

FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No. 80

18th April, 1940

FRANCE: DIFFICULTIES OF NORWEGIAN POSITION.

The rapidity with which the British Expeditionary Force was organised and transported to Norway was commented upon by the Right Wing FIGARO as a "tour de force", although other newspapers including the EPOQUE, without detracting from the importance of the Narvik victory, pointed out that the Allies were only at the beginning of their task.

The FIGARO wrote: "It was a real tour de force for the British to have succeeded in landing at Narvik such a large number of troops in order to take the town.

"The nearest British port to Narvik is Leith in the Firth of Forth, at 945 sea miles distance. At a speed of 15 knots, which even in favourable weather was hardly likely to be exceeded by a convoy including a considerable number of ships, the crossing would take 63 hours. To have arrived on Monday morning, the Convoy must have set off on Friday evening at the latest, that is to say, only three days after the German invasion of Norway.

"Not only men, but guns, munitions, all the heavy and complicated material which is essential to the modern army, supplies for several days - for that part of Norway cannot even feed its own population - all this had to be transported. Moreover the soldiers had to be equipped with warm clothes in order to fight within the Arctic Circle. To assemble all that in the ports, to collect ships from all quarters, to load the material and the men in an orderly fashion in so short a time, was, it must be repeated, a tour de force which does honour to the military and naval staffs of our Ally."

In the EPOQUE it was stated yesterday: "As we have already explained, there are two battles in Norway and their importance and results are very different and almost as unconnected as if they were happening in two different countries.

"The first, the battle of Narvik, is the battle for the iron-ore. The occupation of the Fjord and the conquest of the town enable us to consider this battle as definitely won.....

"The results and the real value of this victory will only be known later. Every-thing depends on the length of the war. If the war is won in 1940, the taking of Narvik will seem relatively unimportant. It will be inestimably important if the war is prolonged, for it will deprive Germany of the necessary ore for her manufactures. It is a great, indeed a very great long range victory.

"The second battle in Norway, that in the South, will have more important immediate consequences for two reasons. On the one hand, it is vital for the Allies to join up with the Norwegian forces, to bring them supplies and to form a common front with them. On the other hand, the Western coast of Norway, is a kind of outpost for German aviation, exactly opposite Scotland and Scapa Flow, the Head Quarters of the Home Fleet. It can be seen why the English are so anxious to take this base from the enemy.

"The first battle in Norway has ended magnificently, but the second and more difficult, is only just beginning. We must await its outcome with calm and patience and without attaching too much weight to facts of secondary importance whether or not they are favourable to the Allies. The Allies possess a crushing Naval superiority which will give them a similar superiority of artillery for purely coastal operations. On the other hand, the Germans are doubtless counting on the usual advantages of the defensive position and on their aviation. But it is unlikely that their arm can be used as they hoped."

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ITALY: PRO-GERMAN PRESENTATION OF EVENTS.

The Italian Press continues to present Scandinavian events in a pro-German light and although British official statements are sometimes printed, they are usually given secondary place.

The view taken by a section of the Press last night was: "The British occupation of Narvik, if it has occurred - and Berlin denies this - is stated to be negligible, since Swedish iron will shortly reach Germany by the Baltic. Other landings are only useful if they can be used as starting places for the vantage points are all held by Germany."

The *GIORNALE D'ITALIA* wrote last night: "The British sailors fought with their traditional courage and ability, but the Admiralty orders have been inadequate and have caused useless losses. The Germans have had serious, but foreseen, losses. The German Fleet was used with decision and meditated boldness, different from Wilhelm II's use of it. In a few days, the reckoning can be made and we shall see what is really left of both Fleets."

In a Hague message, the *POPOLO DI ROMA* quoted the British Admiralty statement that no Allied ships were lost last week, but added: "It is difficult to reconcile this with the report of the Hancliffe's loss."

The R.A.F. raid on Stavanger was reported from London together with the Air Ministry's communique denying the loss of five British planes, and a Berlin message characterising as "ridiculous" the report that German aeroplanes were chasing King Haakon. was printed.

The *MESSAGGERO* stated that British forces might use the points where they had landed in Norway in conjunction with the Faroe Islands to reinforce the blockade. The efficacy of such a plan could only be proved in the imminent future. This paper added: "England does not succeed in dominating either the sea or events."

The *POPOLO DI ROMA* wrote: "Preparations continue intensely on both sides and it is not difficult to foresee grave events in the next few days."

"Germany is multiplying her forces against the military and political resistance of the Norwegians," declared *AVVENIRE*. "Quisling has retired, but the dominating factor is King Haakon's hostility. The persistence of Allied bombardments on the chief aerodrome in German possession shows that they do not intend to spare sacrifices to prevent the enemy's consolidation in Norway."

U.S.S.R.: ENTENTE CORDIALE ATTACKED.

The German allegation that France is becoming a "vassal" of Britain has been taken up in the Russian Press.

An article entitled "The seamy side of the entente cordiale" appeared in the Trade Union organ *TRUD* accompanied by a cartoon showing France in the likeness of a horse with a British lion as its rider.

The article declared: "Great Britain has had to abandon her position of splendid isolation and needs the protection of French bayonets in order to feel secure. Britain is prepared to let French Generals hold high commands and to meet French wishes in external ways provided that she secures more solid gains for herself." The *LONDON TIMES* was quoted in this connection as stating that France magnanimously recognised the enormous might of her Ally and would be prepared to examine peace problems in accordance with "British methods."

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U.S.S.R (continued)

The article further stated that fear of Germany had induced France to "assume the position of the largest British dominion. The fact that seven months elapsed (as against one in the last war) and that a change of Government was necessary before France would agree not to conclude a separate peace shows that she did not give up her independence without a struggle. The main point about M. Reynaud is his close connection with London.

"The fact that the French horse sometimes wishes to go faster than the British rider would desire is illustrated by the more vehement attitude adopted by France in her anti-Soviet campaign."

The conclusion reached by TRUD is that France is in an unenviable position for even though she may be the "largest dominion" she has not the greatest degree of independence and her position in this respect compares unfavourably with that of Eire or South Africa.

HUNGARY: SCANDINAVIAN EVENTS AND ITALY'S ATTITUDE GIVEN PROMINENCE.

Scandinavian events - presented by some newspapers from a pro-German view point - Italy's attitude and the rights of neutrals have been given considerable space in the Hungarian Press.

UJ MAGYARSAG and the FUGGETLENSÉG both pro-Government organs, give prominence to German reports of successes in Norway and FUGGETLENSÉG used the headlines "Germans Repulse British Attack on Narvik", "Four British Submarines Sunk in the Skagerrak", "German Troops Seize Biggest Norwegian Arms Factory", and "Quisling Government Replaced by Governing Council".

The contradictory character of reports was illustrated by the headlines in the PESTER LLOYD, which ran "According to London Report Narvik Occupied Too", "Narvik in German Hands" and "British Forces Landing near Harstadt".

Discussing Italy's attitude, MAGYAR NEMZET, the Christian Conservative newspaper, believed that the Italian Naval manoeuvres in the Aegean were a warning to the Allies and a service to Germany by forcing the Allies to keep a strong Fleet in the Mediterranean.

In a leading article on neutrality, entitled "Neutral Rights and Duties," UJ MAGYARSAG declared: "The former conception of absolute neutrality has gone and is being replaced by various kinds of qualified neutrality. The war has shown that the belligerent Great Powers do not respect neutrality if their interests demand that it should be abolished. Hungary must follow Italy's lead and cooperate with this most powerful non-belligerent Great Power to convene a neutral Conference for determining the enforcement of neutral rights."

MAGYAR NEMZET asked whether there was any "casual connection" between the Italian Naval manoeuvres in the Aegean, the Russian Naval manoeuvres in the Black Sea and Japan's attitude towards the Dutch East Indies.

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GERMANY: ATTEMPT TO JUSTIFY ITALIAN PRESS'S PRO-GERMAN ATTITUDE.

An unusual amount of space has been given recently in the German Press to news and commentaries from Italy and the German newspapers have endeavoured to convince their readers that the pro-German viewpoint adopted by the Italian Press is arrived at after careful study of reports from all the European capitals.

Under the headline "Objective judgments of Italy" the KÖBLINISCHE ZEITUNG published a message from its Rome correspondent yesterday stating: "The Italian Press has been severely attacked during the last few days by the newspapers of the Western Powers. It has been reproached with commentaries taking Germany's side, approving of everything the German army command does and depreciating everything the Western Powers do.

"The Italian public learns of everything that comes from London, Paris, Berlin and all the neutral capitals of Europe and as a result of these ample messages there is often not enough room for comment. But the commentaries are self-evident. The mere juxtaposition of the messages enables the reader to form his own opinion - and if this is necessarily to the disadvantage of the Western Powers that is their fault.

"The leading articles in the Italian newspapers draw now and again a balance which is admittedly in favour of the German Reich. But the leading articles are based only on the facts coming from both sides."

The writer concluded by remarking that the Italian papers have put questions which have remained unanswered about the "mystery of the mine-laying in the Baltic."

Under the headline "What has England lost?" the 12UHR BLATT stated yesterday: "The Allies have lost in Scandinavian waters during the last six days, four battleships, two battle-cruisers, three heavy and three light cruisers, one aircraft carrier, nine destroyers, seven submarines, seven transports and twenty-four aeroplanes."

This fantastic list has since been increased by the sinkings, claimed by the German High Command, of one big transport, one cruiser, one submarine and one destroyer. In addition to all these the German News Agency reported last night: "Three more cruisers have been so badly damaged that they will in all probability not reach home."

HOLLAND: DUCE'S ATTITUDE DISCUSSED.

The question of Italy's attitude to the war was discussed in DE MAASBODE, the Catholic organ.

This journal declared that Signor Mussolini's diplomatic efforts had been directed towards a balance of power in the war which would make it end in a draw and give Italy without fighting a chance to gain her own ends when peace came. It was added: "What will Italy do if that balance, once gone, cannot be restored?"

Referring to the treachery of Norwegian officials in Oslo HET HANDELSBLAD declared yesterday: "This is a sharp reminder for other neutrals not to relax their watchfulness."

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U.S.A: ITALY: UNIMPRESSED BY NAXI CAMPAIGN?

Among the matters discussed in today's New York Press is the question of whether Italy is impressed with the German campaign in Norway.

In this connection the NEW YORK HERALD-TRIBUNE's Berlin correspondent writes: "As far as impressing the Italians is concerned, the fighting in Scandinavia has been disappointing to the Nazis. Instead of being over at the end of the first day it is still going on. After nine days Hitler, instead of being able to show Mussolini a likely victory in Scandinavia possibly followed by a similar stroke in another direction, can point only to a conquest which is becoming a military drain on the Reich whose strategic and economic advantages are dubious."

Referring to Admiral Stark's report to the U.S. Senate Naval Affairs Committee, the NEW YORK TIMES declares: "In the Admiral's opinion there is no evidence that Allied supremacy on the seas is threatened. Of naval losses in the war, air-craft have been responsible for sinking only one British destroyer. A British super-dreadnought was hit by a bomb from the air but the damage was negligible."

In an editorial article discussing Norwegian irregulars this paper declares: "Most people will admit that the provocation for a demonstration by irregulars was quite as great in the Norwegian case as in that of Lexington. It is possible that even the Hague conference did not conceive of what has now become a commonplace - the Nazi invasion of peaceful independent states without provocation, without a declaration of war and with no purpose other than to enslave the people, overthrow the Government and loot the banks."

In the NEW YORK HERALD-TRIBUNE, Major Fielding Eliot devotes his column to speculation as to whether "Sweden or the Nazis will strike the first blow." Major Eliot believes that the German haste to seize Norwegian rail connections to the East indicates that the Nazis fear that Stockholm may come to the aid of Norway.

Discussing Holland the SAN FRANCISCO CHRONICLE declared: "The Dutch Yellow Book telling the story of Holland's desperate struggle to remain neutral recites many violations of neutrality by both the British and Germans. We do not question the sincerity and truth of Holland's version of the incidents but it is significant that all Holland's frantic defensive provisions, including the preparation for the opening of dykes and the flooding of a large part of the country, are against a German and not a British invasion.

"The Dutch complain about the British but they do not fear them. Should the tide of war carry the British forces into the Netherlands the Dutch do not doubt that an Allied victory would see their country and colonies handed back intact. They know the contrary about a German invasion.

Referring to President Roosevelt's recent speech the MILWAUKEE JOURNAL declared: "Mr. Roosevelt's denunciation of the German invasion of Denmark and Norway expressed the thought and feeling of the overwhelming majority of Americans. The voice of this country has been raised again and again in condemnation of the use of force by Germany, Russia and Italy against small neighbours. There has been no dissent from the American people. It should be clear even to Hitler that America condemns his course as a threat to civilisation."

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SWEDEN: BRITISH TROOPS' ARRIVAL WELCOMED.

"The arrival of British troops is not only a military, but also a moral support for a Government which does not wish to bow down to violence," commented the NYA DAGLIGT ALLEHANDA.

After referring to the appointment of Major Quisling as "puppet Fuehrer" because "he enjoyed the Fuehrer's confidence", this paper stated: "The Norwegian people's confidence is clearly less important for the German Authorities."

STOCKHOLMS TIDNINGEN declared: "The most frightening feature in Norway is the treason by many high officials and military Authorities," and added, in reference to the German memorandum of April 9 which declared that Germany did not intend "now or in the future" to violate Norway's political independence: "This 'now or in the future' ceased to be valid the next day. On April 10 - the day after the memorandum - the German Minister demanded the appointment of Quisling as Prime Minister."

The NYA DAGLIGT ALLEHANDA suggested that Major Quisling's resignation was a psychological mistake and that the new Oslo Government was attempting to bridge the gap between the Germans and King Haakon. This paper added: "It is scarcely made easier by the brutal aeroplane chase of the Norwegian King."

AFTONBLADET wrote last night: "The position in Norway has not changed as a result of the landing of British troops since the Germans are consolidating their position in South Norway and German-Norwegian co-operation is apparent. It cannot be advantageous to the Norwegian people that the Northern war is further intensified and the British landing at Narvik is a reminder to Sweden that she must be equally on her guard in the North and South."

This paper concluded: "It is bad enough when one Great Power imposes its will but when two do so simultaneously the situation becomes still more difficult. The realisation of this fact motivates the efforts of the Norwegian authorities at Oslo to stabilise the situation and not to make matters worse."

"A new Spanish war is developing in Scandinavia," affirmed the GOTEBORGS MORGONPOST. "The Great Powers are turning that unfortunate country into a rifle-range. Italy is unlikely to fight but her hostile attitude tries to bind large Allied forces in the Mediterranean. The Dictator partners are now working in perfect harmony. Japan now follows Italy's 'Tunis and Corsica example'. She casts longing eyes on the Dutch East Indies. Sweden's sentiment towards Norway's struggle must not blind us to world perspective. The Allied success in Norway means an irremediable loss of prestige for all Dictators. It is now certain that both sides will make every effort. The struggle is not for Norway or iron-ore but for world power."

Referring to the possibility of a "fifth column" in Sweden the GOTEBORGS HANDELS- OCH SJOFARTSTIDNING declared: "The Swedish nation is still not feeling really safe from inner treachery. We are all aware of shady propaganda and curious travellers with unsuitable military knowledge. The Government now has power to put its foot down. Considering the ruthlessness of certain Powers, the Government should now show no fear of treading on anyone's corns."

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SWITZERLAND: WARNING OF "FIFTH COLUMN" IN SWITZERLAND.

Moved by events in Norway, the Swiss Press today utters a warning against the dangers of the Nazi "fifth columnists" in Switzerland.

An article in VOLKSRECHT, the Zurich Social Democratic newspaper, though strongly expressed, is characteristic of the general attitude of other Swiss newspapers. This article states: "Away with all those who confess to sympathy with foreign Ideologies! Remove them from positions in Government services! Drive them from positions of importance in National defence!"

"Particular attention should be paid to those who find excuses for the suppression of free peoples and declare themselves proletarian fighters against British and French Capitalism."

Reviewing the events in Norway, NEUE ZUERCHER ZEITUNG, the Radical Democratic organ, comes to the conclusion that the situation favours the Allies.

"Eight days after the invasion of Norway, it is clear beyond doubt, that the Germans have only partly attained their objects and after early successes, achieved with heavy losses, already suffered a set-back," declares this journal.

The NATIONALZEITUNG, the Basle Radical Democratic organ, compares the official German communiques of victory after the Battle of Marne in the last War, with similar German communiques in the Norwegian Campaign. This paper adds: "In future years, there may well be head-shaking over German communiques of today."

BELGIUM: CRITICISM OF M.SPAAK'S NEUTRALITY SPEECH.

Further commentaries on M.Spaak's speech on neutrality show that he has the unqualified support of the Socialist and Catholic Press, and the only criticisms come from two Liberal newspapers.

LA GAZETTE, the Liberal organ, writes: "M.Colijn, formerly a neutralist as only a Dutchman can be, becomes a neutral conscious of the dangers which threaten his country and declares that preparations for help from future Allies should be carefully made. M.Spaak has not yet gone so far."

This newspaper goes on to point out that if Belgium escapes the War, M. Spaak will be acclaimed a great statesman, but if it is proved that her policy of splendid isolation results in her invasion, his lot will be unenviable."

The GAZETTE DE CHARLEROI, another Liberal newspaper, stressed that M.Spaak ought to have made further mention of Belgium's position if Holland were attacked. This paper adds: "His silence can only imply that what was true in December last when the danger was far off is not so today when the danger is much nearer."

AIR MINISTRY BULLETIN.No.565.
(Not to be quoted as an
Air Ministry Announcement)

18/4/40 - No.1.

STAVANGER AIR BASE BOMBARDMENT.

An aircraft of the Royal Air Force Coastal Command arrived over the Stavanger air base yesterday morning just before the naval force opened fire, to assist in spotting for the bombardment.

"It was dark, with just a hint of daylight when I got into position", the pilot states. "I began the operation by dropping a flare which flood-lit the aerodrome. I then dropped a number of incendiary bombs on enemy aircraft and fires resulted. I could see numerous flashes as soon as the guns opened fire."

Only one enemy aircraft, a Junkers, challenged the Coastal Command observer. A few of its bullets hit the wings and tail of his aircraft, but he replied so effectively that the Junkers fled.

AIR MINISTRY.

18/4/40 - No. 2.

FRENCH OFFICIAL COMMUNIQUE

(MORNING)

Paris, Thursday 18th April, 1940

The following official communique was issued
this morning from the French General Headquarters:-

NOTHING TO REPORT.

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PRESS NOTICE.

The Secretary of the Admiralty regrets to announce that the following Officers and Ratings are believed to have lost their lives as a result of the loss of H. M. S. THISTLE.

Officers.Missing

Lieutenant-Commander W. F. Haselfoot, R.N.,
(in command)
Mr. G. A. Bowen, Warrant Engineer, R.N.
Lieutenant R. P. N. Ennor, R.N.R.
Lieutenant K. J. Harper, R.N.
Lieutenant L. A. Jones, R.N.

Ratings.

Allcoat, A. E.	Stoker 1st Class	P/KX 79607
Anson, J. H. I.	Engine-room Artificer, 3rd Class	P/MX 51242
Beecham, Ernest	Stoker 1st Class	C/KX 89124
Boyse, S. A.	Able Seaman	C/J 110587
Brewer, V. L.	Stoker 1st Class	D/K 65999
Buckie, K. B.	Able Seaman	C/JX 137401
Chapman, T. A.	Stoker 1st Class	C/KX 82964
Childs, G. W.	Petty Officer Cook	P/MX 45759
Cluney, T. S.	Able Seaman	D/J 108613
Davies, Joseph	Stoker 1st Class	P/KX 88600
Dixon, John	Stoker 1st Class	C/KX 83251
Dolling, Ronald	Leading Stoker	C/KX 84192
Drew, W. E.	Telegraphist	P/J 113174
Evans, G. F.	Leading Steward	D/LX 21421
Garfin, Francis	Able Seaman	C/JX 152178
Gatward, Robert	Able Seaman	C/JX 145276
Goddard, F. G.	Petty Officer Telegraphist	D/J 109687

Ratings contd.

Greenslade, Ronald	Supply Petty Officer	C/K 63187
Hammond, H.T.	Chief Petty Officer	P/J 80048
Hardacre, Richard	Able Seaman.	D/JX 159776
Healey, M.W.	Leading Seaman	P/JX 135498
Healy, W.W.	Leading Telegraphist	C/JX 136608
Howard, Archibald	Electrical Artificer 2nd Class.	P/M.X. 47240
Hussey, W.S.	Leading Stoker	P/KX 75767
Joss, R.F.	Engine-room Artificer 4th Class.	P/MX 48870
Livesay, C.J.	Leading Seaman	C/JX 141230
Luker, J.W.	Telegraphist	D/JX 134625
Maddison, G.E.	Stoker 1st. Class	P/KX 62055
Mitchell, W.E.	Engine-room Artificer, 1st Class	P/M 35072
Morgan, J.L.	Leading Stoker	C/KX 80827
Murray, T.H.	Engine-room Artificer 3rd Class	P/MX 50725
Owens, W.J.	Leading Stoker	P/KX 75140
Perkin, W.S.	Petty Officer	D/J 108608
Penn, A.E.	Petty Officer Telegraphist	C/JX 132444
Rae, Thomas	Able Seaman	C/SSX 16497
Reading, J.F.	Able Seaman	C/J 87590 B.17612
Richards, W.G.	Leading Signalman	P/JX 125681
Rousell, W.R.	Stoker 1st Class	P/KX 88482
Saunders, L.R.	Supply Petty Officer	C/KX 75319
Siddell, J.S.	Leading Stoker	P/KX 84411
Simpson, Harold	Leading Seaman	P/J 81161
Summersbee, J.F.	Petty Officer	P/JX 128645
Thompson, J.H.	Petty Officer	C/J 96699
Todd, Joseph	Chief Engine-room Artificer	P/M 29775 Pension No.11771
Vass, James	Leading Seaman	D/JX 142625
Warden, J.H.	Leading Stoker	C/KX 80943
Wheeler, Fred	Able Seaman	D/JX 135250
Whittaker, James	Stoker 1st Class	P/KX 75377 B.19746

18 APR 1940

17/4/40. - No.4.

FAKE "GODMOTHER" WARNING TO CANADIAN TROOPS.

SPY VICTIMS ARE OFTEN LONELY SOLDIERS.

Canadian troops on active service are warned against the menace of fake "godmothers" in an order just issued in Canada by the Department of National Defence, Ottawa.

The order forbids officers and other ranks of the Canadian Active Service Force to correspond with strangers and to insert or reply to "correspondence pal" advertisements.

Similar regulations were in force during the Great War.

A favourite device of the enemy to obtain military information was to employ women spies who pose as "godmothers" to lonely soldiers.

The trick was a simple one and often successful. An advertisement to the effect that a woman is looking for a soldier protege is read by a soldier without family or friends. He jumps at the opportunity of corresponding with a compassionate soul and starts to write letters to the unknown correspondent. Perhaps he tells her of his army life and unwittingly gives away valuable information, which is immediately transmitted to the enemy by the unscrupulous "godmother".

The authorities are seeing to it that the trouble caused last time will not occur again.

The Department, however, does not forbid Canadians to have "War godmothers", providing they are chosen from persons known to them.

DOMINION AND COLONIAL AFFAIRS.

18.4.40 No 5

ROYAL COLLEGE OF ART

The following awards have been made by the Council of the Royal College of Art (Session 1940/41.) The School of Art attended by the student is given in brackets:-

Royal Scholarships

Zoe T. Barnes (Kingston), Edgar Cave (Maidstone), Sheila Donaldson, (Bromley), Peter Hammond (Bromley), Peter E. Hancock's (Sheffield), Joan A. Lock (Sheffield), Stella W. Marsden (Kingston), Deanne M. Meanley (Stourbridge), Joan A.F. Orpin (Sidcup) Gordon G.I. Ransom (Woolwich), Nancy Reid (Bromley), Pamela Scott (Bournemouth), Marian Swallow (Accrington), Joan Taylor (Chelsea, Bournemouth)

Also awarded the Princess of Wales scholarship.

Exhibitions

Kenneth A. Bale (Leicester), Robert Ball (Birmingham), Audrey O.W. Bridgeman (Farnham), Patricia M. Chapman (Leicester), Josephine M. Dunn (Hull), Betty Eberl (Wimbledon), Geoffrey J.W. Flint (Kingston), Audrey Freakley (Birmingham), Miriam Goluchoy (Hammersmith), Eric Harrison (Accrington), George Hayes (Wimbledon), Ethel M. Holloway (Leicester), Walter Hoyle (Beckenham), Jeanne R. Martin (Goldsmiths), Clarence T. Painter (Wolverhampton) Harry Potter (Huddersfield), Eileen D. Startup (Bromley), Peter W. Todd (Sheffield), David Ufland (Polytechnic), Gerald W. Watkinson (Bromley, Beckenham)

In additon 74 candidates have been accepted for admission in the Session 1940/41. This will begin on 25th September next, when all the usual classes will be provided.

The College after being closed for the Autumn Term reopened on the 9th January and is now functioning normally, though with somewhat reduced numbers.

The following statement was made by the Prime Minister in the House of Commons this afternoon in answer to a question by Mr. Arthur Henderson. It is issued for the convenience of the press.

Q. Mr. Arthur Henderson to ask the Prime Minister whether he had any statement to make on the conference of British diplomatic representatives recently held in London.

A. His Majesty's Ambassador at Angora and His Majesty's Ministers at Athens, Belgrade, Bucharest, Budapest and Sofia have now left, or are leaving, the United Kingdom to return to their posts after their visit to this country for purposes of consultation. During the nine days or so in which they have been here they have examined, under the chairmanship of the Secretary of State for Foreign Affairs, the outstanding problems presented by the situation in South Eastern Europe. His Majesty's Ambassadors in Rome and Moscow, who are also in this country, have assisted at these discussions. The heads of missions concerned, who have all been received in audience by His Majesty the King, have had the opportunity also of meeting the Prime Minister, the Minister of Economic Warfare, the Minister of Information, and other members of the Cabinet, with whom they have discussed the questions in which these Ministers are specially interested. His Majesty's representatives also had an opportunity of hearing from Lord Swinton some account of the new United Kingdom Commercial Corporation and of the work which the Corporation intends to carry out in order to develop and place permanently on a broader basis the trade exchanges between this country and South Eastern European States.

2. These consultations, which have now been concluded, have afforded evidence of the close interest which His Majesty's Government take in the countries concerned. The purpose of the discussions has been, in accordance with the settled policy of His Majesty's Government, the preservation of peace and the promotion of security in the Balkan and Danubian countries. No one of these States, between whom it is the desire of the Allies to see the growth of mutual understanding, has any cause to fear that the Allies or their forces will ever threaten their independence or integrity.

3. In the economic field the discussions have been conducted on the basis that it is the policy of His Majesty's Government so to develop their relations with these countries as to ensure, so far as possible, a lasting increase in their commercial exchanges with them.

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MINISTRY OF LABOUR & NATIONAL SERVICE

Press Notice

NATIONAL SERVICE (ARMED FORCES) ACT, 1939.

REGISTRATION OF MEN ON 27TH APRIL, 1940.

As already announced, the next registration under the National Service (Armed Forces) Act, 1939 will be held on Saturday, 27th April, 1940. It will relate to men not already registered who were born between 1st January, 1913 and 27th April, 1920, both dates inclusive.

Posters setting out the classes of men required to register on the 27th April and the procedure to be followed at the time of registration will be displayed at all Ministry of Labour and National Service Offices, Municipal Offices, Post Offices and Police Stations on and from 20th April.

The times at which men should attend for registration on 27th April are as follows:-

Men whose surnames commence with the letters -	(A to B should attend between 12.30 p.m. and 1 p.m.
	(C to E should attend between 1 p.m. and 2 p.m.
	(F to J should attend between 2 p.m. and 3 p.m.
	(K to O should attend between 3 p.m. and 4 p.m.
	(P to S should attend between 4 p.m. and 5 p.m.
	(T to Z should attend between 5 p.m. and 6 p.m.

It will be recalled that men of 20, 21, 22, 23, 24 and 25 have already been registered. The registration of the 27th April will, therefore, relate to the following new classes:

- (a) Men reaching the age of 20 between 7th April, 1940 and 27th April, 1940, both dates inclusive (i.e. men born between 7th April, 1920 and 27th April, 1920, both dates inclusive), and
- (b) Men who reached the age of 26 during the year 1939 (i.e. men born between 1st January, 1913 and 31st December, 1913, both dates inclusive).

The procedure for registration, medical examination and calling up will be the same as when the last registration under the Act took place on 6th April.

Press Office,
Ministry of Labour and National Service,
Montagu House, Whitehall, S.W.1.

Telephone: Whitehall 6200.

18th April, 1940.

H.Q. 372-500 D.J.



MINISTRY OF LABOUR & NATIONAL SERVICE

Press Notice

8/18.4.40.

BAKING TRADE BOARD (SCOTLAND).

The Ministry of Labour and National Service announces:-

The Baking Trade Board (Scotland) have fixed minimum rates of wages in accordance with proposals of which they gave notice in January and March of this year, and have asked the Minister of Labour and National Service to bring the rates into effective operation at the earliest practicable date. The weekly rates of wages originally proposed by the Board are now made subject to additional payments depending on the cost of living index figure. The Board have also given a direction for holidays with pay. Further notice will be given of the confirmation of the rates by the Minister, and the date from which the rates come into force will then be stated.

Press Office,
Ministry of Labour and National Service,
Montagu House, Whitehall, S.W.1.

Telephone: Whitehall 6200.

18th April, 1940. No. 9.
M.A.F.199.

ANNOUNCEMENT BY THE AGRICULTURAL DEPARTMENTS.

LIME AND BASIC SLAG AT REDUCED COST.

Land Fertility Scheme to Continue.

It is the intention of the Government to provide for the continuance - for one year after July next - of the facilities for the purchase by farmers and others of lime and basic slag at reduced cost under the Land Fertility Scheme. This was announced by the Minister of Agriculture in the House of Commons today.

Under this scheme, which came into operation in September 1937, contributions from State funds may be made to occupiers of agricultural land towards the cost they incur in obtaining these fertilisers - the contributions being one-half of the cost in the case of lime and one-quarter in the case of basic slag.

Two tons is the minimum quantity eligible for contribution, but there are special arrangements under which cultivators of small plots, who do not require as much as two tons at a time, may participate in the scheme.

18.4.40 No 10.

COUNTRYSIDE AS SCHOOL LABORATORIES

Many children will be spending the spring and summer in the country for the first time. In order that full advantage may be taken of this opportunity for practical nature study the Board of Education have to-day issued a memorandum to schools on the subject as a guide to teachers.

It is believed that children will be keenly interested to find out for themselves something about birds, trees, flowers, crops and animals. It is suggested that a particular lane, hedge, field or park should first be selected and everything seen or heard in it identified and listed for future discussion in the classroom. Later the scope of observation could be widened.

The countryside should become the outdoor laboratories of the school. Indoor work might include the making of bird tables and nest boxes.

The Board recommend, both for town and country schools the Bird and Tree scheme of the Royal Society for the Protection of Birds as an admirable approach to the study of nature. Under this scheme the school enrolls a team of children and each member of the team selects a wild bird and a tree for observation and study during the year. At the end of that period the child writes an essay on each. From these essays the local judges select and send forward to the Society's Judging Committee which reports on the essays of all the competing children and awards certificates, medals and book prizes. Preference is always given to papers which show the keenest personal observation.

BOARD OF EDUCATION

PRESS NOTICE.

The War Office announces that correspondence and parcels for Members of H.M. Army serving with the British Forces in Norway should be addressed, B.E.F., Norway.

The address for all Members serving in the Expeditionary Force will be as follows.

1. Army Number (in case of other Ranks)
2. Rank
3. Name
4. Squadron Battery Company or other section
of the Unit
5. Army Unit
6. B.E.F. Norway

An example of address is as under:

2132000 Private J. Smith,
A. Coy., 1st Batt. Wessex Regiment,
B. E. F. ,
Norway.

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18th April, 1940. No. 12.
M.A.F.200.

MINISTRY OF AGRICULTURE ANNOUNCEMENT.

PLANTING POTATOES.

Good Seed Saves Vain Labour.

No amount of manuring or cultivation will make up for the initial disadvantage of inferior seed potatoes. Every potato grower, including gardeners and allotment holders, should select potato seed with the greatest care to prevent their efforts being nullified by poor returns.

Full details about the selection of seed, its treatment and the different varieties are given in the Ministry of Agriculture's new "Growmore" Leaflet No. 32, single copies of which are free on application to the Ministry at 10, Whitehall Place, S.W.1.

18th April, 1940. No.13.
M.A.F.201.

MINISTRY OF AGRICULTURE ANNOUNCEMENT

ROOKS.

Powers given to War Agricultural Executive Committees.

Is the rook the farmer's friend or foe? That may be a debatable question. It is not, however, open to dispute that an excessive assembly of rooks in a particular locality may be positively harmful to food production.

The Minister of Agriculture and Fisheries has accordingly made an Order - the Rooks Order, 1940 - which gives powers to War Agricultural Executive Committees in England and Wales - when they are satisfied that the rooks in any rookery are so numerous that they cause, or are likely to cause damage to crops - to serve on the occupier concerned an Order requiring the reduction of their numbers within a specified period. Failure to comply with the requirements of the Order is a punishable offence. In cases of non-compliance, it is open to Committees, without prejudice to any legal proceedings, to enter on the land and take the necessary action themselves.

R. A. F. STRIKES AGAIN IN NORWAY.

The Air Ministry Announces:-

Extensive air operations were carried out yesterday (17/4/40) and during last night at several points on the coast of Norway.

The main attack was again directed against Stavanger, where a large number of enemy aircraft was seen to be dispersed round the edge of the aerodrome. High and low flying attacks were delivered by a strong force of bombers. Direct hits were observed on the runways and bombs were seen to burst among the transport aircraft parked on the south west side of the aerodrome. The attack lasted for over an hour. Fighter opposition was encountered. In addition to the aircraft which were destroyed on the ground, two twin-engined enemy aircraft are believed to have been shot down.

The same aerodrome was again attacked by our aircraft during the night and further damage is reported.

Our general reconnaissance aircraft continued to patrol the Fjords and Islands off the Norwegian coast. A low level bombing attack was made on a submarine and one hit was observed. A supply ship was also attacked.

Three of our aircraft engaged in these operations have failed to return.

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18/4/40 - No. 15.

PRESS NOTICE

The Home Office has informed the Football Association that attendances at Cup Ties in the Football League (War) Cup Competition may be permitted up to half the capacity of the ground. Advance booking will not be required for the present, unless a Chief Officer of Police considers this necessary in any particular case.

The Association has been informed that a condition of the relaxation for attendances at these Cup Ties is that a Chief Officer of Police may impose any further restrictions or conditions which he considers necessary in the case of any particular ground.

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HOME OFFICE

18/4/40 - No. 16.

TIMBER CONTROL
SCOTTISH AREAS.

On and after 1st May 1940, Timber Control Areas 13 (Edinburgh), 14 (Dundee), 15 (Aberdeen) and 16 (Inverness) will be amalgamated into one area, to be known as Area 13 with Mr. George Dobson as Area Officer.

As from 1st May all communications concerning Timber Control matters within the territory covered by amalgamated area should be addressed to:-

The Area Officer,
Timber Control Area 13,
Ministry of Supply,
York Buildings,
Queen Street,
Edinburgh, 2.

Telephone No. Edinburgh 21146 (4 lines)

Telegrams - "Timbrarea" Edinburgh.

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MINISTRY OF SUPPLY.

18.4.40 No 17

LOCAL GOVERNMENT STAFFS (WAR SERVICE) ACT.

The Minister of Health has issued a Circular to local authorities (Circular 1994) with regard to the superannuation rights of their employees who transfer to munition work during the period of the present emergency. Where, with the consent of the local authority, employees take up work on armament production, including the building and repair of ships, the Minister will be prepared to recognise such employment as war service for the purposes of the Local Government Staffs (War Service) Act. Where recognition is given, the superannuation rights of the employees concerned will be preserved.

Recognition will normally be subject to the following conditions:-

- (1) The men are surplus to the essential requirements of the local authority;
- (2) The arrangements for their transfer are made with the concurrence of the local branch of the Ministry of Labour and National Service.

The Circular also calls attention to the urgent need of securing that the skilled labour in the country shall be used to the best advantage and requests the local authority to give special consideration to the question of releasing men who are skilled engineers or who were formerly employed as skilled workers in the engineering or ship-building industries but are not now engaged on work in which their technical qualifications are essential and fully utilised.

MINISTRY OF HEALTH

The War Office,
London, S.W.1.
18th April, 1940.

GERMAN PRISONERS OF WAR.

The following is the latest list of German
Prisoners of War:-

<u>Rank</u>	<u>Christian Name</u>	<u>Surname</u>	<u>Where from</u>	<u>Age</u>
Oberleutnant	Georg	KEMPE	Oppelu	25
Oberleutnant	Alfred	DONIKE	Leipzig	28
Unteroffizier	Wilhelm	WOLF	Dudweiler/Saar	27

18/4/40 - No.19.

ARMY FOOTBALL ASSOCIATION WAR EMERGENCY COMMITTEE

The following team has been selected to represent
The Army against Scotland, on Wednesday 24th April 1940, on the
ground of the Heart of Midlothian F.C., Edinburgh. Kick-off 7p.m.

Goal. A/Sgt. Instr. F.J.Swift, Army P.T.Staff.

Backs (R) Sgt. Instr. B. Sproston, Army P.T.Staff.
(L) A/Sgt. Instr. W. Cook, Army P.T. Staff.

Halves (R) A/Sgt. Instr. J. Mercer, Army P.T.Staff.
(C) Sgt. S.Cullis, 70th Anti-Tank Regiment R.A.
(L) A/Sgt. Instr. W. Copping, Army P.T.Staff.

Forwards(OR) A/Sgt. Instr. L. Duns, Army P.T. Staff.
(IR) Pte. B.R.V.Fenton, 1/6th Bn. The Essex Regiment,
(64th Searchlight Regiment).
(CF) Pte.D.Westcott, I.T.C. The Worcestershire Regiment.
(IL) L/Cpl. W. Fagan, 9th Bn. The King's Regiment.
(OL) Gnr. D.Compton, 90th Field Regiment R.A.

WAR OFFICE.
LONDON.S.W.1.
17/4/40.

EGYPT CONGRATULATES THE ROYAL NAVY.

The following exchange of telegrams has taken place between the Prime Ministers of Egypt and the United Kingdom.

The Prime Minister of Egypt telegraphed:

In my own name and in that of the Egyptian Government I offer you my sincere congratulations and my admiration for the victory of the Royal Navy, which is worthy of its glorious tradition.

ALY MAHER

Prime Minister.

The Prime Minister replied:

I desire to thank your Excellency most warmly for the message sent in your Excellency's name and that of the Egyptian Government congratulating me on the operations in which the Royal Navy have been successfully engaged in Norwegian waters.

I shall not fail to communicate this message to the Navy who will I am certain be deeply grateful for your appreciation.

NEVILLE CHAMBERLAIN.

18.4.40 - No.21.

WOMAN INSPECTOR DEFENDS HOME COOKING.

The British housewife was defended by a woman Inspector of the Board of Education to-day. Speaking at the Rural Life Conference in London, she said that there had been many vague references lately to the supposed unsatisfactory cooking in this country but the health records and the physical standards of our sailors, soldiers and airmen afforded ample proof that there was very little wrong with it. English cookery might lack variety but it certainly did not lack flavour. After travelling abroad, she for one, always looked forward to a "good plain English meal". Britain was famed for some of its dishes. "There was", she said, "the Scottish Haggis, the Cumberland Ham, the Cornish Pasty, and Fried Fish and Chips, a much sought after dish in all grades of society".

Referring to the introduction of some of the more unfamiliar foods into the daily menu, housewives were warned to make the meals appealing. "Men", she said, are slow to change their habits, but if a familiar flavour can be added to new dishes the odour may encourage them to "taste and see" without any comment".

PRESS NOTICE.

The Secretary of the Admiralty announces that the following additional candidates having been selected for Naval Cadetships have been appointed to the Royal Naval College, Dartmouth in May 1940.

<u>NAME.</u>	<u>SCHOOL.</u>
Bowden, Deryck Godfrey.	C.H.T. Hayman, Esq., Winchester House School, Brackley, Northants.
Brown, Antony William Keith.	H.S. Walker, Esq., St. Mary's School, Melrose, Scotland.
Clover, Michael Raymond.	Captain R.P. Fenn, M.A., Summersdale Lodge, Chichester, Sussex.
Hughes, Michael Ernest.	C.H.T. Hayman, Esq., Winchester House School, Brackley, Northants.
Keighly-Peach, Peter Lindsey.	R.W. Fitz Aucher, Esq., Arnold House, Llanddulas, Nr. Rhyl, N. Wales.
Wall, Michael Edward St. Quintin.	C.L.D. Fawcus, Esq., Winton House, Winchester,

ADMIRALTY.

S.W.1.

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18/4/40 - No.23.

PRESS NOTICE

Captain R.M.T. Stephens, C.M.G., R.N. (Retd) has been awarded a Greenwich Hospital Pension of £50 a year in the vacancy caused by the death of Commander R.M. Taylor, D.S.C., R.N. (Retd.) on the 13th March, 1940.

ADMIRALTY
S.W.1.

NOT FOR PUBLICATION BEFORE MORNING PAPERS OF FRIDAY APRIL 19TH.

CO-OPERATION OF THE POLITICAL PARTIES
WITH THE MINISTRY OF INFORMATION

As a result of recent discussions instituted by the Minister of Information, the main political parties have agreed, in the national interests to collaborate with the Ministry in the promotion of the cause of the Allies during the war.

In order to ensure that the various aspects of the allied war effort are fully appreciated by the public and to encourage the will to victory a campaign of meetings throughout the country will shortly be opened. The chief speakers at these meetings will be front bench members of both the Government and Opposition Parties.

MINISTRY OF INFORMATION.

CANADA'S WAR BUYING COSTS 1.7 MILLION DOLLARS DAILY
FROM AEROPLANES TO MUSTARD POTS

Canadian purchases of war materials and supplies from July 14th, 1939 to the end of February, 1940 amounted to 142,573,838 dollars, (£28,514,767) or approximately 620,000 dollars per day. More recent purchases have averaged about 1.7 million dollars daily.

These figures, revealed in the latest catalogue of war contracts published by the War Supply Board, illustrate the immensity of Canada's war effort.

In the first two months of the year about 14 million dollars worth of aircraft and supplies were purchased by the Board, including 404 de Havilland Tigers, 404 Fleet Trainers and a number of Noorduynd Harvards. Large sums were also spent on parachutes and harness, spare aircraft parts and new fittings.

Orders placed during January and February for new ships and the refitting and conversion of old vessels totalled 48 million dollars. Included among the items are anti-submarine patrol boats, minesweepers and the conversion of two steamships into armed merchant cruisers.

Special machinery for manufacturing a secret type of war vehicle tyre, now being produced by three Canadian firms, cost 1.1 million dollars.

Some interesting sidelights on this vast Canadian war shopping list are provided by the report. We learn that army socks to the value of 269,800 dollars were purchased, an anti-submarine net cost 23,590.51, an order for mustard pots amounted to 818 dollars, a number of easy chairs were bought for 1,739 dollars, while orders for toothbrushes, gold braid, black silk scarves and shoe and button polish appear in the list.

18/4/40. - No.26.

PRESS NOTICE.

NOT TO BE PUBLISHED ON THE CLUB TAPES OR BY BROADCAST
OR IN ANY OTHER WAY BEFORE THE MORNING OF FRIDAY 19th
APRIL, 1940.

The Treasury have issued the Import Duties (Drawback) (No.4) Order, 1940, which provides for a reduction in the allowance of drawback payable on certain kinds of stoned and unstoned cherries, used in the manufacture of drained, glacé or crystallised cherries, from 9s.8d. per cwt. on stoned, and 7s.3d. per cwt. on unstoned, to 6s.6d. per cwt. on both stoned, and unstoned cherries.

The Order comes into operation on the 20th April, 1940, and is published by His Majesty's Stationery Office to-day as Statutory Rules and Orders 1940, No.545.

TREASURY.
S.W.1.

18/4/40 - No.27.

PRESS NOTICE

NOT TO BE PUBLISHED ON THE CLUB TAPES OR BY BROADCAST OR IN ANY OTHER WAY BEFORE THE MORNING OF FRIDAY, 19TH APRIL, 1940.

The Treasury have issued the Import Duties (Drawback) (No.5) Order, 1940, which provides for an increase in drawback allowances payable on certain cartridge cases used in the manufacture of loaded sporting cartridges. The allowances vary between 7s 6d. and 11s 3d. per thousand cartridge cases according to type.

The Order comes into operation on the 20th April, 1940, and is published today by His Majesty's Stationery Office as Statutory Rules and Orders, 1940, No.555.

TREASURY.
S.W.1.

18/4/40. - No. 28.

CANADIAN DEFENCE MINISTER.

Notes on the Hon. Norman McLeod Rogers who arrived in England to-day.

Mr. Norman Rogers, who is 46, became Minister of National Defence shortly after the outbreak of War.

He has had a distinguished political and academic career. After seeing service in the Great War he won a scholarship at Oxford, where he completed his studies in 1922. On returning to Canada he was appointed Professor of History at Acadia University, later becoming Professor of Political Science, Queen's University. In 1927 he became Secretary to the Rt. Hon. W.L. Mackenzie King. He was elected to the Canadian House of Commons in 1935, was sworn of the Privy Council and later appointed Minister of Labour in the King Cabinet. He was a member of the Canadian Delegation to the League of Nations Assembly in 1936.

Mr. Rogers is married, has two sons and lives at Kingston, Ontario.

18/4/40 - NO: 29.

NEW ZEALAND TO NORWAY.

Acknowledging the donation of £500 from the New Zealand Patriotic Fund Board, M. Eric Colban, the Norwegian Minister in Britain has written to the High Commissioner for New Zealand, saying:

"I am immensely grateful, and I am sure that my compatriots in their present difficulties will be getting new force through signs of friendship like this one."

DOMINION AND COLONIAL AFFAIRS.

18/4/40. - No. 30.

THE ARMY'S OVERALLS.

The Ministry of Supply states that misunderstanding still appears to exist regarding the denim overalls which are being made for the Army. These denim suits are not intended as an alternative to the battle-dress.

Denim, a cotton fabric considerably lighter than the woollen fabric from which the battle-dress is made, is, and has been for some time, in use for making overalls to be worn outside the uniform for rough work.

MINISTRY OF SUPPLY.

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18.4.40 - No.31.

ANZAC DAY.

SERVICE AT ST.CLEMENT DANE'S.

On Anzac Day, April 25, there will be no ceremony at the Cenotaph, but the High Commissioners for Australia and New Zealand and other representatives will lay wreaths at prescribed times.

The annual Anzac Day service will be held at St. Clement Dane's Church at 11.15 a.m. The address is to be given by General George Carpenter (Salvation Army), who is an Australian, and the Lessons will be read by the High Commissioners for Australia and New Zealand. Mr. Anthony Eden, Secretary for Dominion Affairs, will attend the service and also Field-M Marshals Lord Birdwood and Lord Milne, and Generals Sir Ian Hamilton and Sir Alexander Godley.

DOMINION AND COLONIAL AFFAIRS.

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CANADIAN DEFENCE MINISTER'S STATEMENT.

"Absolute Confidence in the Final Victory".

The Hon. Norman Rogers, Canadian Defence Minister, made the following statement on his arrival in London to-day.

"In Canada our one purpose is to make our war contribution as effective as possible. The Canadian nation was never more united and emphatic on this point than it is to-day. We are sharing with you over here a feeling of absolute confidence in the final victory of the Allied forces. There will be no weakening of our resolve and no slackening of our effort by the side of Britain and France until this common objective has been reached.

"We followed the developments in Norway during the past week through the daily B.B.C. broadcasts. I am sure the cheering news of the decisive victories of the Royal Navy at Narvik and elsewhere along the Norwegian Coast has been received with general rejoicing in Canada.

"The purpose of this visit is to exchange opinion and to discuss various features of the Canadian war effort with members of the British Government. There will be conferences also with the High Commissioner for Canada, the Hon. Vincent Massey; Major-General McNaughton; Major-General Crerar and members of their staffs on matters affecting the organisation and equipment of our overseas forces.

"Major-General Elkins, Master-General of Ordnance; Major-General Odlum who has been appointed to the command of 2nd Canadian Division, and Captain Dyde, are with me to join in these discussions. We are all looking forward to an early opportunity of visiting Canadian troops and the Royal Canadian Air Force personnel now training in England".

33 mag.

18/4/40 - No. 34.

COMMANDER OF THE 2nd CANADIAN DIVISION

Notes on Brigadier-General Victor Wentworth Odlum, D. S. O., C. B., C. M. G., who arrived in England yesterday.

Brigadier-General Odlum, appointed to the command of the 2nd Canadian Division, is a veteran of two wars and a prominent business leader in Canada. Not long ago he became chairman of the Canadian Broadcasting Corporation and in recent years has been a vice-president of Home Oil Company and has held important directorates in western mining and oil companies. He has been particularly active as director of the Welfare Federation and the Little Theatre Association.

Born in Coburg, in 1880, General Odlum's childhood was spent in Japan. His family moved to British Columbia in 1889, and his first job was as a reporter for the old "Vancouver World". At 25 he was made editor-in-Chief. Later he became editor of the "Nelson News", and after the Great War returned to journalism as publisher of the "Vancouver Star".

In the Boer War, General Odlum served as private and lieutenant. In the Great War he went overseas as second-in-command of the 7th Battalion, recruited in British Columbia, and rose to command of the 11th Infantry Brigade of the Fourth Canadian Division. He was wounded three times, mentioned in despatches eight times and decorated with the D. S. O.

DOMINION AND COLONIAL AFFAIRS.

Speech by Sir Arthur Salter, Parliamentary Secretary of the
Ministry of Shipping, at the Officers' (Merchant Navy) Federation
on April 18th, 1940.

The war entered a new phase last week. I shall attempt no prophecy about future events. But it is a suitable moment to sum up what has happened in the first phase of just over seven months.

Our war with Germany so far has been a war at sea. The turn of land warfare will doubtless come; but so far our land forces in France have as yet scarcely been in action; our air forces have had skirmishes only except as part of the sea struggle. At sea, however, the Navy and the Mercantile Marine have been from the first moment and throughout engaged in a deadly, ruthless and unceasing conflict. The enemy has tried every known form of attack against our ships - by U-boat, by raiders, by floating and magnetic mine, by bombing and machine-gunning from the air. He has been restrained neither by rules of law nor considerations of humanity, nor even - with a few exceptions - by the honourable traditions of seafaring men.

After seven months what is the result? The German Navy was weak in relation to ours last September; it is now much weaker, especially since the operations of this last week. The German Mercantile Marine has been swept from the oceans of the world and is now sheltering in neutral ports or shut within the Baltic. But even this has not given it safety; about a tenth has been captured, sunk or scuttled - three times the proportion of loss sustained by our own Mercantile Marine, though it has been freely sailing in all the seas except the Baltic. In these seven months the enemy have destroyed less than 3 per cent. of our ships; and we have replaced nearly all of these by new building, capture and purchase, so that we now have well over 99 per cent. as much tonnage under our flag as when we started the war. If anyone wonders whether Germany is succeeding in

her effort to starve us of food or raw materials, or to cripple our war effort by attacking our ships, let him remember this. In the last war our average monthly rate of loss by enemy action was 154,000 tons - and note that I am not taking the peak year of 1917, but the whole period of the war; in this war so far it has been 88,000 tons a month. We therefore lost in the last war on the average at a rate higher by 75%. And yet, after enduring losses at that much higher rate for over four years we were still in 1918 - with a smaller tonnage than we have now - supporting an Army of over 2 millions in France and half-a-dozen other great expeditions as well. Our Civilian population suffered no intolerable hardship. And no military effort was ever impeded, no vital service ever impaired, by shortage of ships.

That is one side of the picture; but there is another. The Merchant Marine is as much at the centre of our war effort in this war as in the last. It is as essential now as then that we shall carry every ton we can; that we shall carry what is essential only; and that we shall economise in everything that has to be brought from overseas. This will remain true even if we can at once replace every ship we lose ton for ton. Let me remind you why. We need merchant ships as fleet auxiliaries and to carry our troops. War precautions and naval protection involve delays in navigation and reduce our importing capacity. Neutral ships bring less than before. We have to import increased war materials for our war manufactures. And in one respect we are worse off than before. We have to pay cash for what we buy from America; and this fact forces us to buy more from distant countries and less than we should otherwise obtain from the greatest industrial country on one of the shortest of ocean routes. We need too to ensure against the unknown hazards of the future. We have seen what the enemy has been able to do up to date;

but we must not assume that he can do no more. We cannot hope that our loss will always be as low as it has been during this last month.

The officers and men of the Mercantile Marine; those who direct and manage ships; and the general public who consume imported food and articles made of imported materials - all therefore have a part to play in helping the merchant marine to make its vital contribution to the war. The danger and hardship fall to you and others represented by the Officers' and men's unions; and it is first of all upon your courage and skill and that of the sister service, the Royal Navy, that success depends. The last seven months, like the four years of the last war, show that the country can rely upon you.

I want to say just one word about the events of the last ten days. Germany has conquered Denmark and invaded Norway, which is now fighting gallantly with us against the common enemy. Both the latest victims of Germany's aggression are seafaring people and Danish and Norwegian ships have supplied an important part of the sea transport which has served the world's international trade and our own importing requirements. Some of these ships, the Danish vessels in Danish ports, have of course fallen into German control; but the great bulk of them, including almost all the Norwegian, are happily elsewhere and can continue upon their lawful occasions.

Danish ships have, of course, with the surrender of Denmark, become legally enemy tonnage and if they obey the orders given by Germany they must be treated as such. But we have the deepest sympathy with the Danish people in their tribulation and we desire to treat Danes, under suitable conditions, as friends, not enemies. We must remember, however, that Germany has requisitioned Danish foodstuffs and other stores in Denmark and has thus obtained some offset against our blockade. She has issued instructions to Danish ships abroad and at sea and thus treated them as German ships.

We are bound therefore to take measures which will prevent German orders being obeyed and prevent Danish ships earning financial resources for Germany. We must therefore of course place these Danish vessels which are outside the ports held by Germany and continue to trade under the British or French flag in order to prevent them being impeded by German orders. If they obey these German orders they will of course be seized as soon as they put to sea, and confiscated. But if they come voluntarily to Allied ports they will be generously treated and adequately compensated. The Norwegian vessels are happily in a more fortunate position. Norway is fighting against Germany like ourselves, and Norwegian ships are practically all outside German clutches. The Germans, who have captured Oslo, have been trying by wireless orders from there to send directions to Norwegian ships. The masters and crews have, however, not been deceived. They know that the Norwegian Government is not at Oslo but conducting the national resistance from another temporary national capital and that orders from Oslo are precisely the opposite of what the Norwegian Government, Norwegian shipowners and the people would wish. We are co-operating with the Norwegian Government and owners in enabling these vessels to sail under their own flag and upon their proper work. For example, the capture of Oslo has deprived Norwegian ships of valid insurance; we are seeing that it is provided.

To one part of this task of enabling these ships to continue their work the officers' and men's unions, national and international, are making an invaluable contribution.

We had a visit at the Ministry of Shipping a few days ago from representatives of this Federation, the National Union of Seamen and the Norwegian Union; and we then discussed the steps that could be taken by the Unions and the British Government to assist Norwegian officers and seamen. The famous midnight broadcast to Danish ships was the result; it was another

striking example of the co-operation of shipowners, Officers, and men and the Government. I understand that a Norwegian organisation has been set up in this country and also an executive committee of representatives of British and Norwegian Officers' and Seamen's Unions. I am glad to learn that the British Officers' and Men's Societies are giving hospitable welcome to their Norwegian colleagues and I am sure that you individually will do everything possible to make them feel that they are friends and allies. Simultaneously the British Government has given instructions that Norwegian officers and seamen are to be treated in our ports not as aliens but as allies.

Well, gentlemen, that is all I have to say. The Mercantile Marine is the fourth arm of our combatant effort, as essential to success as the Navy, Army and Air Force. You and your colleagues in the French merchant ships, and in all other ships that work in allied service, are contributing as much to victory as the combatant forces. The Alliance needs all your courage, skill and zeal, not because Germany is succeeding in her blockade, but first to ensure against the hazards of the future and next to enable us to increase our war effort where ever it is most needed. So shall we make victory more certain - and achieve it more quickly.

18/4/40 - No. 36

FRENCH OFFICIAL (EVENING) COMMUNIQUE

The following Official Communique was issued this evening from French Headquarters:

A QUIET DAY ON THE WHOLE.

A DIVER HAS FOUND AT CONSIDERABLE DEPTH, AND IDENTIFIED, THE WRECK OF A GERMAN SUBMARINE WHICH HAD BEEN ATTACKED BY ONE OF OUR SLOOPS A FEW WEEKS AGO, AND THE DESTRUCTION OF WHICH THEN APPEARED TO BE UNCERTAIN AND WAS NOT OFFICIALLY ANNOUNCED BY THE FRENCH ADMIRALTY.

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AIR MINISTRY BULLETIN 568

SQUADRON MAKES FOUR RAIDS IN SIX DAYS

(NOT TO BE QUOTED AS AN AIR
MINISTRY ANNOUNCEMENT).

The Commanding Officer of one of the Royal Air Force Bomber Squadrons which have been in operation against the Germans over Norway, gives below an account of recent experiences:

"The Squadron made four raids in six days, including one on Bergen when, as already announced by Mr. Churchill, an enemy cruiser was successfully attacked.

"We had received a report that there were two German cruisers in the fjord. We found one cruiser alongside the shore but did not attack her for fear of injuring the Norwegians. The other ship seemed to be making towards the shore as quickly as it could, but it did not get there in time.

"The aircraft, flying low for greater precision in bombing, got a very hot reception from anti-aircraft guns. The leader of the formation got in a direct hit from the stern of the cruiser. Other bombs fell very close. Another bomber squadron, we believe, hit the same ship that evening.

"We did not get away unscathed. One aircraft was hit by pom-poms and a shell took a nasty chunk out of its starboard wing. Still, he got home without mishap.

"The following evening we called in on Stavanger Aerodrome. We had split up into sections of three. Each section seemed to be trying to race the other to the target. We were simply streaking across the water.

"The Germans put up a terrific barrage against the target, but our chaps simply went straight in. We flew across that aerodrome just below one thousand feet and at about 200 miles per hour, with our front and rear gunners letting loose their full fire, the bombs exploding in our wake. With different coloured tracer bullets coming up and our own tracer bullets going down it was like a gigantic firework display.

"Unfortunately we lost one machine. Two others were badly damaged but got home. The pilot of one of the aircraft was wounded in the left side and the left shoulder and his second pilot got a splinter wound in the head. The tail gunner too was hit. The second pilot wanted to relieve the more seriously injured captain of the aircraft, but they dare not risk changing places, because the gear which enables the aircraft to fly itself for a short period had been put out of action. They made the three-hour flight in the dark through very bad weather.

"The navigator of the other aircraft was shot in the chest. The second pilot gave him morphia, took over the charts and maps, and navigated the aircraft home.

"Two days later we made another attack on Stavanger. We had to wake the pilots and the crews in the middle of the night and they took off while it was still dark. Over the North Sea the pilots of the following aircraft kept formation by watching the exhaust flames from the leader.

"The Germans opened fire as soon as the aircraft got into action. The pilots dived to about 400 or 500 feet. Their front guns raked the enemy aircraft on the ground and the bombs, aimed at the runway, the aircraft and the hangar, began to fall. In addition to attacking the aerodrome we shot up their seaplane base there on both the Stavanger raids."

18/4/40. - No. 38.

OFFICIAL ADMIRALTY COMMUNIQUE.

During the course of the last two days highly successful operations have been carried out by aircraft of the Fleet Air Arm.

On Tuesday, April 16th, enemy shipping was attacked off Bergen and one transport was sunk. In addition a submarine on the surface was attacked and one hit was obtained.

On Wednesday, April 17th, our aircraft repeatedly engaged enemy aircraft endeavouring to attack H.M. Ships on their return from the bombardment of Stavanger aerodrome. One Heinkel and one Dornier flying boat were shot down, while two more Heinkels and another Dornier were damaged. All our aircraft returned safely.

It is further notified that the cruiser announced yesterday as damaged by air attack after the bombardment of the aerodrome has now reached her base.

THE FOLLOWING NOTES OF A SPEECH BY SIR EDWARD GRIGG, FINANCIAL SECRETARY TO THE WAR OFFICE, AT MAIDSTONE TONIGHT (18/4/40) IS PLACED AT THE DISPOSAL OF THE PRESS BY THE PRESS BUREAU.

I was speaking some few days ago at a public meeting in the North of England and was interrupted at one point in my remarks by a small party of ladies at the back of the theatre who rose and chanted the refrain "We want peace and plenty". They had piping voices and they seemed to be very young. I gathered afterwards that they were sent there by the Peace Pledge Union. It was apparently their simple idea that peace and plenty were to be secured in the world today by declaring in dulcet tones that we just wanted them.

I do not suppose that there is a sane man or woman in any part of the world who does not realise the devotion of this country to peace. Who can say that we did not exhaust every possible resource of conciliation before we took to arms? Who can deny that we went to the utmost limit of forbearance, patience and toleration in striving to avert the terrible arbitrament of war? There were people all over the world who thought and said that Britain had lost her power of action and would suffer any humiliation rather than face a military struggle. Some of those indeed who now agitate for a dishonourable peace were those who cried most loudly for warlike action when we were seeking to avoid it.

But now if one thing is now certain it is this, that we shall never have peace unless it be the peace of serfs who cringe to foreign masters, without defeating the German challenge to our security. And as for plenty, we shall have only such a pittance of our former prosperity as our conquerors will vouchsafe to us, unless we defeat in arms the ruthless barbarians who have brought the present horrors upon European civilisation. There is only one argument that counts today, and that is the argument of force. The meeting which I have described to you when the ladies rose and chanted their little slogan took place on the evening of April 7th. At dawn on April 9th Germany invaded Denmark and Norway, peaceful and harmless little nations who had but small defences, who wished no ill to anyone and who in their devotion to peace and plenty had neglected to secure themselves against the perfidy of a treacherous neighbour.

Denmark, alas, cannot resist; Norway - all honour to her - is doing her utmost to resist despite the loss of arms, equipment and valuable territory of which treason has deprived her. Whose turn will it be next? A new blow may fall anywhere or everywhere, and there will be no hope of peace or plenty with freedom unless we can recover those things for ourselves by the valour and skill of our splendid armed defenders. That they will do, and it is the duty of every man and woman in this country to help them. In these days whole nations are involved in war and we have to show that we are equal in our power of labour and in our strength of spirit to the Navy, Army and Air Force which are fighting our battles for us. Then our sailors, soldiers and airmen with the united strength of the British Empire behind them and by their side the splendid forces of France and the invincible spirit of the French nation will carry us to victory sooner perhaps than seems at present possible.

I am here to-night to tell you what I can of this momentous struggle.

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We are pledged to help the Norwegian people to maintain their freedom and drive out the invader. We will honour that pledge to the utmost. Our forces by sea, land and air with those of France in close co-operation are already engaged in honouring it, and there will be no hesitation or delay in the steps which we take with our Norwegian allies to master the common enemy.

Let me give you a picture of what has happened and is happening in and about Norway today.

You have all heard how Oslo, the capital, and the main defences of Norway in the South were seized, not by any gallant feat of arms, but by black internal perfidy. Faked orders were sent to the Commanders of troops and batteries, and the only resistance made to the German ships and transports which entered the Oslo fjord was made by accident. So effective was that small effort that it is easy to realise how much the people of Norway lost by the treachery which permeated their system in time of peace.

That has been a salutary warning to other peaceful neutrals and we are glad to know that all are taking steps to protect themselves against a similar experience. There is no scruple or limit to the treachery which Germany will use against her neighbours and there should be no scruple in strangling her machinations by every possible counter measure.

The effect on Norway has been serious. In the first confusion and bewilderment her Army lost strong points, supplies and equipment in the South of the country which it could ill afford to lose. But despite that grave initial blow, her military command is making a gallant resistance to German pressure north of Oslo, and her men are gathering from their hamlets to the Colours. The Allies have already landed forces at several points to assist them, and these will be increased with all possible rapidity.

You must not, however, expect decisive results at the pace at which things move in the cinema. War is not like that. Results are not secured without careful planning and organisation. Norway, fortunately for its defenders, is extremely broken and hard to traverse, and the northern part of it is still deep in snow. Action is therefore bound at first to take the form of guerilla warfare, and news will perforce come slowly. But we have no reason to be dissatisfied with the way in which events have turned since April 9th, and we have every confidence that we shall prove before long to be decisive gainers by Germany's perfidious Norwegian adventure.

Our gains by sea are indeed already considerable. Let me describe them to you.

M. Reynaud, the French Prime Minister, whose vigour and determination have made a deep impression in this country declared in the French Senate two days ago that the Allies had inflicted substantial and irreparable mutilation upon the German Navy. Their Fleet, he said, had lost a third of its ships of the line, a fifth of its cruisers and a quarter of its destroyers. So far so good - but the tale is not yet complete. Let me also tell you something of Germany's probable losses in transports and merchant shipping. The figures I give you cover a short period of ten days only, from April the 8th to April the 18th.

For obvious reasons it is not possible to state precisely the number of German merchant ships which have been sunk or captured since the opening of the German campaign in Norway. Submarines, for instance, can rarely report immediately or in detail. But definite information is nevertheless available.

In the first place individual submarines have between them reported the sinking of six German merchant ships and, in addition, six or eight hits with torpedoes. We have these bold facts, no details have been given, but it is clear that submarines have sunk or damaged something like twelve German merchantmen in that short period. Apart from those reports by submarine, nine further ships have definitely been sunk with a total tonnage of 35,679 tons, three other ships of a total tonnage of 27,273 tons have been reported sunk (probable but not certain) and four ships have been taken in prize of a total tonnage of 9,498 tons. So there you have another thirteen ships and possibly more, to add to the German losses.

The total is remarkable. It seems pretty certain that 72,450 tons of merchant shipping have been lost by the Germans in the last ten days, excluding a dozen ships reported sunk or damaged by our submarines. It would seem, therefore, that 100,000 tons at least of German merchant shipping has been destroyed since the Germans began their Norwegian adventure.

At the beginning of the war German merchant shipping was estimated at a total of just under $4\frac{1}{2}$ million tons. Losses up to March 15th were estimated at 326,000 tons. During the ten days of the Norwegian campaign, taking the conservative estimate of 100,000 tons, she has lost as much as a third of her total losses of the first seven months of the war and her losses must now be well over 400,000 tons. It is estimated that nearly 2 million tons of German shipping are in distraint in neutral ports. You will realise, therefore, that the margin available to her for overseas campaigns is not considerable, and we shall continue to reduce it.

So far then as Naval forces and shipping strength are concerned Germany will have a wretched reckoning to face when the cost of this Norwegian adventure comes home to her.

Yet that is by no means all. You know how important the supply of Swedish iron ore has been to Germany. Most of it has been imported from the Swedish port of Narvik. Now we know that not another ton of iron ore will pass from Narvik to the German foundries. There is yet another gain greater still. During the past seven months of war, Germany has steadily used

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the territorial waters of Norway from the far north to the entrance to the Baltic for moving Naval units and submarines under cover and for sheltering merchant vessels carrying supplies to German factories. In these territorial waters they have had, so to speak, a covered corridor 800 or 900 miles in length in which they were immune from our air and sea forces. That immense advantage to them and disadvantage to us is lost for the use of this corridor has now been denied them and they will never be able to recover it. Those are great reinforcements to the blockade and they, together with Germany's heavy losses in ships and transports tilt the balance of sea power still more decidedly in our favour.

That then, from the Naval point of view, is one great result of the Norwegian campaign redounding entirely to our benefit.

Consider next the air situation.

The Germans undoubtedly hoped to secure complete control of Norway without a struggle. That would have given them advanced posts for their Air Force as well as for their Navy. It would have brought them within much closer bombing distance of the sea bases from which we block the exits from the North Sea and control sea borne trade in all that area.

There again the Germans have failed completely. They have, it is true, occupied the only large and well equipped aerodrome upon the west coast of Norway, the aerodrome of Stavanger. But the Navy and the Air Force have attended to that and it is unlikely to be of much service to them.

The future in this respect depends upon the success of our action by land in Norway but we do not intend to allow Germany any of that advantage of air attack which she hoped to gain from her invasion. It may indeed well be that the tables will be turned and that we will gain the advantage at which she was aiming.

The Norwegian theatre may indeed prove critical in the conduct of this war. But do not imagine for a moment that German action is likely to be confined to that theatre. It may spread southwards into the Balkans, it may drive westwards across Holland and Belgium, it may strike against some part of the Maginot Line. If Germany does not make a great effort in the next two or three months, it will be a clear sign that she is afraid of making it. I, for my part, believe that a very much wider struggle will be engaged in the near future. When it comes this country may well be involved in it since, wherever the blow falls, Germany cannot afford to leave our Air Force free for any action against her. We must, therefore, be ready for everything. I know you are. The spirit of this people is undaunted. We are slow starters and we usually have to be given a sock in the eye and a punch in the jaw before we really warm up to fighting. But when that moment arrives, we shall fight as we have always fought until we have gained the victory

Wherever the blow falls our Commanders are prepared for it. Do not imagine that the action which we are taking in Norway is reducing our capacity to resist in other theatres. We are confident of our power to deal with any offensive that may be launched in the West or elsewhere. We are equally confident of our hold upon the Mediterranean.

I said earlier in my speech that only force counts now. Let no one suppose, however, that I would under-rate the crucial importance of moral considerations in this titanic struggle for the soul of civilization. Armed force can be dealt with only by armed force - there is no other way except surrender. But I have no doubt that when our strength in arms is fully demonstrated, the belief in the hearts and minds of all decent human beings that we are right and Germany is wrong will turn the balance more and more decisively against Germany's bid for European domination.

One thing is already certain - that the ruthless perfidy by which Germany sprung the fetters upon Denmark and sought to spring them upon Norway has sent a thrill of startled horror throughout all free nations. Denmark was not only weak and small and harmless - she was innocent and confiding, and she had signed a treaty of non-aggression with Germany of which the following is the most important clause:-

The Kingdom of Denmark and the German Reich will in no circumstances go to war or employ any kind of force against each other. Germany put her signature to that treaty and that clause on May 31st, 1939, less than a year ago; and at that very time she must have been organizing her underground plans for putting Denmark in chains, robbing her of her supplies, and subjecting her whole population by force - the very instrument she had in terms renounced - to helpless slavery.

Germany is now steeped in crime. She bears the mark of the felon branded upon her. And make no doubt that the outraged moral standards of the civilised world will hasten the retribution that is waiting for her.

There is upon the German shield yet another stain of black dishonour - to wit, the destruction of family ties and family loyalty. Here and in France family life has always been respected and upheld as the basis of the social structure. In Germany, not so. Children are taught to betray their families and to honour their Nazi tutors more than their fathers and their mothers. It is revolting to think of, but it is true. We may, no doubt, remain indifferent to what is done in Germany, but remember that this same horror will be gradually imposed wherever German force is dominant. Little indeed can remain of human decency, to say nothing of Christian standards, where the code of the crooked cross is clamped upon humanity.

18. 4. 40

NO. 40

(WAR OFFICE COMMUNIQUE)

The following communique is issued by the War Office:

Landing of British troops in Norway continues.

Contact has been made with Norwegian forces,
and operations are proceeding.

Military Affairs.

18/4/40. - No. 41.

CORRECTION.

The British Broadcasting Corporation requests the following correction in advance script of tonight's "War Commentary" by Sir James Somerville.

On Page 4, third paragraph from end, substitute "Wednesday April 10th", for "Tuesday April 9th".

18/4/40. - No. 42.

Not to be published in any country before the morning (British Summer Time) of Friday, 19th April

Not to be broadcast and not to be telegraphed to any country outside the British Empire before 7 a.m. (British Summer Time) 19th April.

GOVERNOR OF MALTA.

It is announced from the Colonial Office that it has been necessary to make special arrangements for administering the Government of Malta, in view of the illness of the Governor, General Sir Charles Bonham-Carter, K.C.B., C.M.G., D.S.O. Major-General W.G.S. Dobbie, C.B., C.M.G., D.S.O., has been appointed to the command of the Troops in Malta with the acting rank of Lieutenant-General. General Dobbie is expected to arrive in the island at an early date, and on his arrival he will assume the office of Acting Governor.

DOMINION AND COLONIAL AFFAIRS

NOT TO BE PUBLISHED IN ANY COUNTRY BEFORE THE
MORNING NEWSPAPERS OF SATURDAY, 20TH APRIL,
1940 OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

AIR MINISTRY CASUALTY COMMUNIQUE NO. 26.

ROYAL AIR FORCE.

The Air Ministry regrets to announce the following casualties on various dates:-

KILLED IN ACTION.

BROOKE-TAYLOR	41251	Pilot Officer K.
Mc.NICOL	583207	Sergeant A.
ROBERTS	40319	Pilot Officer W.

PREVIOUSLY REPORTED "MISSING" NOW PRESUMED
"KILLED IN ACTION".

ALLSOP	39452	Acting Flight Lieutenant J.W.
BATESON	533911	Aircraftman 1st Class J.
BELL	550003	Aircraftman 1st Class J.R.
ELLISON	526415	Leading Aircraftman F.
SALMON	40321	Pilot Officer A.G.
STRACHAN	39580	Flying Officer D.A.

WOUNDED OR INJURED IN ACTION.

BROTCHIE	39708	Flying Officer G.F.
HODGSON	520046	Corporal E.
POWELL	508952	Flight Sergeant G.A.
SWORD-DANIELS	77127	Pilot Officer A.T.

MISSING BELIEVED KILLED IN ACTION.

ABLETT	626935	Aircraftman 2nd Class H.G.
ARMSTRONG	543847	Leading Aircraftman D.
BARBER	36223	Pilot Officer F.E.
BEDFORD	550969	Leading Aircraftman M.F.
BESTICK	580598	Sergeant F.F.
BRATTON	580637	Sergeant H.
BRUNDISH	77036	Pilot Officer G.W.
BULL	76004	Pilot Officer P.E.
CHAMBERS	740907	Sergeant D.W.A.
CHESTER-MASTER	76006	Pilot Officer J.P.
FLYNN	628401	Aircraftman 2nd Class G.
GAYFORD	40295	Pilot Officer R.A.
JUBY	514904	Sergeant G.W.J.
KERSHAW	611349	Leading Aircraftman S.
MACDONALD	580877	Sergeant W.L.
MAYBURY	33325	Flying Officer D.C.
MOORE	522730	Sergeant R.J.
MOSS	629737	Aircraftman 1st Class J.
MURPHY	580735	Sergeant M.F.
NICOL	740335	Sergeant W.F.
NOLAN	37114	Acting Squadron Leader M.

PEARCE	580805	Sergeant A.S.
PEEL	629076	Aircraftman 2nd Class R.C.
RANKIN	36180	Pilot Officer D.A.
SHARPE	541437	Aircraftman 1st Class D.W.
WARDLAW	40157	Pilot Officer D.H.
WESTCOTT	545537	Leading Aircraftman L.A.
WICKENKAMP	41088	Pilot Officer E.A.
WILD	580291	Sergeant G.M.

MISSING.

ALLAN	562405	Sergeant A.G.R.
BARTER	751471	Sergeant J.A.L.
BATCHELOR	563051	Sergeant F.W.
BOWLER	39431	Flying Officer L.G.
BULL	40599	Pilot Officer J.B.
CARPENTER	745604	Sergeant J.C.
CHALMERS	619757	Aircraftman 1st Class P.W.S.
COALTER	616989	Leading Aircraftman R.
COSGROVE	39456	Acting Flight Lieutenant R.J.
DORAN	535553	Acting Corporal J.
EVERATT	580714	Acting Sergeant G.W.
EVESON	635904	Aircraftman 2nd Class G.
FAWCETT	623895	Acting Corporal G.
GEORGE	619031	Aircraftman 1st Class O.F.
GILLOTT	623761	Aircraftman 2nd Class H.
HAIRE	567057	Corporal O.
HAWES	565704	Sergeant R.
HEBELER	40390	Pilot Officer C.R.
IBBOTSON	580861	Sergeant J.R.
KITE	40231	Acting Flight Lieutenant P.W.H.
LEMAISTRE	41033	Pilot Officer A.F.
MAILE	543456	Aircraftman 1st Class G.H.
Mc.LAREN	39019	Flying Officer A.H., D.F.C.
MILLAR	569861	Aircraftman 1st Class R.L.
MILNE	610765	Leading Aircraftman J.A.
MORRISON	522580	Leading Aircraftman F.A.
NEVINSON	580494	Sergeant W.S.
NORMAN	70871	Pilot Officer G.L.
PARKER	580804	Sergeant W.C.
PILCHER	40848	Pilot Officer A.D.
PORTER	39619	Flying Officer J.D.V.
SADDINGTON	37945	Flying Officer G.E.
TOOTLE	625665	Aircraftman 2nd Class F.
UPHAM	562805	Leading Aircraftman D.W.B.
WAKELING	740420	Sergeant L.C.
WELLER	562377	Sergeant H.J.
WILSON	522495	Corporal M.
YORKE	36185	Pilot Officer G.J.D.

KILLED ON ACTIVE SERVICE.

AINSWORTH	42177	Pilot Officer K.R.B.
BRANTON	564122	Sergeant J.R.
COSTELLO	546959	Leading Aircraftman M.H.
DAVIES	40994	Pilot Officer J.M.
DAVIES	540572	Leading Aircraftman P.K.
EDGAR	41270	Pilot Officer A.M.
JONES	531577	Corporal A.E.
JORDAN	539923	Leading Aircraftman R.W.E.
LEWIS	563644	Sergeant J.A.
MARTIN	528493	Leading Aircraftman A.R.
Mc. SHERRY	39640	Flying Officer L.A.
PETTIT	580495	Sergeant H.E.
THOMSON	70878	Pilot Officer G.I.

WOUNDED OR INJURED ON ACTIVE SERVICE.

CHIVERRELL	907289	Aircraftman 2nd Class A.R.H.
CREASEY	515958	Sergeant L.W.
de LESTANG	40608	Pilot Officer R.M.C.N.
GRIFFITH	581176	Sergeant J.B.
HALE	42219	Pilot Officer E.R.

DIED ON ACTIVE SERVICE.

BRETT	18132	Acting Flight Lieutenant W.J.
CRANE	72170	Flying Officer D.A.
GEDDES	548203	Aircraftman 1st Class R.I.
GREEN	581449	Acting Sergeant L.A.
HOTTEN	570199	Aircraftman 2nd Class T.J.
Mc. ARTHUR	1009	Flight Sergeant J.
TAYLOR	645484	Aircraftman 2nd Class H.J.
TOWSE	612430	Leading Aircraftman E.A.

PREVIOUSLY REPORTED "MISSING" NOW REPORTED "SAFE".

BOXALL	37903	Flying Officer C.H.
MARTIN	536352	Leading Aircraftman W.W.
PODGER	580525	Sergeant L.

PREVIOUSLY REPORTED "KILLED ON ACTIVE SERVICE" NOW REPORTED "KILLED IN ACTION".

DODGSON	41525	Pilot Officer H.
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The following casualties were omitted from earlier Communiques.

WOUNDED OR INJURED IN ACTION.

BATES	616288	Aircraftman 2nd Class A.
CHARLES	552137	Aircraftman 2nd Class R.K.
GIMSON	541685	Aircraftman 1st Class E.W.
POULTON	36148	Pilot Officer M.A.
HYDE-PARKER	37971	Acting Flight Lieutenant A.E.
JONES	523574	Leading Aircraftman E.

WOUNDED OR INJURED ON ACTIVE SERVICE.

BERRINGTON-PICKETT	42388	Acting Pilot Officer N.E.
BUTTERICK	741431	Sergeant A.F.
DAVIS	581702	Flight Cadet C.T.
DIER	40090	Pilot Officer A.C.
DOUGAN	537399	Aircraftman 1st Class R.P.A.
EVANS	523522	Sergeant E.
HEDLEY	528077	Aircraftman 1st Class E.W.P.
HUNTER	90474	Pilot Officer G.C.
MILSON	28195	Flying Officer D.E.
O'DONAVAN	904142	Sergeant M.
ROCKNEAN	520821	Leading Aircraftman H.
WALDERS	41758	Pilot Officer N.W.
WILCOCK	70882	Pilot Officer C.P.L.

Press and Publicity Branch,
Air Ministry,
King Charles Street,
Whitehall, S.W.1.

20th April, 1940.