 Ramachandrapuram.
26— 5—43 Rayavaram.	2— 6—43 Kilanilai-Puduppatti.
27— 5—43 Kulipirai.	3— 6—43 Alangudi.
28— 5—43 Pudukkottai.	