

8/8/40. - No. 1.

AIR MINISTRY NO. 1306

AIR MINISTRY AND MINISTRY OF HOME
SECURITY COMMUNIQUE.

Bombs were dropped in various parts of Great Britain last night by isolated enemy aircraft, but apart from broken windows little damage is reported, except that in one town in the N.E. of England a sanatorium and shop property suffered considerably.

In one part of the North of England leaflets were dropped.

Casualties were very few and the only serious injuries were to some women walking in a country road.

AIR AFFAIRS.

8/8/40 - No. 2.

BRITISH PRISONERS OF WAR

The following is the latest list of British prisoners of war in enemy hands, as received from a German source:-

<u>Name</u>	<u>Born</u>	<u>Address.</u>
George Stanley BRIGGS	5. 1. 1908 St. Marylebone.	88 Hounslow-road, Witton, Twickenham, Mdx.
Percy Still GROVE	4. 5. 1911 Leek.	4, Union-street, Faversham, Kent.
William HANLAN	6. 1. 1907 Newcastle.	26, Atkinson-road, Benwell, Newcastle- on-Tyne.
George Henry HOOK	9. 10. 1910 Sittingbourne.	57, Hythe-road, Milton Regis, near Sittingbourne, Kent.
Wilfred KELLY	4. 10. 1908 Leeds.	1, Laycock-place, Buslingthorpe Lane, Leeds, 7, Yorks.
Dennis DEAN	3. 11. 1917 Norfolk.	42, Cubitt-road, Plumstead Estate, Norwich.
Fred LONGBOTTOM	8. 2. 1918 Shelf.	23, Shelf Moor, near Bradford, Yorks.
John THOMPSON	20. 8. 1914 Bethnal Green.	345, Hackney-road, London.
Leslie Charles CARROL	16. 1. 1919 Tynemouth	22, Eleanor-street, Cullercoats, Tynemouth.
Edward LAYTON	31. 3. 1922 Yorkshire.	9, Swanfield-road, Sutton Trust Estate, Marfleet Lane, Hull, Yorks.
Herbert BURGESS	15. 10. 1920 Doncaster.	Dennaby Main, near Doncaster, Yorkshire.
Fred FREEMAN	1. 3. 1916 Lincoln.	69, Cannon-street, Lincoln.
Benjamin CROWTHER	10. 2. 1919 Todmorden.	3, Back Shannon, Todmorden, Lancs.
Stanley HARVEY	27. 6. 1909 (no place given)	22, Herbert-road, High Wycombe, Bucks.
Roy BROWN	13. 7. 1917 Sunderland.	38, Cooper-street, Roker, Sunderland.
Federick CATT	(No date given) London.	65, Law-street, Pembroke Dock, S. Wales.
Cyril Frederick BROWN	11. 4. 1920 Clapton.	65, London-road, Horsham, Sussex.
Gordon RICHARD	18. 12. 1910 Leith.	105, Belle Vue-road, Aldershot, Hampshire.

8/8/40. - No. 3.

CORRESPONDENCE FOR UNOCCUPIED FRANCE.

The Postmaster General announces, in regard to the resumption of the postal service with the unoccupied portion of France, that it is of the utmost importance that the name of the département(province) in which the place of destination is situated should appear in the address of all correspondence. If in doubt as to the scope of the new service, senders should enquire at the nearest Post Office, where a list of the départements is available.

GENERAL POST' OFFICE.

8/8/40 - No. 6.

PRESS NOTICE.

Advance summary of a speech by the Postmaster General, The Rt. Hon. W.S. Morrison, M.C., K.C., M.P., at the presentation of the Order of the British Empire (Civil Division) to Mr. Francis Downey, unestablished Doorkeeper, Liverpool and Mr. James Holmes Westwell, Sorting Clerk and Telegraphist, Liverpool at the Head Post Office, Liverpool on Thursday the 8th August at 3.35 p.m.

The Rt. Hon. W. S. Morrison, M.C., K.C., M.P., the Postmaster General, in presenting the British Empire Medal on behalf of the King to Mr. Francis Downey and Mr. James Holmes Westwell, at Liverpool, today said:-

"The occasion for which these medals are awarded occurred on the 6th of February last, Mr. Downey was on duty in the Liverpool Public Office when a woman's screams called attention to a smoking bomb in a waste paper receptacle. Mr. Downey, without hesitation, turned out the contents of the receptacle and endeavoured to extinguish the bomb by stamping on it. This presence of mind showed the greatest courage and no doubt prevented the risk of severe injury or loss of life in the vicinity. Mr. Westwell was present on the same occasion and he at once came to Mr. Downey's assistance and placed the smoking bomb in a bucket of water, displaying great presence of mind and courage."

Mr. Morrison paid tribute to the staff of the Post Office during his speech and said:-

"The Post Office as a whole has a long record of achievement and service to the country, not only within the limits of its professional sphere but in those activities which call for service of the ordinary citizen as a private individual. There are, at the present time, absent from the Post Office over 40,000 men on service with His Majesty's Forces, and a number of others who are displaying in other public services the efficiency which they have learned and achieved inside the Post Office itself. It is a cause for continued optimism that in the face of danger which springs suddenly and unlooked for in the familiar surroundings of peace, there are men and women too who will react at once with courage and with presence of mind."

GENERAL POST OFFICE.

8/8/40 - No.7.

RED CROSS CRICKET.

WEST INDIANS V. WARNER'S XI

All lovers of good cricket, including West Indians in London, who will regard the occasion as a rendezvous, will be delighted to learn that a match will take place at Lord's Cricket Ground on August 22 between a representative West Indian XI and Sir Pelham Warner's XI. the West Indian Team will include such noted players as Constantine, Clarke, and Martindale.

The proceeds of the match will be devoted to the British Red Cross Society and the Order of St. John of Jerusalem.

DOMINIONS AND COLONIAL OFFICES PRESS SECTION.

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8/8/40. - No. 9.

GERMAN PRISONERS OF WAR
ANNOUNCED IN THE B.B.C'S GERMAN BROADCASTS.

The list of German prisoners of war at present in British hands since the previous list was issued on 5.8.40 includes members of the three services, as under:-

Naval prisoners of war	16
Army prisoners of war	80
Air Force prisoners of war	<u>28</u>

Total 124 German prisoners

Italian prisoners of War
announced in the B.B.C'S Italian Broadcasts.

The list of Italian prisoners of war includes 25 naval men.

MILITARY AFFAIRS

Air Ministry Communique 1308

8.8.40 No. 10

AIR MINISTRY COMMUNIQUE

During an attack on shipping in the Channel this morning a number of engagements took place between our fighters and enemy aircraft.

Reports so far received show that two enemy bombers are confirmed as having been shot down, and the destruction of several others is reported but not yet confirmed.

AIR AFFAIRS

8/8/40 - No. 11

OFFICIAL ADMIRALTY COMMUNIQUE

Skua aircraft of the Fleet Air Arm have carried out a successful attack on the petrol storage depot at Dolvik, about five miles south of Bergen.

There were three petrol storage tanks, with a total capacity of 7,200 tons, at this depot. The largest of the three tanks was seen to blow up. The second largest tank was badly damaged and set on fire. The smallest tank, the pumping station, and the jetty were severely damaged. Very large fires were started which, it is considered, must have spread and led to the total destruction of the whole depot.

All our aircraft returned safely.

ADMIRALTY, S.W.1.

AIR-MINISTRY NO. 1309.

8/8/40. - No. 12.

AIR-MINISTRY COMMUNIQUE

Further reports of this morning's engagements over the Channel confirm that at least six enemy dive-bombers and three enemy fighters have been shot down. Two of our fighter pilots are missing.

(Note: The above figures include the two enemy bombers already announced this morning).

AIR-AFFAIRS

Air Ministry News Service

HURRICANE SQUADRON SHOOTS DOWN NINE

Twelve Hurricane pilots of the R.A.F. Fighter Command lived again, over the English Channel this morning, an engagement fought by the same squadron more than two months ago in defence of the retreating B.E.F.

To-day, in defence of shipping, the Hurricane squadron took on a formation of about 50 Junkers 87 and Junkers 88 bombers and their escorting fighters. They shot down 6 of the Junkers 87's and 3 Messerschmitt 109's, as well as damaging others. Some of Germany's new Heinkel 113 fighters were in action.

Near St. Omer, on 22nd May, there were 10 Hurricanes and 35 Junkers again with an escort of fighters. In this engagement the squadron shot down 6 of the Junkers 87. For certain - the same fighter and the same type of aircraft as to-day - and possibly three more junkers. They also destroyed one of the escorting Messerschmitt 109 fighters.

To-day, as over France, the engagement quickly became a general dog-fight, with each of the Hurricane pilots working on his own and attacking bombers and fighters as opportunity offered. Two of our fighters are missing.

Other British fighters were on patrol at the time near the scene of the action but made no contact with the enemy.

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8/8/40 - No. 14.

Prevention of Waste of Food.

The Waste of Food Order 1940, which comes into force on 12th August, is primarily intended to serve as a general warning against waste. It is hoped that the fact that the Minister of Food has taken these powers will prove a sufficient deterrent and that it will not be necessary to undertake numerous prosecutions.

"Waste" is not confined to certain particular acts or conduct mentioned in the Order but includes any act or conduct which constitutes waste in the opinion of a competent Court.

Food Control Committees will be informed that it was not the Minister's intention to render the keeping of animals impossible when the use of human food for this purpose is reasonably necessary. They will be advised that prosecutions connected with the keeping of animals might well be confined to cases where, in their judgment, human food has been used wastefully, either because the quantity used was excessive, or because other food stuffs, not suitable for human consumption, might have been substituted.

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MINISTRY OF FOOD.

The following notes relative to the White Paper No. 6219, "India and the War", are issued for the information of the Press:-

Mr. Amery, Secretary of State for India, has just announced in the House of Commons that the Viceroy of India, after full consultation and with the approval of His Majesty's Government, has made an announcement on the political future of India.

Mr. Amery is known to have been in constant communication with Lord Linlithgow ever since he became Secretary of State, and it has been confidently hoped that some constructive proposals would be made public in the near future.

The most important point in the announcement comes towards the end, where the Viceroy states that his Majesty's Government are in sympathy with the desire that the framing of a new constitutional scheme for India should be primarily the responsibility of Indians themselves. It should originate from Indian conceptions of the social, economic and political structure of Indian life. His Majesty's Government wish to see the fullest practical expression given to that desire, subject to the fulfilment of the obligations which Great Britain's long connection with India has imposed upon her, and for which His Majesty's Government cannot divest themselves of responsibility. Fundamental constitutional issues cannot be settled at the present moment when the Commonwealth is engaged in a struggle for existence.

The British Government, however, will most readily assent to the setting up, with the least possible delay after the end of the war, of a body representative of the principal elements in India's national life to devise the framework of a new Constitution. They will lend every aid to hasten decisions.

But changes are to be made at once without waiting for the end of the war. The Viceroy's Executive Council is to be enlarged by the appointment of representative Indians, and a War Advisory Council is to be established which will meet at regular intervals. This Council will include representatives of the Indian States as well as of other interests in the national life of India as a whole.

It is plainly intended to go well beyond the plan for a Consultative Committee which was suggested last October. The Government meanwhile will welcome and promote in any way possible every sincere and practical step that may be taken by representative Indians themselves to reach a basis of friendly agreement, both upon the form of the post war representative body and the methods by which it should work, and also upon the principles and outlines of the Constitution itself.

This should enable a considerable amount of spade-work to be done at once, even during the war, and should materially facilitate and shorten the work of the representative body after the war is over.

The announcement makes it clear that while the framing of the new Constitution will be primarily the task of Indians themselves, His Majesty's Government will see that full weight will be given to views of minorities and that they could not be parties to the coercion of such minorities. It pays full tribute to the mighty contribution which India has already made to the war and to her anxiety to do even more in the common cause, and says that His Majesty's Government trust that the reconstituted and strengthened Central Government with the aid of the War Advisory Council will enable all parties, communities and interests to combine and co-operate in making a notable Indian contribution to the victory of the world cause which is at stake.

URGENT NEWS.

A.M.BULLETIN No.1307.

ROYAL AIR FORCE AWARDS NO. 96.

The KING has been graciously pleased to approve the undermentioned award, in recognition of gallantry displayed in flying operations against the enemy :-

Awarded the Distinguished Flying Cross.

Squadron Leader Gerald Barnard KEILY, A.F.C.

On 28th July, 1940, Squadron Leader Keily was the pilot of an aircraft detailed to carry out a special reconnaissance over Libya. The reconnaissance had to be carried out at a low altitude owing to clouds. He was attacked by five enemy aircraft but, displaying great skill, he destroyed one of them. During the engagement the air observer was hit by a bullet. Notwithstanding the handicap of having the air observer's body leaning against him, Squadron Leader Keily continued with the reconnaissance returning with information of great value. He has invariably displayed exceptional leadership, courage, and devotion to duty.

NOTE ON CAREER.

Squadron Leader Keily was born in India in 1904. He was educated at Lake House School and Westminster School. He served in the Southern Rhodesian Defence Force before joining the R.A.F. as a Short Service Commission Officer in 1929. He became a flying officer in 1930, had his term of service extended in 1933, became a Flight Lieutenant the following year and a Squadron Leader in 1938. His wife lives at Heliopolis, Egypt.

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

8th August, 1940.

8/8/40 - No. 20.

WINDOW PROTECTION.

Detailed advice on the treatment of windows to minimise the effects of flying glass was given by Sir John Anderson, Minister of Home Security in reply to questions in the House of Commons to-day.

Recent experience, said Sir John, confirmed the view of his technical advisers that textile net or transparent film affixed to the whole surface, and strips of adhesive tape or other strong material, give the best protection.

Of these, textile net or transparent film affixed all over the surface of the glass are preferable.

Strips of adhesive tape or of stout paper will give good protection if they are fixed at intervals of not more than 6 inches.

On the subject of liquid preparations for painting on the glass, Sir John said that these did not in all cases give the desired protection and at best they did not usually last long.

One of the difficulties of controlling the sale of such preparations, he added, is that a certificate of approval could apply only to the sample submitted, but he was considering in what form he could best give guidance to the public on this matter.

In reply to another question, the Minister repeated the advice which has been given to the public to carry their gas-masks.

MINISTRY OF HOME SECURITY.

8/8/40 - NO. 21

Today's Official Communique from Cairo states:

Western Desert (August seventh)

Frontier all quiet. Enemy movement, particularly motor transport continues to be reported.

Sudan

Unsuccessful air raid ATBARA. Otherwise all quiet.

Somaliland

As anticipated, enemy columns halted after capturing HARGEISA and OADWEINA and air reconnaissance reports little movement around these places. In area BURAO and to the East situation reported normal.

Kenya and Palestine

Nothing to report.

MINISTRY OF INFORMATION

NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF MONDAY AUGUST 12
NOT TO BE ISSUED ON CLUB TAPES, OR BROADCAST BEFORE 7 a.m. ON MONDAY
AUGUST 12

OFFICIAL ADMIRALTY COMMUNIQUE

The Secretary of the Admiralty regrets to announce the following casualties in H.M.S. DELIGHT, the loss of which has already been announced.

OFFICERS

Wounded

Commander M. Fogg-Elliott, D.S.O., R.N., (In command).
 Midshipman R.T. Hale, R.N.R.
 Mr. S.W.G. Hubbert, Gunner(T), R.N.

Died of Wounds

ATKINS, L.J.M.
 DAY, C.
 HOMBERG, Ernest
 JENKINSON, A.
 MILLER, Harold
 MORGAN, Richard

Wounded

ACKERLEY, Joseph
 ALEXANDER, H.
 ALLEN, Albert
 ANDREWS, James
 ANDREWS, John
 ARKIE, Thomas
 BAX, Frederick
 BELL, George
 BELL, J.A.
 BONE, Wilfred G.
 BRISTOW, John
 BROWN, William
 CLAYTON, John H.
 CUSSEN, John J.
 DICKINSON, H.C.C.
 DICKSON, Hugh
 DIMON, Norman
 FARRAR, H.J.
 FINDLAY, Robert
 GLAZIER, Arthur
 HARRISON, Frank
 HARRISON, Jonathan
 HINTON, John
 HOARE, Charles
 HUBBERT,
 Jackson, Leslie
 JACKSON, Sidney R.
 JOHNSON, Ernest J.
 JONES John
 Jones, Kenneth
 KINDERSLEY, E.M.
 LARBY, John
 LAURIE, James H.
 LEONARD, Joseph
 LESAUTERIUR, William
 LONGDEN, Horace
 MCGARRON, James
 MERWOOD, Frederick

RATINGS

Ordinary Seaman	
Leading Seaman	P/JX 133111
Ordinary Seaman, R.N.S.R.	S.R. 8682
Able Seaman	P/JX 142175
Able Seaman	P/J 1279
Able Seaman	P/J 99632
Leading Signalman	D/JX 137599
Stoker	P/KX 91740
Stoker	P/KX 84941
Stoker	P/KX 101297
Telegraphist	P/107123
Stoker Petty Officer	P/K 66611
Able Seaman	P/J 94561
Able Seaman	C/SSX 21690
Stoker Petty Officer	C/K 64923
Petty Officer	P/JX 130743
Stoker	P/KX 92915
Stoker	
Engine-room Artificer	P/MX 161786
Able Seaman	P/J 96524
Stoker	P/K 62802
Electrical Artificer	P/M 36777
Able Seaman	P/JX 140759
Stoker	P/KX 92640
Cook	P/MX 60770
Stoker	P/K 65842
Leading Stoker	P/KX 80022
Leading Seaman	P/JX 151287
Able Seaman	P/J 95827
Supply Petty Officer	P/M 38261
Gunner R.N.	
Engine-room Artificer	C/MX 48689
Able Seaman	C/SSX 27718
Ordinary Seaman	
Able Seaman	P/SSX 21703
Stoker	P/KX 96363
Ordinary Seaman	
Able Seaman	P/J 51915
Telegraphist	P/JX 148843
Stoker	P/KX 92989
Able Seaman	P/JX 127057
Leading Sick-Berth	
Attendant	P/MX 51510
Able Seaman	C/SSX 21711
Engine-room Artificer	P/MX 47326

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MILLS, Ralph
MORRIS, A.T.
OSGOOD, Sidney
PORTER, H.
RICHES, Benjamin
SIDDLE, Arthur
SINNOTT, Thomas
SMITH, James M.
SOUTHWORTH, Kenneth
SPENCER, Sidney
TREAGUS, Alfred J.
TROTTER, Samuel
TURNER, Jack F.
VIGOR, Albert E.
WARNE, Oliver
WATERFIELD, Derryck
WHITE, John W.
WILLIS, Charles
WOOLNUGH, Thomas E.

Able Seaman
Able Seaman
Leading Seaman
Able Seaman
Able Seaman
Petty Officer Telegraphist
Leading Seaman
Able Seaman
Telegraphist
Able Seaman
Stoker Petty Officer
Able Seaman
Stoker
Stoker
Able Seaman
Able Seaman
Leading Stoker
Stoker
Able Seaman

P/JX 128035
C/SSX 27523
P/J 103731
P/JX 131425
C/SSX 28225
P/JX 127609
P/JX 130480
P/JX 138633
P/SSX 31451
P/J 106903
P/KX 75554
C/SSX 21685
P/KX 91765
P/K 56581
P/JX 1314141
P/JX 150892
P/KX 81910
P/KX 86649
P/JX 155580

ADMIRALTY S.W. 1.

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8/8/40 - No. 23.

CAMOUFLAGE OF MOTOR VEHICLES.

The Secretary to the Ministry of Transport makes the following announcement:-

The Minister of Transport desires it to be known that there is at present no intention of requiring owners of vehicles to repaint or otherwise treat them so as to render them less conspicuous.

Should they wish to do so voluntarily, however, they are asked to pay particular attention to the following guiding principles.

- (1) Avoid glossy surfaces and light colours.
- (2) Adopt any neutral colour other than the greys and khaki employed by the Services.
- (3) Above all, don't copy the Army style.

It is most important that vehicles should not be camouflaged in such a way as to render them liable to be mistaken for vehicles in the service of the Armed Forces, and the Minister is making an Order to this effect.

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MINISTRY OF TRANSPORT.

Press Notice: for publication morning papers Friday August 9, 1940.

SUPPLY MINISTER SAYS "KEEP AT IT!"

After nearly three months of splendid response to his appeal for "Work at war speed", Mr. Herbert Morrison has sent another message to men and women working for the Ministry of Supply, urging them to "Keep at it!"

The message is being circulated to all members of the Ministry of Supply, and to the managements and workers in all arms factories.

Mr. Morrison says:

Since the enemy invaded Holland and Belgium you have done a magnificent job.

We all know how, during all these hard and trying weeks, you men and women in the arms factories, management and workers alike, have "Gone to it" without sparing yourselves. You have shown yourselves fully worthy of our armed forces and of the cause for which we fight. Your resolution and staying power have daunted our enemies and encouraged our friends; you have helped to show the whole world what the spirit of the nation really is. We are all proud of you.

Now, to those whose weekly working hours it has been possible to reduce, I would add a word. I am glad that the change has been possible. You need relief, if ever men and women did. But the time has not come to relax the intensity of your personal efforts while you are on the job. We are not yet as strong as we need to be and mean to be. The enemy is losing no time and the need is still great. You will not fall short of the splendid standard you have set yourselves.

I appeal to you, in complete confidence as to your response, to go on giving of your very best. War is an endurance test and we, who know that right is on our side, will last out longest.

KEEP AT IT!

Ministry of Supply,
Press Office,
Adelphi, W.C.2.

8th August 1940.

MEMO TO SUB-EDITORS:-

As this script is being issued in advance it will be necessary to check it against the broadcast at 9.20 this (Thursday) evening.

RELEASED FOR PUBLICATION AFTER 9.35 THIS (THURSDAY) EVENING (AUGUST 8, 1940).

WAR COMMENTARY

BY

GENERAL SIR WALTER KIRKE, G.C.B., C.M.G., D.S.O., A.D.C.

HOME SERVICE: THURSDAY, 8th AUGUST, 1940 : 9.20 - 9.35 p.m.

I wish to be quite frank so I must tell you that the views I am going to express are my own, and not necessarily those of anyone else.

I am going to start by saying a few words about the situation in North Africa, which is now coming into the headlines.

Hitherto our troops have been engaged in comparatively small operations against the Italians, but carried out in very trying conditions of heat, dust and flies.

Dominating everything, of course, is the question of water.

If you have never lived in this sort of country it may surprise you to know that it is not the wonderful days of an English spring, or the glories of an English summer that the British soldier longs for.

No! what he hankers after is the foggy drizzle of a wet, raw English winter morning with plenty of puddles and mud about.

Let me try and give you a picture of the western desert. Take Alexandria as a starting point, which is west of Port Said and is the anchorage of the British Fleet.

As we go westwards from Alexandria there is only one road and one railway along the narrow strip of sand which is only occasionally cultivated between the sea and the desert.

We are confined to one road and one railway. The railway ends at Marsa Matruh, which is about as far from Alexandria as York is from London. That gives you an idea of the sort of distances with which we are dealing. Marsa Matruh is the main centre of the British Troops in the western desert, and here the railway ends.

Beyond, the road runs across a dazzling desert of white sand with only a few small wells, up to our frontier post of Sollum, and Sollum is about as far on from Marsa Matruh as Berwick is from York. At Sollum the water is only sufficient for a small force. Beyond is Italian Libya and the enemy.

Inland from the sea then, along the frontier, the Italians had built a series of forts connected by a broad wire entanglement, and it was these forts which we raided and captured at the outbreak of hostilities with very little loss.

Mussolini has a very large white garrison in Libya, and he no longer has to guard the French in Tunis far away to the west. He was naturally rather peeved at our impertinence and sent up considerable forces to re-occupy and hold his frontier forts.

This of course, suited us quite well, because it increased the supply difficulties for the Italians - remember the dust, flies, heat and want of water - and it meant that they constantly had to send forward supply columns. These have provided excellent targets for our mechanised troops, of which they have taken full advantage.

In these operations our men have shown great daring and initiative, but they have been minor operations, not vitally affecting the main problem.

At the moment I do not suppose that we have any desire to undertake all the difficulties of advancing across the desert against superior forces, particularly as Italian communications with the homeland are much shorter than ours. The initiative rests with the enemy and it is for him and not us to solve the problem of crossing the desert, as he has got to do if he wants to reach the fertile part of Egypt and eventually the Suez Canal. Until he does reach the canal his position in Abyssinia is not too happy.

A few years ago one would have said that the operation the Italians have got to undertake - namely to cross the western desert of Egypt - was an impossible one, but conditions have been altered by the great range of armoured vehicles. They can operate freely over the hard desert sand, and they can be supported and supplied by air, within limits.

The Italians have had considerable experience of such operations in Abyssinia and they have all the technique and resources of the Germans behind them.

/Over

Obviously the operation would be a difficult one, but, if Hitler cracks his whip, Mussolini may have to jump into the collar, and from the shelter of the armoured train which Hitler gave him, he may succeed in dragging patient, peace-loving Italians into one more desperate adventure.

So much for North Africa. I will now turn to the broader aspects of the war.

If you study British history you will find that every war in which we have been engaged has started badly. This is because we cling to the idea of peace to the last possible moment and are never fully prepared for war. This war was hardly likely to be an exception. For many years Germany had been devoting the whole of her immense energies to preparing for war and for nothing else.

Working on a consistent policy and a carefully calculated time-table, only possible to a dictator, Hitler arrived at a position from which he could hurl an immense and overwhelming armament against his selected victim at his selected moment. At the same time, he maintained the element of surprise by giving the most solemn assurances of his goodwill and friendly intentions to his intended victims. Compared with Hitler, Ananias was an amateur.

Unlike Germany, we allotted only a very limited proportion of the national income to defence; consequently it was a question of priority as between the Navy, the Army and the Air Force. With our world-wide Empire we adhered, and as I think rightly adhered, to our traditional policy of giving priority to our Navy. This is because command of the sea is absolutely essential if we are ever to bring our full strength to bear.

This was a long term policy and it left very little in the till with which to prepare our land and air forces to face the German borders on land. As a matter of fact, we sent considerably more to France than we ever promised. Our chivalrous efforts to aid those who appealed to us for help as they were in turn attacked - Norway, Holland, Belgium - added to our responsibilities and our difficulties.

In other words, our peace time strategy was a long term one, and I suppose we accepted the probability that we might have to go through a bad time to begin with.

We have no cause to be surprised or discouraged, therefore, because this has actually happened, or even if we suffer further setbacks, as for a time we well may do.

Remember, the first year, or even two years, are always the worst for us. Our chief regret must be that we could not do more to help our friends; though eventually we shall.

Hitler, on the other hand, has had a series of wonderful successes. He has collected most of the arms and equipment in Europe outside Russia, and if the war were to stop now he would be well on the way to world domination.

The situation reminds me of a frontier expedition where so long as one is advancing everything is simple. It is only when one stops that troubles begin, and if one has to withdraw, everyone gets up and bites you. Hitler's position is very similar.

His armies are scattered over an enormous area, amongst bitterly hostile populations, who are only waiting; waiting for the day when the tide will turn. In Germany itself, what must the feelings of the women be, with their men so far away. We know that they are suffering great privations; we know they are haunted by the fear of air raids, which Goering promised could never, never happen.

The lying propaganda of Goebbels is the best possible proof that the German Government dare not let the people know the real truth. Apparently the Germans can't take it.

If we have our difficulties, so has Hitler, and not the least is the prospect of a starving Europe. He has got to do something, and the question is, what is it going to be?

Obviously a successful invasion of Great Britain, if it put an end to the war by knocking us out, would solve all his troubles.

But there are certain difficulties in the way:-

In the past, as Napoleon found to his cost, the first essential was local naval superiority. This is still true for any invasion on a large scale, and Hitler's failure to seize the French Fleet seems to have made that very, very difficult.

Nowadays, too, it is important, as we found in Norway, to have local air superiority as well, otherwise a fleet is exposed to great dangers. Our situation in this respect is improving daily.

There remains the possibility of landing troops from the air, which, combined with every dirty trick and aided by shameful treachery, was so successful in Norway and Holland. But in Holland the troops landed from the air were immediately followed by masses of armoured vehicles moving forward on the ground. In our case they cannot do this and as they cannot be brought by air they must come by sea, and run the gauntlet of the British Navy.

And if by some new stratagem or device a German army did reach this island, what would it find?

Over a million first-line troops, under able and experienced commanders, only too anxious to meet the enemy in such favourable conditions; so to speak, on the home ground and backed by more than another million Home Guards.

In war nothing is certain.

It is true that Hitler's failure to stop the B.E.F. from getting away from Dunkirk was a bad setback to any ideas of invasion, but he is a fearless gambler with other men's lives, and the Prime Minister has told us that we must not relax our efforts. The Royal Navy and the R.A.F. are showing what they can do, day in and day out.

Meanwhile, the Army in this country is awaiting its opportunity, and all units are ready to show once more that their gallantry and resolution are not inferior to that of their comrades in the other services. I hope they will not be disappointed, for they are all hoping to enrich the world by removing some at least of those who are polluting it.

Nor should we forget the splendid contingents from the Dominions who are burning to have a blow at Hitler and all his works.

The Allied contingents, too, Czechs, Poles, Norwegians, Dutch, Belgians, French, they all have the best of reasons for wanting to get their own back.

Talking of invasions, you may have heard of the last invasion of Britain nearly 150 years ago. An officer of the name of Tate landed at Fishguard with a force from France, but the inhabitants promptly removed all the horses and other means of transport, which prevented his troops from leaving the beach. Eventually the appearance of some Welsh women in their red cloaks and tall black hats decided him to give up the unequal contest.

The Germans may learn a lesson from this. They won't find any transport either, but they will find something much more formidable than ladies, however strikingly attired.

If Hitler shies off invasion what can he do? He may, and certainly will, raid us from the air in greater and greater strength, but we believe that we can face this, at least as well as the Germans are likely to face our retaliation.

Leaving that aside, is there any other alternative?

There are, of course, several:

There is the possibility of seizing bases from which to intensify the blockade of these islands, that might add to our shipping losses and mean real privation, but it will not bring Hitler's promised peace, this year or even next. The same applies to any adventures in Africa. All the same, they are definite possibilities which we may have to face.

Another alternative lies to the East, where there is plenty of what Germany most wants - Russian wheat and Rumanian oil. If Hitler could get them it would do something to remedy the balance of resources which is so heavily in our favour.

(over)

He has apparently got a stranglehold on Rumania and seems quite ready to give bits away with both hands to pacify various claimants. The wheat country is another matter: it belongs to Russia.

It would be foolish for a layman to try and forecast the trend of events in the Balkans and I am not going to attempt to do it, but out of all the conflicting rumours and reports one fact seems to emerge, that is, that for Germany an Eastern front is steadily forming. Any advance by Hitler eastwards must hasten the process.

We have not turned any corners, and the road we have to travel is straight and long and hard. But, when we look beyond the imposing facade of Hitler's successes, we have solid grounds for believing that British determination and staying power will pull us down and pull us through.

Whatever the difficulties, we mean to win!

BRITISH BROADCASTING CORPORATION.

8/8/40 - No.26

GIFTS FROM OVERSEA

Lord Lloyd has expressed deep appreciation to the War Fund Committee of Uganda for the first instalment of £22,500 contributed voluntarily by the people of Uganda for war purposes.

Lord Beaverbrook has thanked the people of Nyasaland for their magnificent gift of £32,850. He adds: "We shall put the money to good use in adding aircraft of the most powerful type to the squadrons. The wings with which you equip us will carry destruction to the enemy and bear peace with victory to all the peoples of the Empire."

Lord Beaverbrook, expressing gratitude through the High Commissioner for the Malay States for recent generous gifts for the purchase of aircraft, said: "Rejoicing in the devotion and loyalty of the Empire, our people stand dauntless at the post of danger, and when the battle breaks your aircraft will be foremost in the fight."

A second contribution of £10,000 from Northern Rhodesia has been acknowledged by Lord Beaverbrook. Contributions to this fund are £3,500 from the North Western Farmers Co-operative Society, £3,000 from the Roan Antelope Recreation Club, the mine employees and residents of Luanshya, and £1,000 from Nkana-Kitwe National Service League.

H.M. Government acknowledges £5,000 for war purposes from policy holders of the Barbados Mutual Life Assurance Society.

COLONIAL OFFICE PRESS SECTION

KIEL RAIDED IN ICE AND MIST

R.A.F. bombers which raided Kiel last night became so covered in ice that several of them could not climb. Yet others in the squadron flew on through very bad weather and found and attacked the naval dockyard.

One pilot who tried in vain to locate his targets reported tersely "ice accretion experienced. Control froze and temporarily rendered aircraft unserviceable. Cloud made identification of any of the targets impossible. Very dark." This pilot was later forced to jettison his bombs in the sea. Another of the raiders, baffled by thick cloud as he attempted to find his primary target, found his aircraft so weighted with ice that it could not climb effectively. Yet the pilot found an enemy aerodrome and unloaded his bombs despite this handicap.

Those who reached Kiel found themselves over their objective in mist and thick low clouds. Through gaps in the drifting cloud the raiders identified the dockyards and bombed them. At one stage a series of explosions was observed.

During the hour that the raid lasted the bombers were continuously engaged by the ground defences.

Just north of Kiel all lights on the aerodrome at Holtenau were extinguished after the first salvo of bombs had been dropped near the flare path, and at the aerodrome at Husum, further to the north west, bombs fell on the landing ground. Here again ground defences put up a strong barrage. One of the raiders replied with a salvo and in his own words, "A battery which had been active was thereafter greatly subdued".

AIR MINISTRY No. 1312.

8/8/40 - No. 29.

AIR MINISTRY COMMUNIQUE

Yesterday (Wednesday) R.A.F. bombers carried out daylight attacks on enemy-occupied aerodromes at Cherbourg and at Hamstede in Holland.

At night our bombers, though hampered again by poor weather, attacked the Homburg oil plant, the Kiel Dockyards, store depots at Hamm and a number of aerodromes in North-West Germany.

All our aircraft returned safely.

Coastal Command report the loss of one aircraft engaged on reconnaissance over the Norwegian Coast yesterday.

8/8.40 - No. 30.

PRESS NOTICE.

The Minister of Aircraft Production records with joy and gratitude that the contributions received from the public for the purchase of aircraft now stand at a total of

£ 2, 4 0 7, 4 3 4

MINISTRY OF AIRCRAFT PRODUCTION.

8/8/40 - NO. 31

OFFICIAL ADMIRALTY COMMUNIQUE

The secretary of the Admiralty regrets to announce that H.M. Submarine OSWALD (Lieutenant-Commander D.A. Fraser, R.N.), which has been operating in Mediterranean waters, is overdue and must now be considered lost.

The Italian Communique has stated that fifty-two officers and men, including the Commanding Officer, of this submarine are prisoners of war and unhurt. The total complement of H.M.S. OSWALD was five officers and fifty ratings. The next-of-kin have been informed.

ADMIRALTY,
S.W. 1.

8/8/40

- No. 32.

ADMIRALTY AND AIR MINISTRY COMMUNIQUE

Enemy attacks on one of our convoys in the Channel were made in the dark hours early this morning by E-boats. During these attacks one E-boat was sunk and another damaged. Three coasting vessels in the convoy were struck by torpedoes and sank.

Air attacks on this convoy began this morning and were renewed at intervals throughout the day. The results of the enemy bombing attacks are not fully known but several ships have received considerable damage, the extent of which it has not yet been possible to ascertain.

A number of survivors and injured have already been landed.

The attacking enemy forces consisted of large numbers of dive-bombers, accompanied by single and twin engined fighters. As each attack developed the enemy formations were heavily engaged by squadrons of R. A. F. fighters.

Severe losses were inflicted on the enemy, of which full reports are not yet available, but it is already confirmed that fifty-three enemy aircraft have been destroyed. Sixteen of our fighter pilots are at present reported missing.

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ADMIRALTY. S. W. I.

CHANNEL AIR BATTLE

The German Air Force today suffered their heaviest losses since the air war round our coasts began.

Nineteen Junkers 87 dive bombers and thirty-four Messerschmitt fighters - fifty three in all - were destroyed by Hurricanes and Spitfires over the English Channel.

They were shot down during a series of attacks on convoys which lasted from nine in the morning till five in the evening.

Sixteen of our fighters are missing.

A Hurricane squadron in three fights sent twenty-one enemy aircraft crashing into the sea. One was shot down by a Polish pilot in action with the Fighter Command for the first time.

The day's main air battle was fought in three parts.

The first German attack on a convoy took place between 9 and 9.30 in the morning, when six Junkers 87 dive bombers and three Messerschmitts were destroyed by the Hurricane Squadron which was most successful in the day's engagements.

A second attack on the same convoy by a still larger formation of dive-bombers and escorting fighters developed between 11.30 a.m. and 1 p.m. Finally, throwing nearly 150 dive-bombers and fighters into the battle, the Germans made a third attack between 4 and 5 p.m.

The Hurricane squadron which destroyed twenty-one German raiders was in all three actions. In a few hours they became the squadron with the biggest "bag" of enemy aircraft in home defence.

Their squadron leader describing one of the fights said that the sky over the convoy was "literally black" with German bombers and fighters.

After the first morning battle the Polish flying officer (who speaks very little English) told, with the help of his fellow pilots, how he saw his first large formation of Junkers 87s supported by the new Heinkel 113 fighters.

"I was attacked", he said, "by three Heinkel 113s, who seemed to be working to a plan - one flying alone and the other two as a pair. If you attack the pair, the single one tries to get on your tail."

He tackled the single Heinkel 113 and watched it go down smoking, though he was not able to see a final crash. The other two flew off.

It was during the last battle of the afternoon that this Polish pilot got his first Messerschmitt 109.

Here is a description of the first action today by the squadron leader of the most successful Hurricane squadron.

"We climbed to 16,000 feet and looking down, saw a large formation of Junkers 87s approaching from the sun, with Messerschmitt 109's stepped up behind to 20,000 feet.

"We approached unobserved out of the sun and went in to attack the rear Junkers 87s before the enemy fighters could interfere. I gave a five-seconds burst to one bomber and broke off to engage two Messerschmitt 109's.

"There was a dog fight. The enemy fighters were half-rolling and diving and zooming in climbing turns. They were painted silver.

"I fired two five-seconds bursts at one and saw it dive into the sea. Then I followed another up in a zoom and caught him as he stalled.

"A flight lieutenant in the same squadron managed to bring down two Junkers 87s, though his engines had stopped.

"I was forced to retire owing to engine failure, but dived down on a Junkers 87. After a three-or-four minute burst it went into an inverted dive and crashed into the sea.

"My engine started again, so I went after another Junkers 87 and attacked him before he was able to make his dive-bombing attack on the convoy. He dived into the sea at high speed.

"After this second attack, my engine stopped for good, and I only just got back to England".

He managed to land at a nearby aerodrome.

In the second battle of the day three Hurricanes of this squadron met ten Messerschmitt 110s and shot three of the Messerschmitt and a Messerschmitt 109 down into the sea.

The Messerschmitt 109 was being used as a decoy. While the Hurricanes were tackling it, the Messerschmitts 110s were supposed to take them by surprise.

But, as one of the Hurricane pilots said, "the Messerschmitt 109 over-acted his part."

While this part of the battle was going on a Spitfire squadron was carrying the fight over to the French coast. They chased seven Messerschmitts 109s over the Channel and destroyed six of them.

Then, as a finishing touch one of them fired at a German motor torpedo-boat off Calais.

"Several of the crew fell overboard" he said.

8/8/40 - NO: 34.

CORRECTION TO AIR MINISTRY BULLETIN NO. 1313

Paragraph beginning: "I was forced to retire owing to engine failure....."; substitute "after a three or four seconds burst" - instead of "three or four minutes".

R AFFAIRS

8/8/40

MINISTRY OF INFORMATION

NEWS BULLETIN NO. 63

CEREMONY AT LONDON HOME FOR BELGIAN REFUGEES

A moving ceremony took place this morning at a Home for Belgian refugees in Hampstead. Baron de Cartier de Marchienne, the Belgian Ambassador, paid a visit to the hostel and to the school which has been established there through private initiative on the part of some Belgian people.

Ladies of the W.V.S. were present, and among them Mrs. Widderson, who has had a great share in organising the Home. The Ambassador was greeted by a little girl in French, then by a refugee boy in Flemish, and finally by the Belgian Headmaster. The Ambassador thanked all those who had taken part in the organisation of this school, which now numbers hundred and five pupils, and where the main subject of study is the English language.

Foreign Office News Department on behalf of the Belgian Embassy

M.O.I. 1

THE FOLLOWING BOARD OF TRADE NOTICE IS NOT FOR PUBLICATION OR BROADCAST BEFORE FRIDAY MORNING 9TH AUGUST, 1940

TRADING WITH THE ENEMY

The Board of Trade announce that they have made a new Order which revokes all previous trading with the Enemy (Specified Persons) Orders. The new Order contains the names of some 1,800 persons in neutral countries with whom it is unlawful to have dealings of any kind. There are some 250 additions to the names previously published and a number of deletions.

The Order is being published by H.M. Stationery Office under the title of the Trading with the Enemy (Specified Persons) (Amendment) (No. 9) Order, 1940, (Statutory Rules and Orders, 1940, No. 1368). It comes into force on the 9th August. Copies may be obtained (price 1s. 1d.) from H.M. Stationery Office or through any bookseller.

Board of Trade

M.O.I. 2

MOTOR FUEL FOR FARMERS

Farmers and others engaged in agriculture are reminded that applications for motor fuel allowances for use during the months of September and October should be made to the Divisional Petroleum Officer on or about 10th August.

The appropriate application form R(MS)6 can be obtained at Local Taxation Offices or at Post Offices at which motor licensing business is transacted, and also from the County Secretaries of the National Farmers' Union.

The Registration Books of any registered vehicles properly included on the form R(MS)6 must be submitted with the application form. It should be noted that farmers' private motor cars and lorries operating on carriers A.B. or C. licences should not be included in these applications.

The "F" unit coupons issued for farmers' petrol requirements for the current period are not valid after the 31st August, 1940, and in accordance with the requirements of the Motor Fuel Rationing Order any such "F" coupons which are unused on that date must be returned to the Divisional Petroleum Officer.

Petroleum Dept.

M.O.I. 3

ULSTER'S CRAFTSMEN

To ensure that all available skilled men shall be mobilised for War industries The Ulster Minister of Labour has made an Order for the compulsory registration of all persons under 65 years of age who have experience in such trades as those of plater, coppersmith, shipwright, and draughtsmanship not at present engaged on War work, or, if unemployed, are not registered at an Employment Exchange.

These men must register not later than August 15 and are asked not to leave employment in anticipation of other work being found by the Minister.

No person will be required to change his occupation without due regard to all the circumstances. Dominions and Colonial Offices, Press Section

M.O.I. 4

RATION BOOK ARRANGEMENTS FOR HOP-PICKERS.

The Ministry of Food desires to remind hop-pickers that when they leave home to go to the hop-growing districts they must take their ration books with them. If they have deposited any pages of coupons with shopkeepers they must get the pages back from the shopkeepers and replace them in their books.

During the week before the hop-pickers leave home they should take their complete ration books to their Local Food Office and obtain an authorisation to use the books at shops in the district to which they are going. Unless they do this before leaving home they will have to attend for the same purpose at the Food Office in the hop-picking area. - Ministry of Food

M.O.I. 5.

CANADA AT WAR

Five-Shillings a Year Men

Twenty-five important business men now serve Canada in war-time positions at a nominal salary of 5/0d. a year. They include presidents, chairmen and managing directors of large industrial concerns who, in peace time, earn salaries of many thousands of dollars.

Some of them do not even receive out-of-pocket expenses or living allowances if their work calls them from home. Eight work in the Department of Munitions and Supply, six are members of the Executive Committee, four are under the Secretary of State, four in the War Time Prices and Trade Board, one in the Department of Defence, and another in the Department of Trade and Commerce.

First Hampden Ready

The first Canadian built Hampden bomber is near completion. Its assembly is considered a triumph for Canadian aircraft building as the plane is the product of six engineering firms which joined hands in 1938. Other machines will follow more rapidly, the months of preliminary work now being at an end.

War Time Metals

Canada, one of the richest producers of minerals in the world, has only scratched the surface of this wealth. The Dominion is first in the production of nickel and platinum, third in gold and copper, and fourth in lead and zinc.

The discovery of pitchblende in 1936 made Canada one of the leading sources of radium. There is much still to be developed. Thirty-seven exploratory parties comprising 170 men are being sent out by the Government to investigate areas in every mineral-producing province. Particular attention is being given to such minerals as have a bearing on the war effort.

Bonds of Union

Fifty-six Canadians have subscribed a sum of dollars equalling £273,000 in bonds bearing no interest to help the Dominion's war effort.

Indians of the Winterburn and Wabamun Reserves are giving £606 of their personal funds to the war effort. The Winterburn Indians have contributed the rental fee from the Defence Department for the Rifle range on their reserve.

Bringing Home the Bacon

Over £4,000,000 worth of Canadian bacon and hams had been shipped to Britain up to the middle of June.

"No group of people in the world," says the Chairman of the Bacon Board "have a greater economic interest in the war than Canadian farmers. . . We must do everything to ensure its successful conclusion and disregard every other economic factor".

According to the Minister of Agriculture Canada is in a better position than ever to supply foodstuffs to the United Kingdom -

Dominions & Colonial Offices Press Section

M.O.I. 6.

MORE GIFTS FOR AIRCRAFT.

The Minister of Aircraft Production acknowledges with gratitude the following gifts of aircraft:-

Birmingham Telegraph Office	£5. 10. 0.
Tetton Hall C.E. School, nr. Wolverhampton.	£3. 0. 0.
Staff of Longbridge Laundry Ltd., Northfield, Birmingham.	£2. 0. 0.
Accountancy Dept., Rolls Royce	£10. 10. 0.
Northfield Ward (Women's) Unionist Association.	£1. 7. 0.
Ronald & Norma Leeuw, Myddelton Square. E.C.1	6. 0.
Nursing Staff of the Green-lane Infirmary, Patricroft, Manchester	£3. 10. 0.
Alfred Woodger, Window-cleaner, Southbourne, Hants	10. 0.
Oddfellows Club and Institute, Anglesey Road, S.E.18.	£4. 4. 0.
"The Ladies of King's Terrace", Hull	£7. 7. 0.
Nursing and Domestic Staff of Whipps Cross Hospital, Leytonstone	£20. 0. 0.
Staff of Marks & Spencer, Burton-on-Trent	£1. 10. 0.
The Misses Boulter-Cooke, Hastings.	£5. 0. 0.

Ministry of Aircraft Production

M.O.I. 7.

CONTROL OF HOME-GROWN THRESHED PEAS.

An Order will be made by the Minister of Food at an early date for the purpose of bringing under control the marketing and price of home-grown threshed peas sold for human consumption. The Order will prescribe the maximum price payable to growers, and also maximum wholesale and retail prices for dried home-grown peas sold loose or pre-packed. The maximum price to be paid to a grower will, except where a licence is issued providing for payment at a different rate, be 38/- per cwt. ex farm, approximately £9 per quarter of $4\frac{3}{4}$ cwts.

The Order will prohibit any person other than a retailer from dealing in home-grown threshed peas unless he is licensed by the Minister as a dealer in home-grown peas. Growers will be prohibited from selling peas except to licensed dealers. Applications from merchants, pea-pickers, canners, packeters and wholesale grocers for licences to deal in home-grown threshed peas should be sent to the Ministry of Food, Cereals Division, 10, Smith Square, London, S.W.1. - Ministry of Food.

M.O.I. 8.