

1/6/41 - No. 1.

BRITISH OFFICIAL WAR COMMUNIQUE.

The following official communique was issued by British G.H.Q., Cairo, yesterday:-

LIBYA

Nothing of importance to report.

ABYSSINIA

In the LAKES our preparations to round-up scattered elements of the enemy recently defeated in battle are progressing. Further north Patriot forces, which are daily growing in strength, are actively harassing remaining Italian detachments.

IRAQ

Our forces have now reached a general area about ten miles west of Baghdad, where they are in contact with rebel troops.

CRETE

Yesterday bombing was again continued on an extensive scale. Otherwise no change in the situation.

MINISTRY OF INFORMATION (MILITARY AFFAIRS)

1.6.41 - No. 3.

Air Ministry No. 4033.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

There was some enemy activity over this country last night but it was not heavy.

Bombs were dropped on Merseyside, at points in North Wales, and in the South and West of England. At Merseyside some damage was done and there was a number of casualties, including some people killed.

Elsewhere little damage was done and the number of casualties is very small.

Three enemy aircraft were destroyed during the night.

+++++

1/6/41 - No. 5.

MR. OLIVER LYTTLETON'S BROADCAST

The following is the text of the broadcast speech by the Rt. Hon. Oliver Lyttelton, M.P., President of the Board of Trade in the Home Service B.B.C. News at 9 a.m. this morning on the Rationing of Clothes:-

I want to talk to you this morning about clothes and boots and shoes. I have today made an Order which starts rationing these things and you will see the details in this morning's newspapers.

Coupons will now have to be given up when buying clothing in just the same way as when buying food. Everyone will have 66 clothing coupons to last them for twelve months, and the first twenty-six coupons are in your present ration book. But I want to emphasize that you can buy what you like and where you like, with these coupons. The coupons are concerned only with the various kinds of clothing and boots and shoes, and have nothing to do with the price of the article bought. A woman can spend 5/- or £5 on a cotton dress, but she will have to surrender the same number, 7 coupons of her 66, in either case.

I will not go very far into details; as I have said, you will see them all in the papers this morning and tomorrow. There are one or two points of particular interest that I want to tell you about now. We all know that children grow out of their clothes, therefore they will be given more for their coupons than grown-up people. Protective clothing, like workmen's boiler suits, is not rationed. There are various other classes of clothing and haberdashery which are also exempted. A list of these is in the newspapers, and a list giving the number of coupons needed for each article that requires them. Cloth and knitting wool for making clothes come into the scheme and you will have to use coupons to buy them.

If you are so unlucky as to have your clothes destroyed in an air raid, special arrangements have been made to enable you, through the Assistance Board or the Collector of Customs and Excise, to obtain sufficient coupons to set you up again with a stock of clothing. After you have got that stock, you will then be on the same footing as everyone else.

This new clothing rationing plan is designed so that everyone may have their fair share; it is not a scheme for reducing the already reduced amount of clothing and boots and shoes which is being manufactured for the civilian population.

Our supplies of raw materials, the bulk of which have to be brought through the danger zone by our Merchant Navy, have got to be used in such a way that the munitions factories get all they need; that is to say, we must try to put into the hands of our sailors, soldiers and airmen all the weapons which will enable them to beat the enemy, and at the lowest possible cost in human lives.

But the problem is not only raw materials - there is also the problem of the factories and plants which we have to turn over from making the necessities of peace to making the necessities of war. I know that everyone in these islands is prepared to undergo inconvenience and hardship if they are convinced of two things; that it is necessary, and that it is fair. I want to assure you that the rationing of clothing is both.

We have studied at the Board of Trade the amount of clothing and the number of boots and shoes bought, on the average, by everyone in the population. The new rationing plan means that those who are better off will be able to buy much less than they have been accustomed to buy. On the other hand, it means that the poorest will be able to buy, during the war, just as much, if not a little more, than they bought in peace-time. This is only right, because those who have money usually have a stock of clothes, whilst those with little money are accustomed to buy things only as they really need them. But I want to repeat that there is nothing in this plan which reduces the amount of clothing and boots and shoes which is now being manufactured. This amount is greatly reduced from what it was before the war, but the full effects of this have not yet been felt because to some extent we have been living on our stocks. Therefore it is at this time, when stocks have grown less, that we are putting this plan into operation.

/If

If you are in doubt about any part of the scheme, go to the Citizens' Advice Bureau, the Women's Institutes or the Women's Voluntary Services, and if you are a trader and in doubt, go to the local Chamber of Trade or Chamber of Commerce. The Board of Trade is sending experts to explain any details to these organizations. Do not immediately write to the Board of Trade; remember that the Board of Trade has, in these matters, 46 million customers.

I want to put one or two other things before you. I know all the women will look smart, but we men may look shabby. If we do, we mustn't be ashamed. Even in ordinary life there are many things which men have about them which they prefer to see old rather than new. If I ever go to a wedding I put on my best clothes, but the moment I have left the church I look round for the quickest way for getting back into my old clothes. In war the term "battle-stained" is an honourable one. People admire the soldier whose uniform bears the marks of battle, or the fireman who is begrimed with his night's work. We must learn, as civilians, that it is also honourable to be seen in clothes which are not so smart, because we are bearing, as civilians, yet another share in the war if we too are battle-stained. When you feel tired of your old clothes, remember that by making them do you are contributing some part of an aeroplane or a gun or a tank, or perhaps even more simply, an overcoat to one of our fighting men.

Lastly, I would ask you to study the scheme as carefully as you can. Remember that your 66 coupons have got to last you for a whole twelve months, and that you must provide particularly against the winter. I suggest that you do not rush into the shops now to use your coupons and then find yourself short when the weather gets cold.

Work out how you will use your coupons before you go shopping. The ration enables you to make your own plan for your own needs in your own way.

All I have said so far has dealt with those who buy, but I must just say something to those who sell. The wholesaler will be able to sell one-sixth of his next six months' quota under the Limitation of Supplies. Orders to the retailers during the next three weeks, but no wholesaler may supply goods equivalent to more than 10,000 coupons to any single retailer. The reason for this is that on the whole the big retailers are much better stocked than the small. We want to secure a wider distribution of stocks throughout the shops of the country. This might not happen if the traders have to look after themselves during this first three weeks.

Before I stop let me repeat: This plan is necessary; it helps the fighting man; and it is fair to everyone.

If it means going without new clothes to beat the enemy - then who among us will not willingly deny themselves those new clothes? Our sacrifice is little enough when others risk their lives for us; we shall be glad to make these sacrifices if they save us the life of a single man; and they will save the lives of many.

BOARD OF TRADE.

Air Ministry News ServiceAir Ministry Bulletin No.4030

Not for publication, broadcast or
use on Club Tapes before 00.30 Double
B.S.T. on Monday, June 2nd, 1941.

DAMAGE AT HAMBURG AND MANNHEIM.

The German people are having the war brought home to them in Hamburg, Kiel and Wilhelmshaven there is no concealing the latest damage and from these centres of devastation rumours run their course throughout Germany. In particular, reports of the terrible effect of the latest British bomb are spreading everywhere; and the authorities are doing their best to counteract these reports by publishing elaborate comparisons of damage done to London and Berlin. Such measures are ineffective against the demonstrable fact.

In Hamburg, for example, one of these new bombs fell into the Steinwerder industrial area. Industrial buildings covering a space of 20,000 square yards were completely demolished. Over a space of 75,000 square yards there was severe damage from blast and at two points more than 1,100 feet apart the effects of blast were very obvious. Reports from within Germany describe Hamburg as a "tragic picture", and it is said that there is scarcely any district in this great city, the second largest in Germany, which has not suffered.

It has not yet been possible to get anything like a complete picture of all the damage done to Hamburg by the enormous weight of high explosive bombs and incendiaries dropped there in May, but photographic reconnaissance has already shown thirty-six very large industrial buildings completely demolished or very seriously damaged, and many others less seriously. In one of the principal firms producing copper, the Zinnwerke Wilhelmsburg, a large building of three or four bays is completely destroyed and others have been damaged by fire. Further damage has been done to shipbuilding yards and to oil refineries, oil tanks, and the town gasworks. A barracks building has been gutted, a large merchant ship has been hit, many barges have been beached and others are waterlogged. There has been a bad fire in the main building of a factory which makes pistons for aero engines. Among houses near important industrial objectives there has inevitably been widespread destruction.

In Mannheim it has been equally impossible to conceal the damage. Though after the attack on the night of May 5 the great chemical works in the industrial suburb of Ludwigshaven were cordoned off by the army, ambulances were seen to leave the works throughout the day. The docks at Mannheim were another focus of attack and there is no doubt that the damage in this area is substantial.

Sixteen bays of warehousing on both banks of the Verbindungs canal were entirely gutted and this area of complete devastation alone covers four-and-a-half acres. Several buildings on the fringe of this area show damage. On the central goods station quay a large warehouse and three adjoining sheds are gutted. At the south-east corner of the Neckarstadt an area of 26000 square yards has been badly damaged. Nearly 30,000 square feet of a huge three-bay building is demolished, and many other factories and warehouses among the docks are down or badly damaged. It is reported that twelve cargo boats were destroyed in these attacks. Elsewhere in the town, warehouses beside the Rhine were completely burnt out and one of them was still seen to be smouldering when reconnaissance was made several days after the last attack on the town.

The east span of the new two-span Autobahn bridge across the river has been demolished and has fallen into the river, where it obstructs the traffic. Railways and goods yards have been severely damaged. Many factories and industrial buildings on both sides of the Rhine are affected in varying degree and there is widespread damage to house property near industrial objectives.

NOTE: Picture of the shattered bridge at Mannheim may be obtained from the Photographic News Agencies.

1/6/41. No. 11.

MIDDLE EAST WAR COMMUNIQUE.

The following communique was issued from British G.H.Q., Cairo today:-

LIBYA AND ABYSSINIA. Nothing of importance to report.

IRAQ. Following our acceptance of an armistice, which was asked for by the committee set up to administer Baghdad after the flight of Rashid Ali and his gang, the situation in the city remains quiet.

MINISTRY OF INFORMATION (Military Affairs)

NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB
TAPES BEFORE 0030 D.B.S.T. ON MONDAY, JUNE 2, 1941.

The Ministry of Home Security announces that as from June 1 whole time members of the Civil Defence Services holding certain intermediate ranks will receive higher rates of pay than the basic rate of the rank and file, which is £3.10.0d. a week for men and £2.7.0d. a week for women.

Local authorities will not be able to appoint unlimited numbers of higher ranks. The establishment they propose must be approved by their Regional Commissioner.

The rates will generally be an extra 2s.6d. for the first higher rank above the rank and file - say the Leader of a First Aid Party or Senior Warden - and a further 2s.6d. for such ranks as Post or Head Warden, or Ambulance Service Section Leader in charge of four or more ambulances. Such ranks as First Aid Party Supervisor receive a further 2s.6d. or 5/-d. according to the number of parties under his control, as do Section Leaders in the Ambulance Service.

Rescue Party Supervisors lay Superintendents of First Aid Posts and women Message Room Supervisors in Report and Control Centres also receive higher rates for their ranks.

Where the higher ranks are held by women they also receive a comparable increase over their rank and file pay.

MINISTRY OF HOME SECURITY.

1/6/41 - No. 13.

WITHDRAWAL FROM CRETE

The War Office announces:-

After twelve days of what has undoubtedly been the fiercest fighting in this war it was decided to withdraw our forces from CRETE. Although the losses we inflicted on the enemy's troops and aircraft have been enormous it became clear that our naval and military forces could not be expected to operate indefinitely in and near CRETE without more air support than could be provided from our bases in Africa. Some 15,000 of our troops have been withdrawn to Egypt, but it must be admitted that our losses have been severe.

MINISTRY OF INFORMATION (MILITARY AFFAIRS)

1/6/41 - No. 14

MAJOR GLUBB.

The War Office announces that the recent German allegations of the death of Major Glubb are incorrect. Major Glubb is still alive.

MINISTRY OF INFORMATION (MILITARY AFFAIRS.)

Text of Sunday Postscript "The First Lord
Speaks to the Fleet" by The Rt. Hon. A.V.
Alexander, First Lord of the Admiralty.

1.6.41 - No. 15

Broadcast in the Home and Forces Programme
Sunday 1st June, 1941. 9-15-930 p.m.
(recording).

I believe this is the first occasion upon which a First Lord of the Admiralty has broadcast to the Navy.

Yesterday and today are anniversaries of two great British naval victories, and that is why I felt I should like to talk to the Navy today, in the midst of the fierce struggle in which we are engaged in the defence of our homes and liberty. On 31st May, 1916, the Grand Fleet, under Admiral Jellicoe, supported by the Battle Cruiser Fleet under Admiral Beatty, met and defeated the German High Seas Fleet. It was an action of which the results were disappointing, only because the enemy would not fight it out. Naturally the Germans claimed the victory just as they claimed last year to have sunk the ARK ROYAL, which, however, appeared to be very lively last Monday! But they have yet to explain why, after Jutland, the German Navy retired to its harbours, leaving our Grand Fleet in possession of the seas, and never again emerged to seek a fleet action. The next time the whole German High Seas Fleet put to sea, it did so in order to steam to Rosyth to haul down its colours and surrender.

The battle of the Glorious First of June is of particular interest at this moment when we are fighting the Battle of the Atlantic. It arose because the French had to send out their fleet from Brest, to protect a convoy of food ships arriving from America. The fighting which ended in the action of the First of June began on 28th May, when the Channel Fleet, under Lord Howe, engaged the French. On the 29th he disabled 3 French ships, and on the 1st June, with 25 sail to 26 French he fought a decisive battle, capturing 6 French ships and sinking another. As the American historian Mahan observes, it was "a great naval disaster" for the French. Since last Tuesday the battlefield of the Glorious First of June has acquired a fresh significance. On 1st June 1797, Admiral Howe sank the French line of battleship VENGUEUR 400 miles west of Ushant. On 27th May 1941, in the same waters British naval forces operating under Admiral Tovey, sank the BISMARCK, thus taking vengeance for the loss of the HOOD. Let me here pay tribute to the officers and men of that gallant ship, with whom many of you must have been shipmates, and express also, my deep sympathy with their relations. During this war the HOOD showed herself ready to answer every call. In her last action, Admiral Holland and Captain Kerr performed a great feat of tactical navigation in locating the BISMARCK. The fortune of war decided that the HOOD should be lost to us in one fierce explosion. We grieve for the loss of a gallant ship's company, but it is the fact that the contact the HOOD established with the enemy was taken over by other ships and led in the end to the sinking of the BISMARCK. The last duty the HOOD carried out was not in vain, for there can be no doubt that the victory last Tuesday frustrated important enemy designs, and on balance improved our ratio of capital ship strength.

In this war the Royal Navy has already won victories which will rank in history with Jutland and the Glorious First of June. They have not been large fleet actions, and, indeed, actions of such size may never be fought this time. But in quality, the fight of the cruisers EXETER, ACHILLES and AJAX against the battleship GRAF SPEE, the daring action of our naval aircraft at TARANTO, the battle of Cape Matapan, the destroyer actions in Norwegian waters, the evacuations from Dunkirk and from Greece, the bombardments of Genoa, Cherbourg and of numerous enemy positions in North and East Africa, shine as brightly as any in our naval annals. Off the Island of Crete for the last fortnight the Navy has been fighting one of the sternest battles in its history against continuous powerful attacks from the air, with the one thought that we could not let the army down.

Never have enterprise, seamanship and courage risen to greater heights. These great episodes, however, do not tell the full story of the Navy's work. They flash into the news and on to the screen and the radio and rejoice our hearts, but the work of the Navy upon which the whole affairs at sea rests does not attract publicity. The public hears little of the faithful performance of routine duties at sea which goes on every hour of the war and calls for qualities in no way inferior to those demanded in the heat and excitement of the lonely and dangerous vigil of the submarine, of contact with the enemy - of the gallant minesweepers and patrol trawlers and motor launches, of the constant search of destroyers and corvettes for the U-Boat. As we here at the Admiralty study the stream of telegrams and reports from all over the world and watch

/the

the flags moved about on the charts and maps, we understand all that is involved in the vast scheme of operations which the Navy is carrying through the world over, and the effect of each operation in maintaining our sea power. It is a great source of confidence to the Sea Lords and to myself to mark the resources and determination with which, from the distinguished Commanders in Chief to the Ordinary Seaman, each new task, each new problem, each new danger is tackled. I am deeply grateful to you all.

Although I am speaking to the Royal Navy in what I might call a family broadcast, I must refer in a sentence or two to the other Services. At Dunkirk, in North Africa, in Greece, in Crete, new bonds of comradeship have been cemented between the Navy and the Army. The Navy yields to no one in paying tribute to our Air Force and its pilots. The three Services will, until the end of time, have their time honoured jokes at the expense of each other. But behind the chaff, however, lies deep and real appreciation of the fact that the same spirit animates all, whether the uniform is dark blue or light blue or khaki. You will also, I know, wish me to refer to your comrades on the sea, the officers and men of the Merchant Navy who with you are keeping our life lines open. To do so they have to face the mine, the submarine, the raider and the dive bomber. They faithfully maintain the traditions of the sea and get their job done. No braver men have ever put out from our shores. We are all proud of them, and of the undaunted manner in which they not only face up to but fight back against attack.

In past wars it has been the folk at home who have borne the burden of anxiety for the men engaged in the fighting. In this war the fighting men have equally to suffer anxiety for their friends and relations in cities and towns exposed to air attack. These anxieties are deepened by unavoidable difficulties and delays in the sending of mails and by the restricted amount of leave which can be given. I wish to tell you that these facts are fully in our minds here at the Admiralty. What can be done about mails and leave, is done, and through various channels the wives and families of those at sea are cared for if they fall into any distress. And I wish to tell you that all these matters are very near my heart. I understand how you feel about them and I give them my personal attention.

And I want to say this to you, your toil, your courage, your fortitude are employed in a good cause. This war was forced upon us. We wished harm to none, but only freedom for all to enjoy the same freedom that we do. Live and let live is the Britisher's motto. We like to be at peace in our homes, to go our own way and leave others to go theirs. There can be no peace or comfort or security or decency for anyone in the world so long as Hitler and the Nazi Party rule Germany. That is why this thing has got to be fought through to a finish. No compromise is possible, if for no other reason than that Hitler has never yet given his word to friend or foe without breaking it.

I am not going to speak to men like you in terms of easy optimism about a speedy victory. The enemy is resolute, well armed and well led. But weighing up all that is involved, as I have to do, and studying and forming my own opinion on the information which comes before me, I tell you that we can feel steady and sober confidence in the outcome, based upon solid fact. It's true that we got off to a bad start, badly prepared against an enemy who had been plotting, planning and preparing for six years, in addition to which we were suddenly deprived of the assistance of our principal ally. It is not surprising in such circumstances that reverses have had to be faced but the enemy has been forced to pay dearly for them, and to accept delay and alteration to his plans for the early victory he had always recognised was essential to him.

And now the nation is settling down into the organisation of our resources which are very great, our workshops are humming with a great rhythm of production. Daily our armaments grow, our nation is united in a solid determination to win. Man for man we have shown ourselves better than the German. On land, in the air, on the sea, we have defeated the Italian over and over again. In all this we are profoundly grateful to the Dominions whose navies have served so magnificently with you and who are bringing to us immense reinforcements of men like those men who have fought so gallantly in Libya and Greece, as well as ever increasing volumes of arms and materials.

Now, too, President Roosevelt has declared an unlimited national emergency and made it clear that Hitler will in no circumstances be allowed to win. I believe him.

/Some

Some of you are listening to me on land, others at sea, some in your Messes, others at your action stations, the lucky ones in your own homes. To each one of you, on behalf of the Board of Admiralty I say simply, "Thank you" and "Well done!". When Nelson in his reports had to refer to his officers and men he always used the words "whom I have the honour to command". I feel it is equally an honour of which I am well aware to hold the responsibility for the administration of our great Service upon which the safety and welfare of our country so largely depends. I don't have to ask you to hold on. I know you will, and I know you will have victory for your reward. I wish every one of you great success, good luck, and a safe return to those near and dear to you at home. God bless you!

BRITISH BROADCASTING CORPORATION.

NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB
TAPES BEFORE 0030 D.B.S.T. ON MONDAY, JUNE 2, 1941.

CHANGES IN HIGHER APPOINTMENTS IN
THE ROYAL AIR FORCE.

The Air Ministry announces the following appointments and promotions:-

Air Chief Marshal Sir Arthur M. Longmore, G.C.B., D.S.O., is appointed Inspector General of the Royal Air Force, with effect from 1st July, 1941, to succeed Air Marshal Sir William G.S. Mitchell, K.C.B., C.B.E., D.S.O., M.C., A.F.C., on completion of his tour of duty in that appointment.

Air Vice-Marshal (Acting Air Marshal) A.W. Tedder, C.B., is appointed Air Officer Commanding-in-Chief, Royal Air Force, Middle East, and promoted Temporary Air Marshal, with effect from 1st June, 1941.

Air Vice-Marshal A.T. Harris, C.B., O.B.E., A.F.C., is seconded for special duty, and granted the acting rank of Air Marshal, with effect from 1st June, 1941.

Air Vice-Marshal N.H. Bottomley, C.B., C.I.E., D.S.O., A.F.C., is appointed Deputy Chief of the Air Staff, with effect from 1st June, 1941.

Air Vice-Marshal R.M. Drummond, D.S.O., O.B.E., M.C., is appointed Deputy Air Officer Commanding-In-Chief, Royal Air Force, Middle East, and granted the acting rank of Air Marshal, with effect from 1st June, 1941.

Air Chief Marshal Sir Arthur Longmore has been Air Officer Commanding-in-Chief, Middle East, since May 1940, having previously been A.O.C. Training Command. He was born in New South Wales in 1885, and entered the Royal Navy as Sub-Lieutenant in 1904. He joined the naval wing of the Royal Flying Corps in 1912, after obtaining the Royal Aero Club's aviator's certificate No.72.

During the war he held several commands in the Royal Naval Air Service. He was awarded the D.S.O. and was mentioned in despatches. In 1920 he went to Bulgaria as president of the Inter-Allied Aeronautical Committee of Control and served later in Iraq. In 1925 he became Director of Equipment, Air Ministry, and thereafter held successively the appointments of A.O.C. Cranwell, Inland Area, and Coastal Area. He was made Commandant of the Imperial Defence College and in 1939 visited Australia and New Zealand as a member of the British Air Mission. He went to Training Command in July, 1939.

Sir Arthur Longmore became an Air Commodore in 1924, Air Vice Marshal in 1930, Air Marshal in 1935, and Air Chief Marshal in November 1939.

Air Marshal Tedder has been second in command to Sir Arthur Longmore in the Middle East since his appointment in November of last year as Deputy Air Officer Commanding-in-Chief, Middle East.

Since 1934 when he became Air Commodore, Air Marshal Tedder has held a number of highly important posts. He was Director of Training at the Air Ministry for fully two years until he went to Singapore in the Autumn of 1936 as the Air Officer Commanding, Far East Command. Within two years he had returned to the Air Ministry on his appointment as Director General of Research and Development. Following the creation of the Ministry of Aircraft Production he became Deputy Air Member for Development and Production in August of last year.

Air Marshal Tedder was born in 1890 at Glenguin, Stirlingshire, and was educated at Whitgift School, and at Magdalene College, Cambridge. He entered the Dorset Regiment as a Second Lieutenant in 1913, and three years later was seconded to the Royal Flying Corps. During the war he served with the Air Force in France and the Middle East, and was twice mentioned in despatches. He later saw service in Turkey during the Chanak crisis in 1922. He is a graduate of the Royal Naval Staff College,

/Greenwich,

Greenwich, and of the Imperial Defence College and has been instructor at the Royal Air Force Staff College.

He became Air-Vice Marshal in July 1937 and was promoted to his present rank in November of last year. He received the C.B. in February 1937.

Air Vice-Marshal Harris has been Deputy Chief of the Air Staff since November, 1940.

He was born at Cheltenham in 1892 and was educated at Gore Court, Sittingbourne, and All Hallows, Honiton. During the last war he served in the ranks of the First Rhodesian Regiment in South and South-West Africa, and joined the Royal Flying Corps as Second Lieutenant in 1915. He served in France and was awarded the A.F.C. in 1918.

He was granted a permanent commission as Squadron Leader in the R.A.F. in 1919 and during the following years served in Iraq, the Middle East and at home.

In 1938 he was promoted Air Commodore and appointed to Command No. 4 (Bomber) Group. In the following year he visited the United States and Canada as a member of the Air Ministry Mission. On his return to England in July of the same year he was appointed to command Headquarters, Palestine and Transjordan.

He was promoted Air Vice-Marshal in July, 1939, and in September was appointed to a bomber group. He received the C.B. in July, 1940.

Air Vice-Marshal Bottomley has been in command of a bomber group since November 1940. He had previously been Senior Air Staff Officer at Headquarters Bomber Command.

He was born at Halifax, Yorks, in 1891, and was educated at Halifax Secondary School and at Rennes University, France.

He was commissioned in the Third East Yorkshire Regiment in 1914, and transferred to the Royal Flying Corps in 1916. He served with various units at home and in France during the war and in 1918 was awarded the A.F.C.

He was granted a permanent commission in the R.A.F. in 1919 and served in Irak, India and at home. During 1928 he was in command of No. 4 (Army Co-operation) Squadron, as Squadron Leader. During his service in India, Air Vice-Marshal Bottomley was awarded the D.S.O. for his services in connection with operations in Waziristan from 17th January to 15th September 1937.

He was mentioned in despatches in January 1941 and received the C.B. in March.

Air Marshal Drummond, who comes from Australia and served during part of the last war as a private in the Australian Army Medical Corps, has had experience continuously in the Middle East since 1936. He had been in command at Northolt, before leaving for Egypt.

He was born at Perth, Western Australia, in 1894. He enlisted in the Australian Army Medical Corps in September 1914, serving in Egypt and Gallipoli, and after being commissioned to the Royal Flying Corps he flew in Palestine and on the Western Front.

He gained three awards in less than 12 months, the M.C. and D.S.O. and Bar, in each case for gallantry in action against the enemy in aerial combat. He received the O.B.E. in 1921 for services in command of an expedition against the Garjak Nuers in the S.E. Sudan (being specially commended) during which he and a companion carried out a flight in a D.H.9 from Cairo to Nasser from 26th March to 1st April 1920. Since then he has held various appointments and has also attended a course on two occasions at the School of Army Cooperation.

Air Marshal Sir W.G.S. Mitchell, one of many Australians to render valuable service to the Royal Air Force, has been Inspector General since May 1940, when he relinquished command in the Middle East.

He was born at Cumberland, New South Wales in 1888. He was an officer in the Highland Light Infantry in 1913 when he was seconded to the Central Flying School. He qualified as a pilot in May 1913, his Royal Aero Club certificate being No. 483.

/During

A COMMENTARY ON ADMIRAL DARLAN'S FIGURES

The following is issued tonight by the Ministry of Economic Warfare:-

Admiral Darlan has just accused Great Britain of illegally detaining or seizing 792,000 tons of French shipping valued at 120,000,000,000 francs - or, as he prefers to put it, at rather more than the total cost of German occupation to date. Once again, Darlan finds Germany more generous. Once again, the extent and nature of this generosity will not bear very close inspection.

Why does the Admiral choose this moment to launch his attack? The Axis is facing a shipping crisis. Since the beginning of the war to May 13th close on 3,000,000 tons of Axis shipping have been captured, seized or sunk. She needs every ship she can lay hands on in her attempt to solve her acute transport problem. Sinkings by bombers of the Coastal Command in the North Sea and the Channel have been particularly heavy recently, and Germany is finding increasing difficulty in pressing seamen of occupied territories into her service. In addition, the problem of Mediterranean shipping is of vital importance to her. Our action against Axis-controlled shipping in the Mediterranean is, from the Axis point of view, a Battle of the Mediterranean, comparable to the Battle of the Atlantic.

Is it surprising that this moment should have been chosen for Darlan to launch his simultaneous complaint against British brutality and threat of counter-action? It is the old smoke-screen of German accusation to distract attention from her own intentions. Not content with her effective control over French merchant shipping, she is anxious to embroil an unwilling French public directly with Britain. It is interesting to note that a large number of French merchant ships are particularly suitable for service as Mediterranean troop-carriers, being fast liners of shallow draught.

Admiral Darlan accuses Britain of illegally seizing 792,000 tons of French shipping valued at 120,000,000,000 francs. Of this, he admits that 36,000 tons is controlled by the Free French - i.e. is in the service of France uncontrolled by Germany. He also admits that 142,000 tons are immobilised in United States ports by order of President Roosevelt - i.e. not by Britain at all. He also admits that 86,000 tons have been sunk - i.e. coastal traffic in direct service of Germany. In a Vichy survey of French shipping broadcast by the German Transocean service on May 21st - 22nd it was officially admitted that 43,000 tons was under the Free French flag. 7,000 tons seem conveniently to have been mislaid by the Admiral.

Thus, 271,000 tons must be subtracted from 792,000 before Vichy can bring to talk of "British piracy."

/Further

Further, in the Vichy survey of May 20th referred to above, it was officially admitted that 250,000 tons of French merchant shipping was seized by Germany in occupied territory at the Armistice. Though subsequently denied by Germany, a reliable report from Vichy sources on April 20th claimed that 53 ships of 240,000 tons had further been requisitioned by the occupying forces for use under direct German control. Even if we do not allow this claim, only 271,000 tons of French shipping can be said to have fallen into British hands - and this, taking Darlan at his own face value, which we feel justifiably chary of doing.

Against this, Vichy illegally detained over 200,000 tons of British and Allied shipping in unoccupied French, North African and other colonial ports. She did this at the order of the German Armistice Commission, thus proving from the first day that the Armistice Commission controlled the French ports and communication routes which Darlan now claims the right freely to dispose of. We know that no French ship may be transferred from one route to the other without permission from the Armistice Commission. We know that all French cargo manifests must be submitted to that Commission to enable the Axis to control shipping space for her own war needs, and to take a lion's share, even of imports into unoccupied France. We know that orders for scuttling are issued by the French Admiralty by order of the Armistice Commission. It can clearly be seen that the free disposal of France's ports and communication routes by Darlan or Vichy is as illusory as the freedom of Vichy from German control in other fields.

Further, in the Vichy survey already quoted, it was estimated that France's merchant fleet still totalled $1\frac{1}{2}$ million tons. This, at Darlan's rate of reckoning, is valued at 230,000,000,000 francs - rather more than twice the cost of occupation. It has been proved that, as and when Germany wishes, she will control every ton of this and use it as she wishes.

Until this proof was complete, Britain pursued a policy of great restraint and leniency in the hope that French shipping would be used only for the needs of unoccupied France. Only when the fiction of Vichy independence has been blatantly discarded, both by Germany and the Vichy Government, did we officially take full cognizance of abuse of French independence by Axis control.

+++++

MINISTRY OF ECONOMIC WARFARE.

1/6/41 - No.18.

Air Ministry No.4036

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

The destruction of an enemy fighter by anti-aircraft gunfire off the South coast on Friday last, the 30th May, has now been confirmed.

During daylight today a few enemy aircraft have flown near our coasts. Otherwise there is nothing to report.

1/6/41 - No. 19.

BRITISH PRISONERS IN ENEMY HANDS

"Next of kin, if able to identify the men from the information published, are requested to advise the Casualty Branches of the Services concerned, forwarding Regimental or any other details."

The following is the latest list of British prisoners of war as received from enemy sources:-

IN GERMAN HANDS

Bernard Cassidy	3833	52, Chatham Street, Belfast, Northern Ireland.
Harry Peaks	3712	111, Powerscroft Road, Clapton, London.
Frederick Saiders	3842	14, Ainsdale Crescent, Bells Lane, Astley Estate, Notts.
Wilfred Stringer	3839	16, Hanson Road, Andover, Hants.
Frederick Planton	3721	North Common, Hepworth, Bury St. Edmunds, Suffolk.
John Hooper	4085	116, Plumstead Road, Woolwich, S.E. 18.

All are at STALAG IXB

MINISTRY OF INFORMATION

Air Ministry No.4037.

MIDDLE EAST COMMUNIQUE.

H.Q., R.A.F.,
Middle East,
Sunday, June 1, 1941.

MEDITERRANEAN.

R.A.F. fighters maintained defensive patrols over H.M. ships in the Mediterranean throughout yesterday. In the course of these patrols they destroyed five Junkers 88 bombers, one S.79 bomber, and one **Cant.**1007 bomber, and damaged other Ju.88's so severely that a number of them are unlikely to have regained their bases.

At Sfax, in Tunisia, the Italian ship previously attacked on May 30 was again bombed and machine-gunned. Three direct hits on the vessel were followed by clouds of black smoke.

CRETE.

The aerodromes at Maleme and Heraklion were again heavily bombed during the night of May 30/31. Three enemy aircraft were set on fire at Maleme, and at Heraklion a number of fires, accompanied by heavy explosions, were started near the runways and amongst the aerodrome buildings. Six Ju.88's on the ground were machine-gunned and damaged.

CYRENAICA.

Benghazi was attacked by our bomber aircraft during the night of May 30/31. Bombs were observed bursting on the Cathedral Mole and on the Julian Mole.

ABYSSINIA.

Bombers of the South African Air Force attacked enemy motor transport, tents and buildings near Ghimbi. Bombs were seen to fall on large buildings, huts, and parked motor transport.

From all the above operations four of our aircraft are missing.

1/6/41 - No. 21.

Air Ministry News Service

Air Ministry Bulletin No. 4038

R. A. F. CO-OPERATION IN IRAQ

H. Q., R. A. F.
Middle East,
June 1, 1941.

Today, when he entered Baghdad, the Regent of Iraq was received by a large gathering of notabilities, including the British Ambassador and the head of the British Military Mission. The citizens gave him an enthusiastic welcome. He held a reception shortly after his entry into the city and among those received was Mr. Paul Knabenshue, the American Minister.

A few minutes after he had received the short telegram from the newly constituted government accepting the British terms for the armistice, G. O. C. Imperial Ground Forces paid warm tribute to the R. A. F. for the part it played in the campaign.

The thirty days' war, he said, had been brought to its rapid and successful conclusion because of the close and harmonious co-operation between the ground and air forces. He said that he and Air Vice Marshal D'Albiac, the Air Officer Commanding, had been in consultation hourly each day from six in the morning till midnight. "It has been the most wonderful example of air force and military co-operation," he added.

It is possible that the tremendous attack which the R. A. F. made on the insurgents' machine-gun and artillery positions late on Friday finally broke the rebels' morale, for, an hour or two afterwards they had asked the British Ambassador to find out from the British Commanders their terms for an armistice.

1/6/41 - No. 22

OFFICIAL ADMIRALTY COMMUNIQUE

The Board of Admiralty regrets to announce that the armed Merchant Cruiser H.M.S. SALOPIAN (Captain Sir J.M. ALLEYNE, Bart., D.S.O., D.S.C., R.N.) has been sunk.

The next of kin of casualties have been informed.

ADMIRALTY