

2.5.41 - No. 1.

PRESS NOTICE.

Following message is issued to all YUGOSLAV ships on authority of Royal Yugoslav Government. Ships are to ignore all instructions emanating from YUGOSLAVIA. All YUGOSLAV ships are under the orders of the GOVERNMENT, which directs those at sea to a British or United States port.

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ADMIRALTY, S.W.

URGENT NEWS.

A.M.B. No. 3729.

Royal Air Force Awards No. 207.

The King has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:-

Distinguished Flying Cross.

Wing Commander Thomas Geoffrey PIKE No. 219 Squadron. This officer, who recently assumed command of the squadron, has shown great skill in intercepting enemy aircraft at night. During his first patrol, he intercepted and, it is believed, ~~de~~destroyed a raiding aircraft. He has since destroyed 3 enemy aircraft of which 2 were destroyed during one night. His keenness and example have had a splendid effect on other members of his squadron.

Flying Officer Brendan FINUCANE No. 65 Squadron. This officer has shown great keenness in his efforts to engage the enemy and he has destroyed at least 5 of their aircraft. His courage and enthusiasm have been a source of encouragement to other pilots of the squadron.

Distinguished Flying Medal.

504571 Sergeant William George RIPLEY No. 604 Squadron. This ~~airman~~airman has participated in numerous engagements against the enemy. By his skill and efficiency as wireless operator/airgunner, he has materially assisted in the destruction of 5 enemy aircraft.

NOTES ON CAREERS.

Wing Commander PIKE was born in 1906 at Lewisham, Kent. His wife lives at Bedford. He was educated at Bedford School, and in January, 1924, entered the R.A.F. College, Cranwell, as a cadet. He was granted his commission in December, 1925, and became a Flying Officer in June, 1927. Three years later, he was promoted to Flight Lieutenant, and became a Squadron Leader in February, 1937. In March, 1940, he was promoted to the rank of Wing Commander. One of his special qualifications is that of flying instructor.

Flying Officer FINUCANE was born in 1920 at Dublin. Educated at the Christian Bros. O'Connell Schools, Dublin, he became a pupil pilot in the R.A.F. in August, 1938. He was graded as a Pilot Officer (on probation) in August, 1939, his appointment being confirmed six months later. He was promoted to Flying Officer in September, 1940. His father lives at Richmond, Surrey.

Sergeant RIPLEY was born at Emsworth, Hampshire in April, 1913. In civil life, he was a receptionist. He joined the R.A.F. in October, 1939, and after a few months in the Service began training as an airgunner. His mother lives at Emsworth.

Directorate of Public Relations,
Air Ministry,
King Charles Street,
Whitehall S.W.1.

2nd May, 1941.

1940 RECORD MARRIAGE YEAR.SLIGHT FALL IN BIRTHRATE; FEWER BABIES DIE.

Marriages in England and Wales last year created a new high record.

A total of 468,267 exceeded 1939's record figure by 28,573.

The figures for 1940 are now completed by the Registrar-General's return for the quarter ended December 31st last, which is issued today. (H.M. Stationery Office, Kingsway, W.C., price 6d., by post 7d.)

During the last thirteen weeks of 1940, 224,174 persons were married. Although this figure was 49,480 fewer than in the fourth quarter of 1939, it was 27,281 higher than the average for the five preceding fourth quarters.

The marriage rate per 1,000 for 1940 was 22.6. This is the highest on record, and compares with 21.2 in 1939, and an average of 17.4 during the four preceding years.

The previous highest rate except for 1939 was 20.2 in the year 1920.

During the last war, 1915 established a record for marriages with a total of 360,885 (a rate of 19.4 per 1,000). This figure was not exceeded until 1919 when, in the first year of peace, there were 369,411 weddings (rate 19.8). The record number of marriages for any one quarter was in September, 1939, when in the last two months of peace and the first month of war 152,930 couples were married.

Live births during 1940 numbered 607,131 or 12,221 fewer than during 1939, giving a birthrate of 14.6, against 14.9. A total of 22,648 stillbirths was the lowest on record.

During the December quarter 137,009 live births were registered, which showed a proportion of 1,057 boys to 1,000 girls. The proportion for the ten preceding fourth quarters was 1,052. There were 5,197 illegitimate births, 218 fewer than in the corresponding quarter of 1939. Fewer babies died during the quarter. The mortality rate under one year of age was 57 per 1,000 live births, which was three below the average of the ten preceding fourth quarters.

Deaths during 1940 totalled 572,882, or 73,914 more than in 1939. Two-thirds of the increase occurred in the first quarter of last year when weather conditions were severe and there was a considerable amount of influenza.

2.5.41. - No. 7.

FEAST OF JOAN OF ARC.

LONDON FREE FRENCH CELEBRATIONS.

Sunday, May 11th is the Feast of St. Joan of Arc and will be the occasion for celebration by the Free French Forces, detachments of which will parade at Wellington Barracks at 10.30 a.m. by kind permission of the Brigade of Guards.

Admiral Muselier, in the absence of General de Gaulle overseas, will present flags to detachments of the Free French Army and Navy.

At 11.15 a.m. the parade, headed by the band of one of the Guards regiments, will march down Buckingham Palace Road, past Marshall Foch's statue in Grosvenor Gardens and down Victoria Street to Westminster Cathedral, where Mass will be celebrated at midday.

The service will be conducted by the senior chaplain to the Free French Forces.

Cardinal Hinsley will be present and on leaving the Cathedral Free French detachments will march past the Cardinal.

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MINISTRY OF INFORMATION.

2/5/41 - No. 9.

FOR PUBLICATION NOT BEFORE THE MORNING PAPERS OF
MAY 3. NOR FOR BROADCAST BEFORE 7.A.M.ON THAT DATE.

THE CAMPAIGN IN GREECE.

At 5.45 a.m. on April 6th the Germans crossed the Bulgarian-Greek frontier. There was no warning or ultimatum; but the German attack had been awaited for some time and the Metaxas line which runs along this frontier was manned by three Greek Divisions.

The Germans came across the frontier at five points; down the Struma valley to the Rupel pass, over the Nevrokop plateau towards Drama, towards Xante, towards Komotino, and from Svilengrad down the Maritsa valley. The last line of advance was not seriously opposed, nor was it intended to be, and the enemy reached the sea at Dede Agats on April 9th.

Elsewhere the Greeks successfully withheld the initial German attacks and inflicted heavy casualties. At the Rupel pass the Germans employed parachute troops, dropping 150 behind the Greek lines. Of these 100 were quickly killed and the remainder were captured.

Our plan was to make the high ground west of the Vardar valley our main defensive position, and to delay the Germans on the Metaxas line. We intended to inflict the maximum damage on the enemy in Eastern Macedonia and Greek Thrace, but if necessary, to withdraw from that part of Greece which lies east of our main defensive line, including therefore Salonika. It was expected that there would be opportunity for an orderly withdrawal of the Greek forces in this area.

Simultaneously with an attack on Greece, the Germans also invaded Yugoslavia, which, though partly mobilised, was not ready for war. Although the Tsvetkovitch government had been overthrown, the adherence to the Tripartite pact which he and Cincar Marcovitch had signed had not been repudiated by the Simovitch government; and as was the case with Greece, no ultimatum or other warning was given. The disposal of the Yugoslav forces appears to have been governed not alone by military but also by political considerations, and inadequate forces had been allotted to the south of the country where the real threat lay. This disposal had been planned by the Tsvetkovitch government, and General Simovitch had no time to revise the plans. Consequently the Germans were able to advance rapidly up the Strumitza valley, past both sides of Lake Doiran and down the Vardar valley. They reached Salonika on the evening of April 8th. The three Greek Divisions in the east were cut off from the main body of the allied forces.

But the rapidity of the German advance in Yugoslavia held a yet more serious threat. Skoplje and Veles were reached on April 8th, and it was evident that the Monastir gap was threatened. How serious this was is seen when we consider the disposal of our and the Greek forces. By far the greater part of the Greek Army was in Albania, some 30-40 miles away from the Greek frontier, with its left flank on the sea, and its right flank on the Yugoslav frontier. Two Greek divisions and Imperial troops, all under the command of General Wilson, who was in his turn under that of the Greek Commander-in-Chief, General Papagos, had taken up a strong natural line of defence running from the sea near Katerini through Veria and Edessa to the Yugoslav frontier. A British armoured force was out to the east of this line engaged in demolition work and similar activities. The force under General Wilson, therefore, was opposing the Germans along a front of 60-70 miles on the east while, to the west, the main bulk of the Greek army was opposing the Italians along a front of similar length; between the two the mountains of Southern Yugoslavia formed a barrier pierced by the Monastir gap. This frontier was manned only by Greek mountain guards.

By the evening of 7th April the disaster to the Yugoslav forces was apparent and the threat to the Monastir gap had become a reality. A small reserve, under a Brigadier, consisting of a machine gun battalion and some medium artillery, was formed near Amintaion, south of Florina. Next morning General MacKay was sent with his Divisional headquarters one artillery, one anti-tank regiment, and an Australian brigade (less one battalion) to augment this force, which remained in the Amintaion neighbourhood to await the Germans. Meanwhile the armoured force was ordered to blow demolitions and withdrew to Edessa behind the Australian Division, under whose orders it was placed.

Preparations to meet the threat through the Monastir gap were made only just in time. On 9th April the Germans appeared south of Florina and hotly engaged General MacKay's force during this and the next day. The Imperial force inflicted heavy casualties on the enemy, but it became apparent that a stand could not be made indefinitely against the greatly superior German numbers. If the enemy could not be held at Amintaion it was clear that the whole line on this front would have to be withdrawn; otherwise it would be outflanked. On 11th April, therefore, the Imperial and Greek forces began to withdraw to a new line which ran from the sea south-east of Mount Olympus north-west to Servia, thence south-west along the Aliakmon river, and finally north-west again, along the high ground to the west of the plain of Kozani. At the same time, General MacKay's mixed British and Anzac force, which had suffered considerable losses, withdrew down the Kozani valley and behind the new line; and the armoured force moved to Grevena.

The line from the sea to Servia and along the Aliakmon river was held by Imperial troops, while the high ground along the Kozani plain was held by the two Greek divisions. These two divisions were heavily engaged by the enemy. Meanwhile, enemy forces advancing down the Kozani valley were engaged by our forces at Servia and suffered heavy losses.

The Greek divisions, having fought valiantly under over-whelming conditions and suffered very severe casualties, had now almost ceased to exist as a fighting force. The flank and rear of the Imperial force were accordingly threatened and a further withdrawal was necessary. Accordingly withdrawal to the Thermopylae line south of Lamia was ordered.

The Imperial force now had to withdraw without further aid from the Greek army, the Greek corps which had been fighting with our troops could do no more, and the rest of the Greek army was away beyond the Pindus mountains.

On 14th April an Australian Brigade was ordered to Kalabaka at the head of the railway from the south in order to cover our left flank of withdrawal. On 15th April a New Zealand Brigade took up a covering position north of Firnavos. On the same day a small New Zealand force which held the eastern entrance to the Peneios gorge south of Mount Olympus was heavily engaged by a greatly superior enemy force and driven back. Next day two battalions of an Australian Brigade went to its support. This small Anzac force of about a Brigade group fought two German divisions in the Peneios gorge. Its losses were heavy, but withdrawal was secured on our right flank.

During the following days our forces withdrew to the Thermopylae position under very heavy enemy bombing, and by 20th April we were in our new positions. The New Zealand division held the right to the sea, while the Australian Division held the pass on the left.

Artillery of both the British Army and the Anzac Forces played an important part in the campaign. Undoubtedly it inflicted very heavy casualties, and the Germans themselves have testified to the accuracy of our shooting.

By this time it was obvious that the Greek army could fight no longer. The Greek Government, recognising this, requested on April 21st that the U.K. and Empire Contingent which had been sent to its help should be withdrawn from Greece. The German forces which had been held up for some time by the gallant rearguard action at the Peneios gorge had passed through Larissa and Lamia and were in contact with our forces on the Thermopylae position; meanwhile other German forces, freed from any threat to their rear by the capitulation of the Greek Epirus army, were rapidly coming south from Yannina through Arta and Agrinion and constituted a threat to the rear of our position. On 22nd April, a New Zealand brigade had accordingly been withdrawn to a position on the pass south of Erythrai to cover the withdrawal of the remainder of our forces to embarkation areas, and on April 25th the last of the forces on the Thermopylae position withdrew behind Erythrai and began to embark from various beaches in Attica, Argolis and Peleponnese. The difficulties of this embarkation and the degree of success achieved were given in an official communique yesterday.

2/5/41 - No. 10.

AIR MINISTRY BULLETIN No. 3762.

Air Ministry News Service.

NIGHT FIGHTER PILOT PRAISES OBSERVER'S COURAGE

A tribute to the "great courage and fortitude" of his observer was paid this morning by a night fighter pilot who last night severely damaged a He.111.

When the pilot attacked he was greeted with a burst from the Heinkel's gunner. The raider made a violent turn and got away, but was chased and given another burst from the fighter's guns. The Heinkel went into a slow dive and out of sight.

Only then did the observer report to the pilot that he had been wounded. The pilot made for his base and his observer, a sergeant, was found to have five bullets in his leg. In his report the pilot says that it was due to the courage of the wounded observer that he was able to bring the machine safely to base. This is the second time that the sergeant has been wounded while flying in this machine.

A night fighter from another squadron who shot down a He.111 saw his victim burst into flames and crash into the sea.

"I gave it a short burst" said his report, "and as it burst into flames, debris and oil flew off".

2/5/41 - No. 12.

The Ministry of Aircraft Production acknowledges with gratitude the following gifts towards the purchase of aircraft:-

	£.	s.	d.
Workpeople, staff and directors of Mulcott Belting Co. ..	1,000.	0.	0.
The Chichester Hurricane Fund.....	1,142.	7.	8.
The British Ecuadorean Spitfire Fund.....	1,500.	0.	0.
East Elloe Spitfire Fund.....	2,500.	0.	0.
Bishops Stortford Spitfire Fund.....	3,158.	4.	10.
Employees of N.A.A.F.I. at Home, Overseas and in His Majesty's Ships.....	5,000.	0.	0.
North West Frontier Province, India.....	10,173.	0.	0.

MINISTRY OF AIRCRAFT PRODUCTION.

FARMERS AND DOUBLE SUMMER TIME.

Double summer time will run from Sunday, 4th May to Sunday, 10th August, when the clock will be two hours in advance of Greenwich Mean Time. The working day in Agriculture will, however, remain as it is at present, that is, run by single summer time or one hour in advance of Greenwich. Thus, if the hours of work on the farm are now 7 a.m. to 5 p.m. the hours when the clock goes on will be from 8 a.m. to 6 p.m. The Ministry of Agriculture wish to make it clear that this arrangement applies to all farmers and farm workmen, unless they mutually agree to work to the double summer time clock. It would be far better for farmers and workers in a district to agree on this than for one farm to work to one set of hours and the rest to another.

The collection of milk from farms and the special milk trains will be adjusted to conform with the agricultural working day. Farmers sending milk by road should get into touch with the road haulier and make sure that he understands that on and after May 4th he is to call for the milk an hour later, that is if he now calls at 7 a.m. he is to call at 8 a.m.

A small proportion of milk is sent by passenger trains. The timing of these trains cannot be altered, but the Railway Companies will do all they can to get the milk taken by a later train, if that is possible. Farmers using passenger trains are advised to consult the local station master. In some instances it may not be possible to make other arrangements and the milk will have to go on the usual train.

The double summer time arrangement will remain in operation for three months.

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MINISTRY OF AGRICULTURE.

2/5/41 - No. 16

NAVICERTS - CHANGE IN PERIOD OF VALIDITY

The Ministry of Economic Warfare announced recently that Navicerts would be in future be valid for shipment of goods during a calender quarter instead of, as previously, for a period of two months.

It is now announced that applications can be made on or after June 1st in respect of goods to be shipped during the July/September quarter. Shippers applying during June will be required to state whether they wish their applications to be considered for shipment in June or whether they are for shipments during the period July/September.

Navicerts for shipments during the July/September quarter will not be issued until July 1st.

Navicerts issued for shipments in the April/ June quarter are valid only if the goods are shipped by 30th June, but ten days grace will be allowed for shipments delayed through lack of shipping space or for any other satisfactory reason. Failure to ship within the required period will cancel the Navicert. Renewal applications will not be considered, and if the shipper still wishes to send the goods he must make a new application.

MINISTRY OF ECONOMIC WARFARE

2/5/41 - No. 18

A BLACK-OUT REMINDER

As Mr. Herbert Morrison the Minister of Home Security announced last week the blackout period will be shortened during the period of two hours summer time starting at dawn on Sunday.

In Scotland and the counties of Northumberland Durham and Cumberland the blackout will end on Sunday morning one hour before sunrise and begin again one hour after sunset. In the rest of England and Wales it will end $\frac{3}{4}$ of an hour before sunrise and begin $\frac{3}{4}$ of an hour after sunset.

Hitherto blackout time has been from half an hour after sunset and till half an hour before sunrise and it has been the same all over England Wales and Scotland.

MINISTRY OF HOME SECURITY.

2/5/41 - No. 19

Register of Secondary
Wholesalers of Eggs

The Ministry of Food is compiling a register of secondary wholesalers of eggs (both home produced and imported) who possess the following qualifications:-

- (a) To have been in business in this country as a secondary wholesaler of eggs for the two years immediately before the 31st August, 1939.
- (b) To have warehouse accommodation, staff (including travellers) and collection and delivery facilities, either by own transport or by contract with hauliers.
- (c) To have at the date of application for registration, a minimum of 20 Egg Accounts with retailers, or where the number of such accounts falls below 20, at least 40 per cent of the total sales of both home produced and imported eggs shall be to the retail trade other than to shops owned by the applicant.

Persons who possess these qualifications and who have not received a form of application for registration should apply without delay for the necessary form to Ministry of Food, Eggs Branch, "Mussoorie", Kenelm Road, Colwyn Bay.

The latest date for receiving completed applications is 21st. May, 1941.

MINISTRY OF FOOD

2/5/41 - No. 22

POTATO PRICES STABILIZED

An Order has been made by the Minister of Food amending the Potatoes (1940 Crop) (Control) Order. It gives legal effect to the arrangements announced on 23rd April, whereby a subsidy is to be paid to licensed potato buyers to offset the increase of 10/- per ton in growers' ware prices that became operative on 1st May. Wholesale and retail prices of potatoes for May, June and July will remain the same as in March and April.

MINISTRY OF FOOD

2/5/41 - No.24.

FOR MORNING PAPER PUBLICATION

The following is an extract from a speech to be delivered this evening by Mr. Dingle Foot, Parliamentary Secretary to the Ministry of Economic Warfare at the Diss and Depwade War Weapons Week:-

Dr. Goebbels and his team of propagandists are never tired of referring to the "pluto-democracies". It is suggested with tedious reiteration that this country is run simply in the interests of the very rich. No-one will deny that wealth is unequally divided. But at least we do far more to redress the inequality than the rulers of Nazi Germany. In September 1939 the Germans published a war decree laying it down that in no case should direct taxation amount to more than 65% of the taxpayer's total income. It follows that a German millionaire with an income equivalent to £100,000 a year, would be left with £35,000 for his own personal use. But a British subject, with a fortune of such dimensions, would pay over 94% to the national exchequer, leaving him with rather less than £6,000. One thing therefore is clear about Hitler's New Order. It is far more tender of the interests of great wealth.

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2/5/41 - No.26.

CATERING ESTABLISHMENTS.

No Sugar for Hot Beverages.

From the 2nd June, 1941, the allowance of sugar which catering establishments have been receiving for sweetening hot beverages will be withdrawn in order to effect economy in the consumption of sugar and thus save shipping space.

The public are accordingly recommended when this change comes into operation, to carry with them as they did during the last war, any sugar or saccharin that they require for table use in tea, coffee etc.

Arrangements are being made to enable residents in catering establishments to obtain for their personal use from such establishments 5 ozs. of sugar on cancellation of one week's sugar coupon. Catering establishments will continue to receive an allowance of sugar for cooking purposes.

MINISTRY OF FOOD.

MAY 3

NOT TO BE PUBLISHED BEFORE SATURDAY MORNING OR BROADCAST
BEFORE 7 a.m. ON THAT DATE.

CONTROL OF PRICES OF SOFT FRUIT.

The prices of gooseberries, strawberries, raspberries, loganberries, blackcurrants, redcurrants and whitecurrants grown in the United Kingdom are to be controlled under the Soft Fruits (Maximum Prices) Order, 1941, made by the Minister of Food.

The following are the prescribed maximum prices:-

	On Sale to Licensed Preserver Per Ton	On Sale by Retail Per lb.	On any other Sale Per lb.
Gooseberries	£26	4½d.	3½d.
Strawberries	£65	1.0d.	9d.
Raspberries	£45	9d.	6½d.
Loganberries	£50	9d.	7d.
Blackcurrants	£65	11d.	8½d.
Redcurrants	£35	7d.	5d.
Whitecurrants	£35	7d.	5d.

The dates on which the prices become operative will be announced later. For details regarding charges for containers etc., the full text of the Order should be consulted.

The Order prohibits the picking of gooseberries before a date to be announced later, but gooseberries grown in Devon and Cornwall, the varieties "Leveller" and "Early Sulphur" and any picked for purposes other than for sale, are exempt from this provision.

2/3/41. No. 28.

NOT TO BE PUBLISHED BEFORE SATURDAY MORNING MAY 3, 1941,
OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

MAXIMUM PRICES FOR CANNED VEGETABLES.

The Ministry of Food announces that an Order known as the Canned Vegetables (Maximum Prices) Order, 1941, has been made and will come into force on 5th May.

This Order prescribes maximum prices on first hand sales, sales by wholesale and sales by retail of the principal varieties of canned vegetables which hitherto have been subject to the Food (Current Prices) Order. The following are the retail prices:-

MINISTRY OF FOOD.

MAXIMUM PRICES ON A SALE BY RETAIL

	Maximum Price per can-									
	E. 1 cans		A. 1 cans		A. 1 tall cans	A. 2 cans		A. 2½ cans		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Fresh-Picked Garden Peas (Small		8½		7½		10	1.	0½	1.	4½
(Medium		8		6½		9		11	1.	3
(Large		7		6		8		9½	1.	0½
Peas other than Fresh-Picked Garden Peas		5½		5		6½		7½		10½
Dried Beans in Brine		5½		5		6½		7½		10½
Broad Beans		8½		7		-		11½	1.	3½
Stringless Beans (Small		8½		7		-		11½	1.	3½
(Medium		7		6½		-		10½	1.	2
(Sliced		7		6½		-		10½	1.	2
Carrots (Whole		6		5½		7½		9		11
(Sliced		6		5		7		8½		10½
(Diced		5½		5		6½		7½		9½
Beetroot (Whole		6		5½		7½		9		11
(Sliced		6		5		7		8½		10½
(Diced		5½		5		6½		7½		9½
Celery (Hearts		-		7½		-	1.	1	1.	5
(Cut		6		-		-		8		11
Spinach (Leaf		8½		7		-		11	1.	3½
(Puree		7½		-		-		10	1.	0
Turnips (Whole		-		-		-		9		11
(Quartered		-		-		-		8½		10½
(Diced		5½		5		6½		7½		9½
Macedoine or Mixed Vegetables		-		-		-		8½		10½

The above charges may be increased by ¼d. per can on the mainland of Scotland north of the Caledonian Canal or in the islands of the Pentland Firth, and by ½d. per can in the islands of the West of Scotland other than those in the Firth of Clyde.

2/5/41 - No. 30.

FOR PUBLICATION IN THE MORNING PAPERS OF SATURDAY,
MAY 3rd, 1941. NOT TO BE BROADCAST BEFORE 7 a.m.
ON THAT DATE.

EXTENSION OF SUMMER TIME.

The two-hour period of Summer Time comes into force tomorrow (Sunday) morning.

The clock is already one hour in advance of Greenwich mean time, and from Sunday, 4th May, until Sunday, 10th August, Summer Time is to be two hours in advance of Greenwich mean time.

The hour at which the change officially takes place tomorrow is 1 a.m. Greenwich mean time - which means 2 a.m. by the clock under the present conditions of Summer Time. At that hour the clock will be advanced to 3 a.m. Summer Time.

All clocks and watches should be put forward one hour during the course of the night. Railways and other establishments where work continues during the night will, no doubt, make the change at the official hour, but the public generally should alter their clocks before going to bed tonight (Saturday). Employers are asked specially to warn their workers to do this.

HOME OFFICE.

2/5/41 - No. 29

MR. T. A. E. LAYBORN'S APPOINTMENT

The Minister of Pensions has appointed Mr. T. A. E. Layborn to be a member of the War Service Grants Advisory Committee.

MINISTRY OF PENSIONS

Please check against delivery.
Not to be published before broadcast.

WHERE'S IT ALL GOING TO END?

Following is the text of a talk by W.J. Brown at 9.20 p.m. tonight (Friday) in the B.B.C. Home Service:-

The population of Britain is divided into two classes - those who write to the B.B.C. about my broadcasts and those who don't. Now I'm very grateful to those who do. Broadcasting is a strain for people like me whose normal medium is the platform where we feel at home, and where we have the inspiration of living contact with a visible audience. When you broadcast there is no sea of faces before one, no swift response of agreement or dissent at what one says. There is in front of one, a microphone - which is uninspiring - and a glass of water - which is depressing. Beyond that, there is infinity. The audience takes shape, as it were, a few days after the broadcast, when the B.B.C. sends you your mail.

But the overwhelming majority of the people of Britain do not write to the B.B.C. about your broadcast, and what this majority is thinking and feeling is not revealed by the postbag. You can learn that only by direct contact - in the street, in the pub, in the factories, and so on.

My last broadcast brought me many letters which told me how the letter-writing part of Britain was feeling. The voice of a large section of British people, which is by no means inarticulate but is not given to letter-writing, came to me by word of mouth through the Charwoman who "does for" a friend of mine. She said "I liked your broadcast and I agreed with what you said. But what I want to know is - "Where's it all going to end? And what will there be left when it does end?".

Now I think I know what this woman meant, and because I think that quite a lot of people think on the same lines, I want tonight to say what I think she meant and to answer the questions which arise.

What she meant, I think, was something like this - "We hate Hitler and all his works. We know we can never give way to him and that we must go on fighting until he's beaten. But how can the war end? Germany has overrun practically all Europe. On land she is enormously stronger than we are. Assuming that Hitler can't bomb us, or starve us into submission, and that we can smash any attempt at invasion, how can we finish him? How can we hope to smash him militarily on the Continent of Europe? Is it possible to achieve anything more than a stalemate?"

And with all this bombing and destruction, what will there be left when it does end?

Now the second of these questions - What will there be left? - is easier to answer than the first, so I will deal with this and get it out of the way before I deal with the more difficult question.

But the fact is that, wide as the destruction has been, it represents no more in the way of buildings destroyed than our normal building programme could replace in a couple of years. And replace moreover in much better form than they were before. For if one can for a moment forget the loss of life involved - and, that, I know, is hard to do - the fact is that much of the property that Hitler has destroyed is property we ought to have pulled down long since and replaced by better.

The more important question is the first - "How can this War be brought to a successful and decisive end?".

Now if you look at the material facts of the situation, the problem looks different to the point of impossibility. Hitler had an immense flying start of us on the matter of armaments.

By the ruthless use of local superiority on land and air has made himself master of Europe. How to evict him does present, ostensibly, the very headache of a problem. War is fought in three elements. And in each element there are two types of factor, the ponderable and the imponderable. Let us look first at the ponderables and then let us look at the imponderables.

On the sea we possess a vast superiority over the enemy. In the air we are still inferior to the enemy, but the gap between us and him narrows day by day. The promise of American help makes it certain that the aim of complete superiority in the air will be attained, and that at no distant date.

On the land we are numerically inferior and we are heavily inferior in the matter of equipment for mechanised war. But so far as equipment is concerned the same guarantee of American help which makes certain the attainment of aerial superiority, also makes it certain that we shall remedy the disparity as between ourselves and the Germans in the machinery of mechanised war.

Even the numerical inferiority which we as a people of some forty million possess as compared with German people of 100 million will ultimately right itself when behind a fully mobilised British army stands the equally fully mobilised industrial manpower of the United States. So far then as the ponderables are concerned a long view of the situation gives every expectation that however much we may suffer in the next few months, and undoubtedly we shall, we ought then to be in the position to take this war where it belongs, that is to the barbarians who launched it on the world.

But it is not only the ponderables that we have to consider. Throughout history, and in particular the history of this Island, the imponderables have played a prominent part. Three times in our story this Island has faced a situation no less critical than is the situation we face today.

Time and time again if our fathers had looked only at the ponderable factors they might well have reached the conclusion that there was nothing ahead of us but annihilation.

Let us just cast our minds back into history. In the 16th century it was the Spanish who threatened us with extinction. They, too, overran a great part of Europe. They established a vast Empire in South America at a time when the British had no Empire at all. They were immeasurably superior to the British in that very element which is more vital to our life today than any other, i.e., on the sea. By all the laws of logic, naval and military, so far from beating them they ought to have made mincemeat of us. But they didn't. The imponderables intervened. A storm as providential to us then as was that strange unearthly calm on the straits of Dover which enabled the Army to be evacuated from Dunkirk last year, scattered the vast Armada. And the British Fleet, incredibly inferior in numbers of ships, members, range, and power of guns, inferior in everything save seamanship, courage, and audacity did the rest. And therefore the power of Spain was broken. First her European conquests went, and then by degrees the vast Empire she had built up, until as a Great European power she existed no more.

In the 17th century again we were within an ace of destruction at the hands of the Dutch. In those days the King's Privy Purse was not separated from the Public Exchequer. When Parliament voted money to enable the King to carry out this or that work, it depended on the character of the King whether the work got done, or whether the money got diverted to his own private purposes. The King spent the money which should have gone on the Navy, on his court and his mistresses. The Navy fell, in spite of all that Samuel Pepys could do, into a sad state of disrepair. And then the King involved us in war with the Dutch. Things went hardly with us then. The Navy fared ill at the hands of the enemy. At one stage, the Dutch ships sailed right up the Thames as far as Dartford and destroyed the defensive line which was strung across the river mouth. It looked as if nothing could save us. But again the character of the British asserted itself. Parliament voted more money for the Navy and insisted on seeing that it reached the Navy. And in the end it was not the British but the Dutch who went down. It was on the ruins of that defeat, on the superiority at sea which it gave the British, that the British Empire was subsequently built.

In the early 19th century things looked as critical as today. Napoleon had made himself master of Europe. His conquests stretched even farther than Hitler's. Only Britain remained. I have no doubt that our forefathers of that day manning the Home Guard, watching by the beacons strung all along the South

Coast ready to fire them as soon as Napoleon's Fleet, massed at Boulogne, should begin the invasion which everyone regarded as a certainty, must have asked themselves, as anxiously as my Charwoman friend, - "Suppose we beat the invasion? How can we end the war? How can we unseat and destroy this colossus, Napoleon?."

If you turn up the "Times" of 135 years ago, when the battle of Austerlitz had decided the fate of Germany and Austria as decisively (it seemed) as the fate of France was decided a year ago, you will find a leading article which ran:-

"Incredible as this sudden and unexpected termination of the war is, we are compelled to give it reluctant credit. From the Baltic to the farthest extremity of Italy, there is not a sovereign or Prince who at this moment may not be said to hold his power by sufferance from Bonaparte. What this frightful State is to lead to is in the womb of time.

The Victor may be merciful on the Continent, but we who despise his power, are not to expect peace from his moderation. He pledged himself to his troops that he would make peace in Vienna before Christmas, and in London before Easter. He has redeemed his pledge in the first instance: we are persuaded that he will endeavour to do so in the latter."

It would be difficult to conceive of a closer parallel to our situation today than that. And yet within a few years Europe had risen against the tyrant. British arms had defeated the final flame of his army at Waterloo and the "Great Ogre" whose very name had been used to frighten the children with, was an exile in St. Helena eating out his heart in the bitterness of defeat.

It is not for me to discuss the military strategy by which Hitler will be brought down. I share the feelings of the ordinary citizen as to the difficulties and perils of a British invasion of the Continent. My own feeling, which commits nobody but myself, is that this war is to be won mainly on the sea, in the air, and through the ether. The sea - to keep open our food supplies and to make available to us the resources of the great Arsenal of America; the air, in which to concentrate and use against Germany that aerial preponderance which American help guarantees us sooner or later, the Ether, through which to bring hope, encouragement and truth to the conquered races of Europe, and to the masses inside Germany itself.

And with these things will work the imponderables - the guilty conscience which so many Germans possess, the fear which the prospect of a long war will generate in them, the recollection of the older Generation in Germany that, after the Kaiser, too, had overrun most of Europe, he nevertheless failed in the end; the inner hates and stresses of a régime founded on fraud and enforced by violence and murder and so on. And in the conquered countries slowly but surely the desire to breathe free again will assert itself. Slowly the resentment at the robbery, the suffering, the humiliation entailed in a foreign occupation will rise. Already the signs of this are there. And at the first evidence of weakening within Germany, there will be liberated in Europe such forces of explosive revolt as, in co-operation with the military effort of the British and their Allies, will bring about the collapse of the regime which has darkened every life in Europe for this decade past.

The process may be short or long, but there is a sense in which we are not concerned about this, though every one of us hopes and prays that it may be short. I mean that there is only one rule for the good life and that is to do the right thing and leave the consequences in other hands than our own. If ever there was a war which we positively crawled to avoid, this is it. We were compelled at long last to accept the challenge to all that humanity holds dear which Nazi-ism represents. From that acceptance there is no going back. For my part, I am confident that when the struggle is over, some writer of our day will be able to say, as Wordsworth said in 1816, after the fall of Napoleon:-

"The events of the past year, gloriously destroying many frail fears, have placed - in the ranks of serene and immortal truth - a proposition which in all ages hath been profoundly cherished - namely that a numerous nation, determined to be free, may effect its purpose in despite of the mightiest power a foreigner invader may bring against it."

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2/5/41 - No.35.

The Queen this morning received the Nepalese Minister, who handed to Her Majesty a cheque for £4,560, which has been generously given by H.H. The Maharaja of Nepal on the occasion of his birthday to provide an additional unit of the mobile canteens called the "Queen's Messengers".

FOREIGN OFFICE NEWS DEPT.

NOTE TO EDITORS (NOT FOR PUBLICATION) IN DEALING WITH THIS MESSAGE IT SHOULD BE MADE CLEAR THAT NEPAL IS AN INDEPENDENT COUNTRY, NOT AN INDIAN STATE .

AIR MINISTRY BULLETIN NO. 3768.

Air Ministry News Service.

A BELOVED R.A.F. PADRE KILLED.

H.Q., R.A.F. Middle East.

"Goodbye, I shall be back with you soon", were the last words of Padre Cox of Tobruk, Chaplain to the Royal Air Force, as he stepped into the aircraft which was to take him back from the front.

Shortly afterwards the aircraft was attacked by Messerschmitt fighters and shot down, and Padre Cox, one of the most admired, and certainly one of the most gallant in the town's garrison, was killed.

"A grand fellow, and the most liked man in Tobruk", was the tribute paid by a senior officer of the R.A.F., who had been in town with the padre. "He was always running around looking after the air force, the army, and everyone else. He had been in the western desert ever since operations there began in earnest and I knew he did not want to leave."

Among the officers and men of all the services, and among the prisoners taken in the western desert, as well as the enemy wounded, Padre Cox leaves countless friends. Nothing of the conventional hindered him in his work. This tall fair haired young man was a conspicuous figure as he drove about the town in a diminutive car, or went his way on foot in air raids and under fire by day and night, bent on doing all he could for anyone in need of help.

To squadrons of the R.A.F. stationed within Tobruk, whose epic deeds in the aerial battlefield over the town form some of the most glorious episodes of the successful defence, Padre Cox was especially endeared. Whenever an aircraft crashed or a pilot had to bale out within the perimeter of the defences, the Padre was always among the first on the spot, irrespective of whether the pilot was R.A.F., German or Italian.

The welfare of the airmen and troops was the particular concern of the padre, much of whose time was spent visiting dispersed units, seeking out comforts for those in need, and attending to the smallest details of food and accommodation. For the sick and wounded, the padre always had a cheering word.

When the Imperial Forces took Tobruk and thirty thousand prisoners the padre was the first to visit the enemy wounded in the Italian hospital. On another occasion when Italian prisoners were attacked by their own aircraft, Padre Cox borrowed a prayer book from the Roman Catholic Church, and conducted the burial service, during which Italian aircraft returned to the attack. The padre completed the task unmoved.

Many defenders of Tobruk will always remember his simple services in the Italian school and they described him as never looking like a parson with his anything but clerical garments and bubbling humour.

Padre Cox spent several months of the first dreary winter of war in France. He was attached for a time to the R.A.F. component, and was among the last R.A.F. personnel to leave Northern France.

A typical remark of his after a fierce dawn raid on Tobruk was: "I don't believe in forcing religion down people's throats, but I for one shall say grace at breakfast." Padre Cox will also be missed at home in England for he left an important parish at Redhill, Surrey, at the beginning of the war to join the chaplain's branch. It will be a consolation to his parishioners to know how deeply he was loved and appreciated by all ranks of the R.A.F.

AIR MINISTRY NO. 3769.

2/5/41 - No. 37.

MIDDLE EAST COMMUNIQUE.

H. Q. R. A. F. MIDDLE EAST, May 2nd.

CYRENAICA In Cyrenaica yesterday aircraft of the Royal Air Force continued their attacks on enemy positions and communications as well as affording protection to our forces against attack from the air during ground operations.

Enemy dive bombers and fighters, which appeared in large numbers over Tobruk to support operations of their ground troops, were engaged by our fighters and three Messerschmitt 109's were shot down in flames. During last night and the preceding night our bombers raided the harbour and other military objectives at Benghazi. Large numbers of incendiary bombs were dropped on shipping and one vessel was set on fire. An ammunition dump was also blown up and large fires followed the explosion. The aerodrome at Benina was again bombed and enemy transport near Acroma, in the Tobruk area, was both bombed and machine gunned, many direct hits being observed on the lorries and casualties caused among the troops.

ABYSSINIA. In Abyssinia enemy positions were attacked at Amba Alagi and near Alomata, and an enemy fortress in the pass at Falag was heavily bombed, about fifty direct hits being observed.

From the above operations one of our aircraft is missing.

AIR MINISTRY BULLETIN NO. 3770.

Air Ministry News Service.

MORE DAYLIGHT ATTACKS OVER HOLLAND.

Yesterday's daylight attacks by aircraft of the Bomber Command met with strong opposition from the enemy. Everywhere the anti-aircraft fire was intense and at times our bombers were tackling enemy fighters at odds of three and more to one.

During the attack on oil storage tanks at Vlaardingen, a few miles west of Rotterdam, a pilot had to take violent evasive action to get through the fierce barrage and even so a shell burst through the nose of the aircraft. The pilot made a good run up and is certain that his bombs damaged the storage tanks. Immediately after he had turned for home five Messerschmitt 109's came up and hotly engaged the single bomber. For twenty minutes the fight went on. Our gunner was wounded and the mechanism of his gun carriage was put out of action, but he fought on, turning his guns with the hand control. One by one the Messerschmitts broke off the fight, the first four fairly soon, the fifth after returning again and again to the attack.

When the last Messerschmitt gave up the attack oil was pouring from the bomber's port engine. In a few moments the engine had stopped, and the airscrew fell off, but the pilot brought his aircraft back over the North Sea. Then, soon after the bomber had crossed the English Coast, the second airscrew, which had also been damaged in the encounter, dropped away. The pilot skilfully brought the bomber down and made a safe landing in a field.

A concentrated and effective attack was made on the enemy submarine base at Den Helder in a storm of driving rain. Here also the barrage was intense, Our aircraft attacked from a low level, all from under 200 feet and some from as low as 50 feet.

Soon almost the whole of the base was hidden by clouds of smoke and dust from the debris which had been flung into the air, but not before bombs had been seen to burst on several vital buildings. There were direct hits on the power house and barracks. A crane at the entrance to the inner harbour was smashed and a stick of bombs dropped straight across the lock gates. German troops marching over a bridge leading from the town to the docks were machine-gunned. They broke and ran for cover.

One of the pilots whose bombs hit the power house was severely wounded while still over Den Helder. His observer was also wounded, but not so badly, and he managed to take over the controls while the aircraft was flying at 50 feet. He then joined the formation making for home. When he had got the aircraft almost to its base he sent out a request for an ambulance to be ready. When it came to the moment for landing the observer propped the pilot up in his seat. The pilot took over the controls and guided by the observer he brought the aircraft safely down.

2/5/41 - No. 39.

AWARDS FOR POSTAL WORKERS.

The following are details of awards to Postal Workers published in tonight's London Gazette:-

Mr. R.C. MAYNARD, a 74 year old Post Office telephone operator in Yorkshire, has been awarded the British Empire Medal for staying at work at his switchboard during a raid which lasted 9 hours. Thousands of incendiaries and hundreds of high explosive bombs fell in the neighbourhood, but Mr. Maynard and his wife continued to operate their exchange on the top floor of the Post Office building. Refusing to seek safety the couple carried on, as they have carried on during many raids, and dealt promptly with all calls for fire, ambulance and rescue services.

Another British Empire Medal has been awarded to Mr. A.W. HENNIS, a Post Office Skilled Workman. The official report states "His chief object in life appears to be to defeat the enemy". During one raid a bomb cut a main telephone cable containing a large number of circuits. A second bomb shattered a sewer and the whole area was flooded with water and sewage.

Mr. Hennis waded through the flood and groped for the severed cable. While doing this he heard a bomb falling immediately overhead but could not escape from his dangerous position as he was wading through the mud and water in Wellington boots. He threw himself flat on the bank of the crater as the bomb exploded across the street - then resumed his job. He found the cable and restored communication.

GENERAL POST OFFICE.

THE SITUATION IN IRAQ.

The concentration of Iraqi troops round Habbaniyah has unfortunately led to a clash with the British forces stationed there. In spite of requests for their withdrawal these Iraqi troops were reinforced yesterday and early this morning opened fire on the cantonment, obliging British forces to take the necessary counter action. Fighting continued throughout the day and is believed to be still in progress.

It will be recalled that when Rashid Ali supported by certain high Army leaders seized power by force a month ago, he declared publicly his intention to honour the Anglo-Iraqi Treaty of Alliance. Consequently, when His Majesty's Government notified their desire to open the line of communications through Iraq for British forces, in accordance with arrangements made with the Iraqi Government a year ago, he agreed to this action, and troops landed at Basra without incident. When, however, some days later a further contingent was notified, the Iraqi authorities declared that they were unwilling to grant permission for further British troops to arrive in Iraq before those which had already arrived had passed through. British insistence on their Treaty rights and the landing of further troops at Basra was followed by a menacing concentration of Iraqi troops round Habbaniyah, and the local Iraqi Commander conveyed to the British Officer Commanding at Habbaniyah a provocative message that no flights or troop movements at Habbaniyah would be permitted under threat of bombardment. Representations by the British Ambassador to Rashid Ali to secure the withdrawal of the Iraqi troops were disregarded.

There is reason to believe that a considerable section of the Iraqi population deplores the anti-British policy adopted by Rashid Ali, and would welcome the restoration of the friendly relations which have hitherto existed between the two countries.

AIR MINISTRY NO. 3771

2/5/41 - No.42.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

There is nothing to report.