

FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No. 86.

.....25th April....., 1940

SWEDEN: NEUTRALS TURNING TO ALLIES?

The number of small neutrals who are beginning to realise that their safety lies with the Allies is increasing according to NY TID, the Social Democratic newspaper, published at Gothenburg.

This journal wrote: "Commonsense suggests that the German flying over Sweden depends on other circumstances than the desire to spy. The Germans have not secure landing places in Norway and Denmark. It is clear that German machines flew over Sweden from bases in North Germany and repeated forced landings in Sweden seem to confirm this.

"The landings in Sweden give no cause to think that Germany has designs on our country. If we do not strongly resist Germany's breaking our neutrality it can at any moment be disregarded by the other side. We must use weapons to defend it else our independence is lost. The number of democratic countries turning their eyes towards the Allies as their saviour is becoming greater."

SOCIAL DEMOKRATEN, in a reference to the German assertion that Danish "prudence" had spared the country the horrors of war, wondered whether anyone in Denmark shared the view that it was better to lose liberty than suffer war and concluded that the answer was in the negative. It was added: "The Danes are already under a protectorate like Bohemia and Moravia and are not even spared the horrors of war since the British are bombing Aalborg. This bombardment is an inevitable consequence of the threat of German bases to Britain.

"Had Norway surrendered, the country would still have become an Allied-German battlefield and if war must reign in the Norwegian valleys and hills it is a thousand times better that the Norwegians themselves should take part in the struggle as the defenders of freedom which a German victory would in any case terminate."

Referring to the statements of a German newspaper blaming Norway for being blind to Poland's and Finland's fate SOCIAL DEMOKRATEN continued: "The Norwegians could not be blind to the fact that the possibilities of Allied help were very different in this case. Events in recent days confirm this. The possibility of successfully meeting the invader increases day by day."

Expressing the belief that Italy is hardly likely to enter a major war the GÖTEBORGSPOSTEN stated yesterday: "It is a special surprise that the whole King George class of battleships is already ploughing the seas. Mussolini will willingly cross the Allies' plans but will hardly attack unless perhaps to a quite limited extent for the advancement of special Italian aims. Does that position exist? We shall soon know."

The GÖTEBORGS MORGONPOST declared: "Shortly before the German landing in Norway prominent Oslo people were invited to the German Legation to see a German frightfulness film showing terrifying bombing scenes. It is said that this film softened Oslo's authorities who accepted the German occupation from the fear of air attack."

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U.S.A.: AMERICAN POLICY TOWARDS THE WAR.

The attitude of the U.S.A. towards the war, the position of Sweden, and Sir John Simon's budget are among the matters discussed in today's New York Press.

In an editorial article the NEW YORK TIMES discusses the silence of the Republican Party on question of foreign policy and adds: "All potential Presidential candidates are opposed without exception to the entry of the United States into the war. The issue is not whether this country shall go to war - the issue is what policies America will pursue with respect to Europe while America itself remains at peace, and specifically whether the foreign policies thus far pursued by the Roosevelt Administration shall be continued."

In the NEW YORK HERALD-TRIBUNE, Mark Sullivan, describes how discussions on the impact of the war on United States policies are dominating Washington, particularly as regards the question whether America may be involved.

The well-known columnist, Walter Lippmann, discusses how the American people are receiving no guidance from their politicians on the implications of the war for American security.

An Agency dispatch to the NEW YORK HERALD-TRIBUNE reports Mr. Thomas. W. Lamont, the New York financier as saying in an interview: "The only way in which the war can end with any hope of permanently peaceful conditions is for those to attain victory who are fighting for the rights of Democratic countries. The more we can help the Allies to obtain here their absolute vital supplies of American agricultural and industrial products, the more will the war be kept away from our own borders and the sooner will the conflict end. Co-operation along economic and financial lines is for America not the road to war but to peace."

Writing on the position of Sweden, the NEW YORK TIMES states: "Sweden has every reason to be alarmed at the throbbing of the newspaper tom-toms in Berlin, even though the official tone of Germany is more conciliatory."

In an editorial article the NEW YORK DAILY NEWS asks if Sweden is Germany's next victim and concludes that the Allies cannot defend all Germany's smaller neighbours but they can defend themselves indefinitely.

The NEW YORK HERALD-TRIBUNE referring to Britain's budget declares: "All this is not a matter of taking the nation's extra money to pay the costs of the war. It is a matter of taking the nation itself and putting it to work to produce and win the war. No-one can say what Britain will be like after the war but the British people will remain and it is certainly not too much to predict that they will conserve the personal liberty of individual initiative and free enterprise which are the essentials that we value in the Capitalist-Democratic system."

Headlined "War Office loses optimism" a London dispatch to the NEW YORK TIMES states: "The optimistic tone evident in the War Office's laconic communique of the last few days is missing today."

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FRANCE: BRITAIN'S AIR MASTERY.

In an article in the *POPULAIRE* written by M. Blum, in which a tribute was paid to the R.A.F., the belief was expressed that the German air force would never rob the British navy of the supremacy of the seas.

The article stated: "The clash between German aviation and the Allied fleet has been to the disadvantage of the former. Transports have crossed the North Sea without loss. They have landed and are still landing without hindrance their cargoes of troops and munitions. German aviation has not been able to deprive the allies of their mastery of the sea, nor to maintain the communications between the German troops and the Mother country. A two-fold error has been made in the German calculations. The Germans, with their love of system, have misunderstood the true relationship between an air force at war and a modern fleet at war. The German assumption could not admit that the Royal Air Force was something less contemptible than the little army of Marshal Foch was last time.

"This second mistake of judgment is perhaps the graver, for in reality from the first news of the German invasion English aviation was able most efficiently to paralyse German progress. It did not even wait for the landing of troops. It did not even wait for the Allied fleet to go into action against the German fleet. It hurled itself on Norway without losing an hour, and barred the invaders' road. The first communiqués already reveal this essential difference from the German campaign in Poland, and even from the Soviet campaign in Finland. There was no impression of terror, no effect of disorganisation and destruction, and this was because the Royal Air Force was there taking the initiative with a courage and boldness which almost went as far as foolhardiness, harassing the German formations, bombing transports and attacking bases ceaselessly in Denmark and Norway.

"This ceaseless offensive on the part of English aviation has won the mastery of the air, and it is behind this aerial cover that the Allied troops were able to land, that Norwegian troops have been able to organise, and that both have been able to undertake their first campaign together against an enemy which is kept in a state of division and isolation."

EGYPT: WHY EGYPT SUPPORTS THE DEMOCRACIES.

In an interview with AL MOKATTAM on why Egypt and the Arab countries support the Democracies Dr. Ali Ibrahim declared: "It is due to our nature and our religion and our respect for human individuality which is the spirit of democracy and which is in accordance with the teachings of our religion. The Moslem religion equalises all Moslems, making no distinction between big and small except in faith and piety.

"This democracy in which we believe is the cause of all our reform movements..... From this natural instinct emanates the alliance between Egypt and the Arab countries with the Democracies, which have the same feeling. The progress that they have made is proof that democracy is the correct basis of government to which all reforms are due."

"If we made an alliance with the Democracies, we did so because we felt that we must retain the consciousness of our individuality, which is implanted in us by the Moslem faith. This is in addition to the common interests existing between the Allies and the Arab countries."

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GERMANY: MORE TRICKERY.

An ingenious contribution to the German methods of compiling exaggerated claims of British sea losses is given by a German News Agency message published by the WESTFÄLISCHE LANDESZEITUNG under the headline "Churchill Admits Heavy Losses - Lord Hankey Makes Further Admissions - Bad Staff Work of the British Super Liar."

The message deliberately suggests that the British Admiralty's repudiation of Nazi claims with the statement that only five British ships and a submarine have been lost in Norwegian waters is a belated admission of the losses of "five more British warships." The message insinuates that as the names of the warships were not given "they are in all probability heavy units." After the pretence that the names of the four destroyers, the submarine and an armed trawler, were not published, the message proceeds to suggest that Lord Hankey's references to these units and others damaged by bombs, "is a really comprehensive admission of the effectiveness of German blows against the fleet which rules the waves."

There was some more sabre rattling in a message published in the DEUTSCHE ALLGEMEINE ZEITUNG from its Milan correspondent under the headline "Italy cannot be induced to turn back - the day of decision is approaching."

The message quoted Francesco Coppola, formerly delegate to the League of Nations, as writing in the GAZZETTA DEL POPOLO that Italy wants no "foreign rulers of the sea" in the "Italian Lake". Signor Coppola included in his complaints a brief reference to the Suez Canal, which the Italian messages published in the German Press have been less fond of mentioning than Malta and Gibraltar.

A report of a speech to representatives of the book trade at Leipzig by Alfred Rosenberg published in the FRANKFURTER ZEITUNG contained the passage - "Lively applause followed Rosenberg's statement that whoever felt deeply that treason was the greatest crime against the nation already felt himself spiritually united with Germany." This statement was made at about the same moment as Dutch National Socialists in Germany, organised in defiance of their own Government, were issuing an ultimatum to their fellow-countrymen in the Reich to join the party or get out."

HOLLAND: SWEDEN'S "UNFORTUNATE POSITION".

What is described as Sweden's "unfortunate position" is discussed with interest in the Dutch Press.

HET VADERLAND, the Liberal newspaper, writes: "The fate of certain onlookers will depend on the outcome of the Norwegian struggle and the conclusions drawn from it as to the value of the weapons used. Sweden is in the unfortunate position that both belligerents watch each other with Argus eyes in view of an excuse for preventive action. Sweden however will certainly offer resistance against the first to infringe her neutrality."

The question of whether air power can ever master naval power is discussed in HET HANDELSBLAD, which states: "The theory that the German air arm can cripple the greatest fleet is now being put to the test, and it may be stated that so far the British fleet has maintained its superiority and that the German air arm, though able to hamper, has not been able to prevent the landing of Allied troops in Norway."

Referring to the Royal Air Force this paper adds: "This force shows a growing initiative. Will it reduce to impotence the German air bases in Norway and Denmark?"

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ITALY: PRESS ADMISSIONS ON NORWEGIAN STRUGGLE.

Though the Italian newspapers continue to devote their headlines to German "successes", readers are given an inkling that the Nazis are by no means having things all their own way by the admissions of several writers that the Norwegian struggle will be long and hazardous.

The POPOLO DI ROMA stated: "The Norwegian struggle is at a trial stage. The great battle is coming nearer."

After alleging that Britain had suffered the first defeat of the war at the hands of Germany's "superior organisation" TELEGRAFO, Count Ciano's newspaper, added: "But perhaps she too will know how to organise and resist, and so be saved. But in doing so, she will have abandoned that great system which gave her prestige and power, namely individualism, liberalism and utilitarianism, in favour of 'totalitarian warfare'".

Writing on the Mediterranean situation the GAZETTA DEL POPOLO declared: "The Allies have been hostile towards Italy ever since they could not continue to consider her their docile pawn. Franco-British possessions and forces in the Mediterranean, which they had always declared were solely intended to keep the way free towards their respective colonies, were suddenly in 1935 mobilised for an entirely other course - to strangle Italy. We honestly ask any Frenchman or Briton honestly disposed to reason if a great free nation can support this state of things?"

Using an emphatically pro-German tone the RESTO DEL CARLINO stated: "One must be most ingenuous to believe that if France and England won, they would send their gentlemen garbed as ambassadors to offer territorial compensation. The old world is about to crash. Must we look on rather than help Germany? We will fight for our fortunes and all the better if they coincide with those of the German people, who are young, ardent, proletarian like ours and equally contemptuous of democratic hypocrisies."

Equally strong language was used by the MATTINO, which stated yesterday: "Allied blandishments are twenty years late. We prefer an open adversary to a false friend masquerading as a protector. All that we have conquered in partial satisfaction of our rights has been done in face of British and French aversion. Precise statements, clear indications, unmistakable facts and a firm unchangeable will are the guides of our policy. Italy works and arms, looking far ahead."

BULGARIA: THE THREAT TO SWEDEN.

The danger to Sweden was emphasised by MIR, which wrote: "Signs, already well-known, are apparent that contrary to international law the strategic requirements of one belligerent respecting the development of the situation in Norway may compel the infringement of Sweden's territorial sovereignty."

The tendency of the Bulgarian newspapers to print anti-Allied reports was maintained yesterday by ZORA, which carried a considerable amount of Italian news, much of it culled from the POPOLO D'ITALIA.

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JAPAN: JAPANESE VIEW OF RUSSIAN AND ITALIAN ATTITUDE TO WAR.

The conclusion that Russia and Italy are doing their utmost to avoid entry into the war is reached by a leading article in the YOMIURI SHIMBUN which examines the British blockade in relation to the Balkans.

"Owing to the cutting off of imports from Overseas by the powerful British navy Germany is obliged to rely more and more on Scandinavia and the Balkans," declares this newspaper. "Even supposing that Germany is successful in Scandinavia this will not fulfil her requirements. She needs the Balkans too."

The article refers to the new British Trading Company for the Balkans and says that this alone is not sufficient and the Allies may take severer methods, such as interfering with transport routes. It adds "The Allied efforts in the Balkans - the appeasement of the Soviet and the separation of the Balkan countries from Germany - are a prelude to the blockade of Germany in the Balkans. With the recent conclusion of a trade agreement under which Roumania undertook to export to Germany up to 130,000 tons of oil a month, German-Roumanian relations have given a superficial impression of improvement but from previous experience it is doubtful whether Roumania will be able to carry out this undertaking fully. It is reported that Britain and France, while allowing Roumania to conclude such an agreement, are secretly planning to bring about the restriction of Roumania's exports to Germany. So Roumania's position is still dangerous. The Soviets are out to avoid involvement. Unless challenged by Britain and France the Soviets cannot be expected to enter the war on the side of Germany.

"Italy knows that to join the war and help Germany at present would result merely in an advantage to the Soviets and although Italy may maintain a sympathetic attitude towards Germany, encouraged by geographical relations and other circumstances, she will do her utmost to avoid involvement."

SWITZERLAND: GERMAN DIFFICULTIES IN NORWAY.

German difficulties in Norway are stressed in today's Swiss Press which states that the position of the Nazi forces there is becoming increasingly critical.

The Berlin correspondent of the usually well-informed NEUE ZUERCHER ZEITUNG, the Radical Democratic newspaper, writes: "The concentration of a large section of the German air forces in Norway under a leading General foreshadows still greater activities in air warfare. Germany is determined to force a decision. Germany fears nothing more than a stabilisation of the Northern Front and the creation of a permanent secondary area in which German forces will be squandered and the usefulness of new harbour bases will be diminished."

After declaring that Norway's only hope of liberation lies in an Allied victory the TRIBUNE DE GENEVE adds: "The Germans are making desperate efforts to win mastery in the air profiting by the fact that the main Allied forces are still massed on the coast, but the German situation is becoming increasingly critical. The German Press is now attacking Sweden and there is every indication that the Reich is preparing a sudden aggression on the last Scandinavian neutral."

25/4/40. - No.1.

JOINT ADMIRALTY AND AIR MINISTRY COMMUNIQUE

Numerous enemy aircraft attempted an attack on Scapa Flow late last night. Two bombs were seen to drop which fell on heather land, and one enemy aircraft made an abortive machine-gun attack on an open road. No damage or casualties resulted. The enemy were driven off by heavy anti-aircraft gunfire and by fighter aircraft of the Royal Air Force.

ADMIRALTY.

S.W.1.

AIR MINISTRY BULLETIN 598

Not to be quoted as an
Air Ministry Announcement.

ATTACK ON WESTERLAND.

Further details of the raid on Westerland during Tuesday night were made available this morning by two of the pilots who took part in it. One of them said: "We were attacking singly. I was flying round over Sylt for 40 minutes before I attacked the aerodrome, which was not easy to find, for though there was a moon it was hidden by the clouds. Several times we got caught by a group of about 5 or 6 searchlights. The gunfire was not so accurate, though there was a good deal of it. They gave us pom-poms with tracers, the usual 'flaming onions' and the ordinary heavy stuff, but none of them came anywhere near us."

While the searchlights were concentrating on this single aircraft, another of our bombers came over the target. The pilot of this aircraft said: "We believe that some at least of our bombs dropped pretty well at the point where the runways intersect. Up to this time we had not drawn very much fire, but they gave it to us more heavily after we had made our attack. Later, on the way back and when we thought we had got out of the danger zone, one of the F.L.A.K. ships let go a couple at us".

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25/4/40. - No. 3.

FRENCH OFFICIAL COMMUNIQUE (MORNING).

The following official communique
was issued from French G.H.Q. this (Thursday)
morning:

NOTHING TO REPORT.

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25/4/40 - No.4.

CONCERTS FOR FACTORY WORKERS.

Thousands of factory workers are now benefiting from lunch-time and midnight concerts arranged for employees to counteract the strain of war-time production. Since February last 19 concerts have been given to audiences varying in number from 150 at a small cement factory to nearly 6,000 at a large motor works.

Ten concerts have been arranged for the next few weeks and hundreds more have been asked for. Without exception a second concert has been requested at every place already visited. Well-known artists are engaged and the highest possible standards are maintained. The concerts are not "highbrow", and classical works included are both tuneful and popular.

These concerts are part of a scheme introduced to maintain cultural activities in war-time and for which the Pilgrim Trust has made a grant of £25,000. It was originally intended to provide the concerts in a limited area not more than 50 miles from London, but with Government aid it has been possible to extend them to other parts of England and Scotland.

The following towns will be covered during the next few weeks: -

Stewartby, Bedford	- on April 24;
Slough,	- on April 26;
Greenford	- on April 24, May 9, May 22;
Enfield	- on April 30;
Bourneville	- on April 30;
Redditch	- on May 1;
Brentford	- on May 2;
and Barking	- May 25.

BOARD OF EDUCATION.

25.4.40/No.5

P.N. 1641.

PRESS NOTICE

Postal Services to Northern Europe.

The Postmaster General announces the restoration of the letter mail services (including Air Mails) and the Money Order services to Sweden, Estonia, Latvia and Lithuania, but the correspondence is subject to delay.

GENERAL POST OFFICE

25th April, 1940.

25.4.40. No.6.

T.28.

PRESS NOTICE.

TIMBER CONTROL.

The Timber Controller wishes to remind the Timber Trade that the closing date for the receipt of applications for Trading Quotas is now past. Accordingly no further applications or requests for forms of application can be entertained.

A very large number of applications for Quotas has been received and it will be some time before these can be dealt with and the Quotas made known to those to whom they have been granted.

Ministry of Supply,
The Adelphi,
W.C.2.

25th April, 1940.

MR. EDEN WELCOMES NEWFOUNDLAND GUNNERS.

I am proud to have this opportunity to welcome you, the first contingent of the large number of Newfoundlanders who have volunteered for service with the Royal Artillery.

Newfoundland, whose sons have fought side by side with Englishmen since the days of the Tudors, responded at once to the call that echoed round the world last September. This call was, of course, in no sense a command. It was a call to your own hearts, a call to voluntary service in a noble cause; and your answer has been clear and firm. Your presence here to-day is a part of that answer.

I must say a word about your fellow countrymen who are already in this country. Perhaps not unnaturally, your first thought was of the sea, for in your veins flows the blood of the men of the West Country who first sailed the stormy waters of the North Atlantic. Volunteers for the Royal Navy were called for from the fishermen of Newfoundland and they were immediately forthcoming. About a thousand of these men are already serving in the Royal Navy. They are carrying on the brave tradition of their fathers who served in the Navy in the late war and whom Lord Beatty once described as "the best boatmen in the Grand Fleet". Nearly two thousand more of these seamen from Newfoundland are to follow. Others are being recruited for equally important service with the Mercantile Marine.

Even before the war the Royal Air Force had attracted many young men from the Island. These are now serving and some have already undertaken hazardous flights over Germany.

Your countrymen are rendering yet another vital service to the Empire's endeavour. Two thousand Newfoundland loggers have now for some months past been at work here cutting the pit-props which are essential to our mining industry. I am told that large numbers of these men are most anxious to join you in the Army. We all applaud and sympathise with their spirit. But the skilled work upon which they are now engaged is so essential that I feel sure they will understand me when I ask them to carry on.

It is to the labours of such men as these, sailors, airmen, lumbermen, that you have come to add your own loyalty and devotion. I know that you will maintain the magnificent Army record of the Newfoundlanders during the Great War. In October, 1918, the youngest V.C. in the British Army was a Newfoundlander, and the Royal Newfoundland Regiment distinguished itself greatly at Gallipoli and in France. You have a splendid tradition to uphold, and I have no doubt that you will give further proof of the hardihood and courage of the men of your country. Gradually you will take your place with men from all the lands of the Empire in the joint endeavour to which we are all pledged.

The people of Newfoundland have suffered great hardships in the past, more especially in the period of acute economic depression from which the Island is, we hope, now beginning to recover, yet they have accepted a burden of extra taxation with quiet cheerfulness and constant loyalty. You may be sure that the spirit of Newfoundland, as represented both by those who have come across the Atlantic and by those who have remained at home, is not forgotten.

NOT TO BE PUBLISHED IN ANY COUNTRY BEFORE THE
MORNING NEWSPAPERS OF FRIDAY, 26TH APRIL,
1940 OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

AIR MINISTRY CASUALTY COMMUNIQUE NO. 27.

ROYAL AIR FORCE.

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

KILLED IN ACTION

BRYAN-SMITH	76003	Pilot Officer A.
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PREVIOUSLY REPORTED "MISSING" BELIEVED KILLED NOW
PRESUMED "KILLED IN ACTION"

BATHGATE	567441	Aircraftman 1st Class A.
MARSDEN	528828	Leading Aircraftman H.J.N.
ROUT	550531	Aircraftman 1st Class G.
WHITE	39406	Flying Officer J.A.C.
WRIGHT	41643	Pilot Officer A.H.M.

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

NORMAN	70871	Pilot Officer G.L.
SMITH	526371	Aircraftman 1st Class R.B.
WHEATLEY	39147	Flying Officer C.M.
WILSON	566477	Sergeant D.W.

WOUNDED OR INJURED IN ACTION

NICHOLAS	43014	Pilot Officer W.E.
PHILLIPS	90072	Flying Officer D.
ROSE	565666	Sergeant C.F.
SMITH	523054	Sergeant L.W.G.

MISSING BELIEVED KILLED IN ACTION

BARRASS	550995	Acting Corporal A.S.G.
BROWN	613213	Acting Corporal H.D.
DONALDSON	37389	Flying Officer M.W.
EVANS	532819	Acting Corporal J.H.
EVANS	566421	Corporal W.H.G.
GREET	580696	Sergeant J.
HENRY	621154	Acting Corporal A.C.
ISON	580659	Sergeant W.J.
JOHNSTONE	40229	Flying Officer K.J.A.
JOPLING	550598	Acting Sergeant J.R.
MIDDLETON	40735	Pilot Officer F.D.
ROBSON	39759	Flying Officer H.W.
TAYLOR	40155	Flying Officer W.G.
THOMAS	40648	Pilot Officer M.
TONKISS	564502	Sergeant J.R.
VART	580261	Sergeant S.V.

MISSING

AITCHISON	563022	Sergeant J.D.
ALDOUS	40582	Pilot Officer P.D.
ATKINSON	515180	Sergeant J.
BALMER	564120	Sergeant W.L.
BANCROFT	562429	Sergeant L.
BOOTH	630373	Aircraftman 1st Class J.
BOWEN	562025	Sergeant C.R.
BOYD	619108	Aircraftman 1st Class J.
BRUCE	524136	Sergeant R.G.
BRYSON	524310	Corporal R.S.
BULMER	569834	Aircraftman 1st Class B.V.H.
CALLINAN	580171	Sergeant R.S.
CHIVERS	741732	Sergeant P.
CLARK	618202	Aircraftman 2nd Class R.M.G.
CROSBY	40679	Pilot Officer G.L.
DICKSON	33164	Flight Lieutenant F.O.
DOLLEY	648552	Aircraftman 2nd Class W.H.U.
EDMUNDS	75997	Pilot Officer C.
EMANUEL	563099	Sergeant V.
ETHERIDGE	565877	Sergeant R.
FORDHAM	70220	Flying Officer A.R.
FOWELL	622095	Aircraftman 1st Class L.J.
GOULD	33312	Flying Officer D.E.
GRAHAM	551827	Aircraftman 1st Class P.G.
GREENWOOD	566263	Sergeant G.
GREGGANS	641163	Aircraftman 2nd Class H.
HARRISON	37599	Acting Flight Lieutenant R.P.A.
HARROTT	618068	Aircraftman 2nd Class H.
HAYNES	610705	Leading Aircraftman F.A.S.
HUGHES	333908	Aircraftman 1st Class C.A.
LAMB	536874	Leading Aircraftman R.J.
LIDDLE	568502	Leading Aircraftman T.
LLOYD	547593	Leading Aircraftman D.S.
McREYNOLDS	522965	Leading Aircraftman N.
MERCER	546929	Leading Aircraftman R.H.
MEREWETHER	41860	Pilot Officer A.G.W.
MORRIS	37866	Acting Flight Lieutenant M.L.
MULLALLY	530583	Sergeant W.M.
MURRAY	524858	Leading Aircraftman P.
PICOT	364162	Leading Aircraftman E.W.J.
RICKETTS	540110	Aircraftman 1st Class P.F.
RIDGWAY	611142	Aircraftman 1st Class G.E.
ROBERTS	522093	Leading Aircraftman A.F.
SALMOND	33476	Pilot Officer J.G.C.
SCARFFE	529786	Sergeant J.S.
SCOTT	566428	Sergeant G.H.
SMITH	39346	Flying Officer A.F.
SUMMERFIELD	615808	Aircraftman 2nd Class E.B.
THWAITE	39399	Flying Officer H.O.
TULLOCH	39403	Flying Officer C.F.L.
VERIAQUE	525499	Corporal G.A.
WELLS	617573	Aircraftman 1st Class J.
WILKIN	534598	Leading Aircraftman J.L.
WILLIAMS	580927	Sergeant E.H.
WILLS	580722	Sergeant R.H.

KILLED ON ACTIVE SERVICE

AUGOOD	653108	Aircraftman 1st Class W.A.
CATTON	581499	Acting Sergeant A.C.
FARRELL	39866	Pilot Officer P.A.L.
GRAHAM	581508	Acting Sergeant F.
HALL	740183	Sergeant A.E.

HOLMES	748369	Sergeant J.
JAMES	751999	Loading Aircraftman G.H.
McPHERSON	748419	Sergeant A.
RAPER	516071	Sergeant L.A.
SCOTT	743009	Sergeant A.F.
WILBURN	534269	Corporal C.E.

MISSING BELIEVED KILLED ON ACTIVE SERVICE

FOLKES	39076	Flying Officer P.
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WOUNDED OR INJURED ON ACTIVE SERVICE

BAILEY	764119	Sergeant R.W.
FIELDHOUSE	740751	Sergeant L.A.
HUTTON	754874	Sergeant R.S.
POLLARD	564996	Sergeant B.
SOAR	748685	Sergeant H.
WAWN	41505	Pilot Officer R.D.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE.

ALEXANDER	36222	Acting Flight Lieutenant A.
MISKELLY	740837	Sergeant J.

DIED ON ACTIVE SERVICE.

CALDER	889998	Aircraftwoman 2nd Class D.E.
FLYNN	548610	Aircraftman 2nd Class D.
HALL	618078	Aircraftman 2nd Class T.S.
HOLMES	631536	Aircraftman 1st Class G.W.
JONES	654469	Aircraftman 2nd Class E.A.L.
MENZIES	633568	Aircraftman 2nd Class A.D.
PRIOR	562834	Sergeant A.G.H.
SINDEN	213336	Sergeant V.B.

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

26th April, 1940.

The following notes of an Address to be delivered by Mr. Herbert Morrison, M.P., at the Sorbonne, Paris, at 6 o'clock this (Thursday) evening, are placed at the disposal of the Press through the Press Division, Ministry of Information.

SOCIAL AND ECONOMIC DEVELOPMENT IN GREAT
BRITAIN IN THE TWENTIETH CENTURY.

"Broadly speaking, the nineteenth century in Great Britain was one of classical individualism, whilst the twentieth century has witnessed great changes in the direction of the State concerning itself with a wide variety of social, economic and industrial matters which were formerly left to the individual to settle as best he could for himself.

"Moreover, the present century has witnessed a considerable increase in the membership, strength and influence of British Trade Unionism and Co-operation, and the emergence of the Labour Party from very little into the second party in the State which has twice constituted a Government under minority conditions.

"Undoubtedly it is the case that, despite the extensive risks of poverty and unemployment which still face the working people of Britain and other countries, the social and economic status of the working and lower middle classes of my country has in an absolute sense improved. Moreover, political democracy has made great strides forward. There is an adult franchise for both men and women and a much higher degree of political freedom than was formerly the case.

"Because of this progress we feel the more the sharp contrast with the conditions obtaining in Germany under Nazi rule.

"Because we realise that the further extension of Nazi domination in Europe would imperil the valuable liberties obtaining in both Britain and France, British Labour, despite its traditional opposition to war, has almost unanimously taken the view that it had no option but to support the entry of Britain into the present struggle.

"In the field of social legislation and the administration of the social services in Britain, great changes have been made during the present century. There have been wide extensions of popular education in a number of directions; in particular, higher education, including university and technical education, has become available to an increasing number of boys and girls of families of limited means. By no means all, but much of class privilege in education has been ended.

"Associated with the school we have also seen the initiation and extension of school medical inspection and treatment and the feeding of school children.

"Since the last war there has been an extensive development of State and municipal activity in housing and slum clearance. The present war is interrupting this work, but at the outbreak of war the London County Council and other authorities were carrying through programmes which

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were calculated to end slumdom within a limited number of years.

"Health insurance, maternity and child welfare, improved municipal hospitals and increased public health activities generally have done much to reduce death rates and improve the general health of the community. Unemployment insurance and assistance, the better administration of the Poor Law, Old Age Pensions, assistance for the blind and other reforms have ended that crude destitution, which is portrayed so vividly in the novels of Charles Dickens.

"I have by no means mentioned all of the social changes we have seen in this century, but they are sufficient to indicate that something in the nature of a fundamental alteration has taken place in British outlook and practice in these matters.

"Economically, in common with other countries, there has occurred a considerable consolidation of economic organisation and industrial activity. The field of trade and industry covered by small businesses has tended to decline and the area covered by great limited liability companies and trade combinations has much increased. Great employers' and trade associations have been established on the one side, whilst the trades unions and the organisation of the Trades Union Congress have become much more elaborate and extensive on the other.

"The consequence has been on the whole a decrease of industrial warfare rather than an increase, for there now exists between employers and employed a large amount of well established machinery for the discussion and settlement of labour conditions.

"This has been done without upsetting the fundamental independence of the organisations on either side. Partly perhaps because of this evolution of industry away from its more individualistic phase, state economic supervision and regulation and actual economic enterprise has increased.

"Not only are the postal telephone and telegraph services successfully managed by a State department and many trading undertakings are directly managed by municipalities, but there has now evolved a typical British institution, the Public Corporation, for economic undertakings. It combines the principle of public authority and in some cases public ownership, with some of the better features of private enterprise.

"The Public Corporation is a British attempt to get the best out of both worlds! Examples of this type of economic undertaking are the British Broadcasting Corporation, the Central Electricity Board and the London Passenger Transport Board.

"From what I have said it will be seen that within a limited period Britain, formerly the home of an almost aggressive individualism, is now among the foremost countries of social reform and collectivist experiment. This move forward has not gone nearly so far as I and my friends would wish, but if we make due allowance for British caution and conservatism it must be agreed that a big change in outlook has come about with remarkable speed.

"Britain is an interesting but much misunderstood country", concluded Mr. Morrison. "Perhaps by nobody is it less understood than by the limited forces of the extreme 'Left' in British politics. What they have least understood is the importance of language. You can frighten the British electorate out of its life by the use of revolutionary language which has no practical application and therefore really makes no difference. On the other hand if respectable and conservative language is chosen and if reason is appealed to, the British are capable of almost revolutionary changes in public policy".

During his stay in Paris, Mr. Morrison will be meeting various personalities there.

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25/4/40. - No. 10.

PRESS NOTICE

The attention of persons who wish to correspond with foreign countries is particularly drawn to the Censorship requirement, already announced in the Press, that the name and full postal address of the sender must be stated both on the outside of the envelope and in the letter itself. Letters failing to comply with this regulation may be detained or indefinitely delayed.

Attention is also drawn to the fact that correspondence with persons in enemy or enemy-occupied territory cannot be forwarded except through the officially authorised intermediaries, Messrs Thomas Cook & Son, Berkeley St., London, W.1. or the British Red Cross Society. Particulars of the limited facilities afforded by the Red Cross Society can be supplied by any Citizens' Advice Bureau. A serious view will be taken by the authorities of attempts to correspond with enemy territory through any other channel. The above does not apply to letters to British or allied Prisoners of War or Internees, which can be addressed directly.

Department of Postal and
Telegraph Censorship

MINISTRY OF INFORMATION

25/4/40 - No. 11.

ANZAC DAY MESSAGES.

Field-Marshal Lord Birdwood has sent the following message to Major-General Freyberg, V.C., who is in command of the New Zealand Forces in the Near East:-

"Please convey my sincerest greetings and kindest remembrance to all members of the Second N.Z.E.F. Nothing can ever dim my recollection of the days I passed with their elder brothers of the First N.Z.E.F. in Gallipoli and France, and I am absolutely confident that if and when you may be called on you will follow their footsteps and equal their great deeds. God bless you all".

General Sir Alexander Godley, who commanded the New Zealand troops in the last war in Egypt, Gallipoli, and France, has sent an Anzac Day message to New Zealand troops in which he says that he is supremely confident that the Second New Zealand Expeditionary Force will worthily uphold the glorious record of the First.

DOMINION AND COLONIAL AFFAIRS.

British Troops Smile as they Sail for Norway.

Grey Ships Steal Away.

Boys Thrilled at the Prospect of Battle.

By an Eye Witness.

At one of our Ports.

Throughout the dark hours of the night I have watched British troops in full kit boarding camouflaged sinister-looking ships which slipped silently away from this port to embark upon a perilous journey which will end in a great adventure in Norway.

At midnight, with wind and rain driving against the tents of their camp, orders were given the men to parade. They stumbled out into the darkness and without noise or confusion trudged down the hastily improvised road which had been turned into mud and slush.

There was the crunch, crunch, crunch of marching feet as they made their way along the country roads, through fleeting towns and villages to the port of embarkation.

Almost invisible in the darkness caused by rain clouds hiding the moon, the troops moved through winding roads to where ships of every description were lying at anchor ready to convey them across the hundreds of miles of ocean to join their comrades who had preceded them.

Everything worked with clockwork precision. No sooner were the men on a particular quay from which they were to embark than they began to climb aboard. Scarcely a light could be seen. Hour after hour they climbed aboard and at once proceeded to their quarters. It was nearing daybreak before they had all embarked.

To send an army to a foreign country is much more difficult than the mere embarkation of troops. They must be accompanied by all the heavy artillery, tanks, motor lorries and supplies necessary to feed the army.

All through the day I have watched the countless procession of motor transports making its way to the embarkation port. It took many hours to place them on board.

Some idea of the difficulties of landing stores in a country held by the enemy could be gained from the manner in which they had to be loaded. Everything must be manhandled, and so the stores were made up into small packets and boxes such as could be easily carried ashore. To load rapidly, the troops and sailors formed themselves into a human chain, pitching the packages from one to the other.

It was a fascinating sight as the paraphernalia was piled on the quay. There was every conceivable article necessary for an army which must be constantly on the move. Shovels and picks, hurricane lanterns, dixies, boxes of small-arm ammunition and a heterogeneous collection of material reminding one of a junk dump.

But there was not a single article but was essential either for utilitarian purposes or to give some little comfort to the boys under the exacting conditions which they may meet.

Every/

Every soldier carried enough rations and equipment for several days on the march. There were sleeping-bags and five blankets for each man.

All was tense and still as the final details were completed. As each ship weighed anchor and cast off, it glided away from the quayside into a sea whipped by a high north-easterly wind.

Awaiting them were the Warships which would escort them in convoy over the long voyage.

The lads hung over the deck-rails as they took a last wistful glimpse of the fast-receding shores of England.

Earlier in the day I had been permitted to see and talk with them in their temporary canvas camp a few miles away. A bitterly cold wind was driving heavy rain and during the few hours the troops had been in occupation of the camp it had been turned into a quagmire. The conditions when I reached there were just about as foul as one could imagine and were a good baptism for what the troops might expect once they get into action in the rapidly melting snows of Norway.

It would not have been surprising to hear them grouching like the very devil. They had been huddled up in their bell tents throughout the night and were caked in mud. Many of them were soaked through already and they still had to face hours of hardship and fatigue before there would be any chance of rest.

But these boys appeared to be impervious to their conditions. They were bubbling over with high spirits as they collected their special equipment.

"Can you see me mother?" laughed one of them as he struck a comic attitude before his comrades. He had donned his sheepskin-lined oilskin and sheepskin-lined helmet, making him appear a real Lapslander.

I could not find a single officer or man who did not feel thrilled at the prospect of at last coming to grips with the enemy.

"We have had months of boredom but now it looks as if we shall have the excitement we are all looking for," said one brawny fellow.

Their Colonel simply doted over these grand fellows.

"It really seems," he said, "that the more uncomfortable the conditions the more they revel in it. I have had these boys under me in different parts of the world and they surprise me almost every week.

"I have seen them bright and cheerful in 45 degrees of frost as if they had been under a tropical sun. I have seen them wading through mud, rollicking with good humour. They are superb. You can take it from me that they are tough guys and are bursting to show what Englishmen are made of. They believe that there is only one way of winning this war and that is to get rid of Germans."

He called over a number of young officers who have been undergoing special training in tactics which will be adopted

in Norway. They were fine, healthy fellows and one felt at once they were the type who could command both the respect and love of their men.

They share the discomforts of the troops with equal cheerfulness.

And so they left for a strange country speaking a strange tongue but they were setting forth in the spirit of the Crusaders bent on waging a Holy War.

25.4.40/No.13.

P.N.1642.

PRESS NOTICE

The Postmaster General announces that in consequence of a further alteration in the operation of the air services the latest time of posting at the Head Post Office, London, E.C.1. for the direct air mail service to Malta, for which the air postage rate is 1s. 3d. per half ounce (postcards 7d.) is now midnight on Thursdays only instead of midnight on Mondays and Thursdays as previously announced.

GENERAL POST OFFICE.

25th April, 1940.



MINISTRY OF LABOUR & NATIONAL SERVICE

Press Notice

NATIONAL SERVICE (ARMED FORCES) ACT, 1939.

REGISTRATION OF MEN ON 27TH APRIL, 1940.

The Ministry of Labour and National Service announces that to-morrow, Saturday 27th April is the date which has been fixed by the Government for the next registration of men under the National Service (Armed Forces) Act. Posters setting out the classes of men required to register and the times at which they should attend for registration are displayed at all Ministry of Labour and National Service Offices, Municipal Offices, Post Offices and Police Stations.

The men required to register are those not already registered who were born between 1st January 1913 and 27th April 1920, both dates inclusive. They should attend to-morrow for registration at a local office of the Ministry of Labour and National Service and should take with them their National Registration Identity Cards. Seamen and fishermen, while they may register at a Ministry of Labour and National Service Office, are asked instead to register at a Mercantile Marine Office if there is one within reasonable distance.

The address of the nearest Ministry of Labour and National Service Office may be obtained on enquiry at a Post Office. Men are advised to read the posters carefully and keep to the times of attendance allotted to them according to the initial letter of their surname. The times of attendance are as follows:

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

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

Telephone: Whitehall 6200.

H.Q. 576-500 D.J.

25/4/40 - No 15

The War Office announces that the official description of the B.E.F. in Norway is now "The North Western Expeditionary Force".

In order to avoid possible confusion, the destination of correspondence for members of H.M. Army serving with the British Forces in Norway should be shown in the address as "N. W. E. F." and not "B. E. F" Norway as previously announced.

WAR OFFICE

WHITEHALL.

S.W.

25/4/40 - No.16.

CLAIMS AGAINST DANISH VESSELS.

In the case of Danish ships which have been seized in prize by or on behalf of His Majesty's Government in the United Kingdom, British creditors who before the date of seizure had claims on such ships in respect of salvage, disbursements, bunkers or other necessities, are notified that such claims may now be made to the Accountant General of the Ministry of Shipping.

MINISTRY OF SHIPPING.

ANZAC AIRMEN REMEMBER GALLIPOLI.

(Not to be quoted as an Air Ministry announcement).

The only Dominion flying unit on active service in Great Britain - No.10 (Flying Boat) Squadron of the Royal Australian Air Force - commemorated Anzac day, the anniversary of the landing at Gallipoli, at a coastal command station this morning, before setting out on convoy escort and anti-submarine patrol far over the Atlantic.

In the parade were men who were in the landing on Gallipoli Peninsula 25 years ago, while others were the sons of the original Anzacs.

The squadron fell in under the officer commanding the station, and their own Australian Commander, and saluted the flag of the Commonwealth which was draped at half-mast. British troops, with bayonets fixed, and buglers formed a guard of honour for the Australians. The prayers included intercession for the souls of the men who died on the Gallipoli beaches.

Ten minutes after the solemn ceremony the squadron took off for the day's operation.

Since the Australian squadron began to function as a unit of coastal command two months ago, it has flown a thousand hours and covered more than 140,000 miles on Atlantic patrol duties.

(Not to be quoted as an
Air Ministry announcement)

NIGHT ENCOUNTER WITH ENEMY FIGHTERS.

Further reports of the raid on Stavanger in the early hours of Wednesday morning show that, for the first time since the outbreak of the war, the British raiders encountered opposition at night from enemy fighters.

An enemy aircraft was seen to close in on one of the British bombers as it was approaching its objective. The fighter fired several bursts at short range. Over the target area several Messerschmitt 110 twin-engined fighters were encountered. The raiders took successful evading action in the heavy pall of smoke from bursting bombs and A.A. fire which hung over the aerodrome.

On leaving the target one of the raiders was followed and attacked for nearly ten minutes by a Messerschmitt 110, whose bullets could plainly be seen striking the water on either side of the low flying bomber. The British gunner returned fire, registering a number of hits. After trying one more unsuccessful attack, the Messerschmitt abandoned the attack and turned back.

Later reports of this raid confirm the extensive damage done to the air base. They also show that a number of enemy aircraft dispersed on the ground, flamed up after a salvo of high explosive bombs, dropped from a low level, had burst close by. Pierce fires started by incendiary bombs were seen to be still blazing after the last of the British raiders had left the scene.

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AIR AFFAIRS

25/4/40 - No.19.

The War Office issues the following communique:

"There has been no further fighting in the area north of Trondheim where the enemy now appears to be digging in just north of Steinkajaer.

In the South increased enemy pressure has necessitated the withdrawal of Allied Forces from the positions they previously held near Lillehammer.

In the Narvik area there is nothing to report."

WAR OFFICE,
WHITEHALL, S.W.1.

JOINT ANNOUNCEMENT BY THE AGRICULTURAL DEPARTMENTS.

WHEAT ACTS, 1932 to 1940.

Payments to Registered Wheat Growers.

Under the Agricultural (Miscellaneous War Provisions) Act, 1940, deficiency payments to registered wheat growers are to be computed and paid in respect of periods of less than a cereal year. For the current cereal year ending 31st July, 1940, the first three accounting periods, and the average prices obtained by registered growers for home-grown millable wheat sold by them during these periods, have now been determined by the Minister as follows:-

		Per cwt.
<u>1st period</u>	- 1st August to 3th Sept. 1939.	4s.7.22d.
<u>2nd period</u>	- 9th Sept. to 20th October, 1939.	5s.10d.30d.
<u>3rd period</u>	- 21st October, 1939, to 31st March, 1940.	7s.1.36d.

The "standard price" under the Wheat Acts is 11s.0d. per cwt. (49s.6d. per qr.), and the rates of deficiency payment - representing the difference between the standard price and the "average price", after allowing for a deduction of 0.52d. per cwt. (2.3d. per qr.), to cover administrative expenses - are, therefore, as follows:-

	Per cwt.	per qr. of 504 lb.
<u>1st period</u>	- 6s. 4.26d.	28s. 7.2d.
<u>2nd period</u>	- 5s. 1.18d.	22s. 11.3d.
<u>3rd period</u>	- 3s. 10.12d.	17s. 3.6d.

The Wheat Commission hopes to issue cheques to growers for these deficiency payments on or about 5th June. The payments will be subject to the deduction of any amount already advanced on account.

The Commission will be greatly assisted in their arrangements for these payments if growers and authorised merchants will see that wheat certificates yet to be issued for sales made up to 31st March, 1940, are sent as soon as possible to the Commission's offices at Brookland House, Weybridge, Surrey.

GERMAN UNTRUTH EXPOSED.

The Air Ministry announces:-

The German High Command communique alleges that on Tuesday night Great Britain opened unrestricted air warfare by attacking undefended places with no military objectives.

This allegation is unfounded.

The attack on the Island of Sylt was directed against Westerland Aerodrome, an important military objective, and one of the most heavily defended places in Germany.

No attack was made on the town of Heide.

It will be remembered that on March 17th enemy aircraft dropped bombs on the Orkney Islands, causing casualties to civilians.

AIR AFFAIRS.

RELEASED FOR PUBLICATION AFTER
9.40 P.M. THIS EVENING (THURSDAY,
APRIL 25, 1940).

MEM. TO SUB-EDITORS:

As this script is being issued in advance it is necessary to check it against the actual broadcast at 9.25 this (Thursday) evening on 391 or 449 metres.

B.B.C. ANNOUNCEMENT

WAR COMMENTARY (CIVIL DEFENCE)

TALK BROADCAST BY GENERAL SIR HUGH ELLES, K.C.B., K.C.M.G.

The B.B.C. announces that General Sir Hugh Elles, K.C.B., K.C.M.G., broadcast a talk entitled War Commentary (Civil Defence) in the Home Service programme at 9.25 this (Thursday) evening.

The text of General Sir Hugh Elles' broadcast follows:-

I am going to talk tonight about war on land on the home front.

Let me take you back a little in history and show you how the Home Front has developed.

It was not until the last great war that the duress of war was really felt by the people of this country in the way that the peoples of the Continental nations had felt it. Consider the Napoleonic wars - it was only a very small proportion of the men of our people who ever saw war at all - none of the women. Why, the fleet that won Trafalgar only numbered in men a few thousand and Wellington's armies in the Peninsular Campaigns probably averaged only 25,000 British soldiers and never exceeded 50,000. The rest of the nation was immune. They paid, they watched and they waited.

The war of 1914-18 however produced conditions which our people had never before experienced. For the first time there was a complete call on the manhood of the nation. For the first time we suffered, as all the other belligerents suffered, a staggering loss of life. For the first time women, in all aspects of the life of the community, took the places of men.

And now we have another war - a war which, as far as we of the Civil Defence are concerned has had a slow start, puzzlingly slow, but which shows now every sign of getting very rapidly into a stride that may very possibly become extremely hot.

All the new phenomena that appeared in the last war are re-appearing. Blockade, the money questions, intensified agriculture, rationing, munition-making and so forth. And there are two features that are so intensified that one might justly call them really new features. The first of these is the weapon of propaganda and the second is the air menace. Both are directed against the Home Front.

I am not going to say anything about propaganda for that is being dealt with far more skilfully than I could deal with it, by others, but I do want to say a little about the air menace and the Civil Defence Services that have been raised and organised to meet it.

Let us see first what this air menace is. I would like to put it very simply. It is just this - that at a moment when it seems to the enemy expedient, the ports or the great industries or the civil population of this country may be attacked without notice or with very little warning. Don't let us make too much of the air menace, not even the man Hitler can bomb everything, everywhere, all the time. Don't let us forget that our active defence, the anti-aircraft guns, the fighter aircraft, the balloons are increasing in numbers and efficiency every day. But don't let us forget that no system of active defence can make us quite immune. Don't let us forget that bombing from the air is - and anyone who has experienced it in even a small degree will bear me out - a very beastly thing and very destructive to those who are not prepared.

I don't want to give anyone the jitters, but it's not a bit of good blinking facts. The Air Menace is still there and it is a beastly thing.

Now a year ago I was an Air Raid Warden and I should have been very glad if somebody had explained to me what exactly was this organisation in which I had entered as a private citizen. That is what I am going to attempt to do, now that I am, alas, no longer a Warden but in a position of - well, perhaps - wider responsibility.

First I would like to trace very briefly the history of the enormous organisation to which I have the honour - as many listeners have - to belong.

After 1914/1918 there were set up a number of Committees to examine the various aspects of the late war and one of them sat to consider the question of air raids - of which there had been a few by aircraft and zeppelins against London. That Committee reported in 1924 - and curiously its Chairman was the same Sir John Anderson who is now Home Secretary and the Minister of Home Security, and responsible for Civil Defence.

You all know that for the ten years after 1924 the energies of our successive Governments were directed, not to warlike measures, but to peace and disarmament. Until 1934, when the man Hitler came to power.

In 1935 the three Defence Services began to move - just - and the embryo of a new Defence Service, that is now the nation-wide Service of Civil Defence, was formed.

Soon afterwards five Officers and a few Clerks moved across the road in Whitehall and started the A.R.P. Department at the Home Office.

And I'd like to take my hat off to that small band of pioneers who had a very rough and discouraging passage for many months through seas of apathy and opposition. They have seen their craft into port all right.

Very early in the day two main principles were decided. Firstly, that the Civil Defence Service should be a voluntary service - more, that as far as it was practicable it should be an unpaid and communal service, and secondly, that each locality should be responsible for its own defence. In consequence of that, the burden, and it has been a real burden, of organising, raising and administering these Services has been put upon the local authorities. And I may say, as one who has seen something of their side of the affair, how splendid has been the work that has been put in by municipal and county officials, already very busy men, in this great national effort.

However, things went slowly enough for a great many months. Then came Munich in the Autumn of 1938, and we all got a tremendous jolt. The small Hitler cloud of 1934 had begun to look very much like a tornado and things began to move such faster. Early in 1939- last year, the Civil Defence Act was passed and every sort of measure was taken to tighten and speed things up. The Country was divided into 12 Civil Defence Regions. There were 12 Commissioners - I was one of them - and staffs were provided, the industrial side of A.R.P. was made obligatory. Every factory had to make its preparations. And so we come to the actual outbreak of war, and although the task was far from complete we did have an organisation all over the country to deal with the air menace - an organisation which, if the blitzkrieg had come upon us, would have given a reasonable account of itself. But much remained to do.

There must be among my listeners a great many people who like myself are members of this great Defence Force - A.R.P. of course is part of it, but it is a much bigger thing than A.R.P. alone. Our Service covers A.R.P. with its Wardens, its Rescue Parties and Decontamination Squads and First Aid Parties. It covers the Ambulances and the First Aid Posts - all splendidly helped by St. John and St. Andrews and the Red Cross - and all those amount to more than 1 million souls. It covers the Fire Service and its Auxiliaries - more than 200,000 men and women. It covers the police and its auxiliaries - nearly another 200,000 more. It covers a very large section of that surprising organisation the Womens Voluntary Service with more than 600,000 women which seems to be able to turn its hand to anything. It covers, too, the A.R.P. of Industry, which has trained 700,000 people.

So you see that we belong to a very great National Service and we may be justly proud of belonging to it. We are the fourth Defence Service of the Crown and that, it seems to me, is a very honourable thing to be.

But we are not the only people in this. There is a great deal that has been going on besides our efforts, things that have been produced laboriously without fuss by men quite behind the scenes. Figures are rather a bore, but I am sure you would wish me to pay some tribute to the men and women who have produced nearly 70 million respirators of one kind or another, and enough steel shelters to protect 11 million people, those who have calculated the effects of bombs and done other invaluable research work, those who have installed many hundreds of miles of telephone cables, who have worked on the lighting problems and a great deal else. It has been the whale of a job. And I can tell you this because I have had nothing at all to do with these results myself.

But, to go back, the blitzkrieg for which we were prepared didn't come off. We got the sitzkrieg instead - and that at once produced a whole crop of new problems. Those of my listeners who have gone through the boredom of standing by day after day and night after night as whole-time volunteers, know very well what I mean. You have done awfully well. It wasn't a pleasant winter, but, you know, there are husbands and brothers and sons and uncles and cousins on the sea, at the front, in the air who have been doing the same watches, in equal discomfort and often in great danger. You have been sharing partners with them. That is good enough, isn't it? Nevertheless, we have been trying to cope with the problems raised by standby conditions. But it is just a case of re-modelling a house and having to live in it at the same time, that is always a very difficult thing to do.

/Now,

Now, there is another thing we are after and that is broadly what I may call a pooling of our resources.

We have got to pool because as the war goes on, we are going to lose men and women for other war activities and we shall still want more voluntary workers. Especially we want them for first aid and stretcher parties. Now we have had time and have had experience and exercises and we know firstly that our Civil Defence services are very mobile, and we know that everybody cannot be bombed at the same time. So why not throw in reinforcements to a place that has been attacked from some place that has not been attacked? That is the way our policy is tending and we have had a most encouraging response from almost every place. Pooling and elasticity and mutual help generously and quickly given by one authority to its neighbour.

For months we have been prepared for these blessed bombs to drop. We have, however, been improving all the time - most of us. There is no doubt about that at all. But in a force of many hundreds of thousands you are bound to find backsliders and they are a bit of a nuisance. I'd like to pick out three sorts to deal with.

There is Sort No.1 - the person who now says "This A.R.P. business is all rot. We've had no bombs. We are wasting our time." Well, that is just the unthinking sort of person who almost qualifies for the title of public menace.

And there is Sort No.2 - he's been beaten by the monotony. That sort is just one point scored to the other side in the war of boredom.

Sort No.3 is different. He says, "I know my stuff, I shall be all right on the day. I can't be troubled with all these exercises." There is a simple answer to that. And it's this: "Many a good horse has lost a valuable race because he was short of just a few gallops." So please keep trained and keep fit and encourage others to come forward to do the same. And do wear your badges.

Now just a word to the householder. If you are not already doing so you can help us and help us a great deal. If you can't volunteer you can do a lot by just carrying out those simple precautions that you have been advised to take. If you have forgotten exactly what they are, anyone in A.R.P. or the Fire Service will be able to tell you. That is going to ease our burden a lot if the time for action comes.

Well, there we are. Some day sooner or later we shall be tested - and the test will be severe. Upon the result may turn the issue of tremendous events. We are the fourth defence Service, and we owe it to the three Fighting Services that we ensure the safety of their homes and their industries and that we keep the Home Front firm.

It's not spectacular but it's very, very important.

The War Office,
London, S.W.1.
25th April, 1940.

MILITARY APPOINTMENT.

The War Office announces that His Majesty The King has been pleased to approve of the appointment of Colonel C.L. Matthews D.S.O., retired pay, as Colonel of The Durham Light Infantry, in succession to Colonel (honorary Brigadier-General) H.H.S. Morant, D.S.O., retired pay, who has resigned.

RELEASED FOR PUBLICATION AFTER
9.25 THIS EVENING (THURSDAY,
APRIL 25, 1940).

MEM. TO SUB-EDITORS:

As this script is being issued in advance it is necessary to check it against the broadcast at 9.15 this (Thursday) evening on 391 or 449 metres.

B.B.C. ANNOUNCEMENT

BUDGET TALK.

TALK BROADCAST BY CAPTAIN H.F.C. CROOKSHANK.

The B.B.C. announces that Captain H.F.C. Crookshank, Financial Secretary to the Treasury, broadcast at 9.15 this (Thursday) evening in the Home Service programme.

Captain Crookshank said:-

It is a year since I last talked to you, and it was on the same subject - the Budget, that is to say at the time when we all look into the nation's purse to see what we must put into it to keep going, but oh! what a difference. We were then at peace and Poland, Denmark, Norway had not become the victims of German aggression and brutality. We were then planning to spend six hundred and thirty millions on rearmaments, hoping - hoping perhaps against hope - that those arms would never be needed, and Sir John Simon had proposed taxes to the tune of nine hundred and forty two millions, an unprecedented sum, but now dwarfed because of war. What then was he to do this year? In ordinary times the Chancellor tries to estimate expenditure to the last shilling, and then tries to suggest just enough taxes to cover it. We can't do that now, for he can't know what may be our war needs. He knows that our ordinary civil expenditure will be about six hundred and sixty six millions, and he has added to it a figure for war costs of two thousand millions but that is clearly a round - very round - figure.

He has therefore approached his problem the other way round. He has tried to see what in the present year is the most he can get by taxation, and must rely on borrowing the rest. Of course that is not normal Budgeting, but today it is the only way. The new scales of taxes will be a grievous burden for everyone. They should bring in one thousand two hundred and thirty four millions - an easy figure, you write 1234 and then add six noughts - and that is nearly a third more than was proposed this time last year, but you all remember there was an extra War Budget in September so that the huge increase is not being taken all at one gulp. We have swallowed some of it already, and it tasted pretty nasty.

You don't want a lot of figures tonight but let us see some of the differences between last April and now. The standard rate of Income Tax was then five and sixpence - now it is seven and sixpence, and Surtax went up in September as well. Some critics still go about saying that direct taxation is not high enough, that the rich should pay more. Look then at the case of a single man earning all his income. Half of it is now taken when the total is eight thousand five hundred pounds, this time last year half the income was not taken until the total was seventeen thousand pounds, just twice as much. A pretty startling change in his circumstances in one year, which shows the new increases in the high income scales. To find absolute equality

of sacrifice is perhaps impossible, but there is no lack of sacrifice everywhere.

Take indirect taxes. Look at tobacco. Before last year's Budget the tax was nine and sixpence a pound - it is now seventeen and sixpence. The Beer tax has gone up in the same period twopence a pint. Of course beer and tobacco are luxuries but they are often the one luxury of working men: many of them will, I am sorry to say, seriously feel these taxes. And further a bottle of whisky now costs sixteen shillings instead of twelve and sixpence; and after May 1st a letter will cost twopence halfpenny though it will remain at three halfpence if it is addressed to our Forces and ships abroad.

And on top of this a tax is proposed on purchases made by retailers from wholesalers.

You can now see what the burden, direct and indirect, is going to mean, but the keynote of this Budget is the policy of checking the demands for civilian goods so that our factories can produce more munitions and more exports. We realise what this means to shopkeepers but, in one way or another we must check everybody's purchasing power, and one way of doing so is the proposal to restrict dividends which companies may pay out of their profits, themselves already limited by the Excess Profits Tax, as well as to prohibit the issue of bonus shares in war time.

And yet at the end of all this, we will raise by taxes only just under half our expenditure. What about the gap? The Labour Party still talks of helping to close it by a tax on capital, but while I am sure we are all agreed that it would be unjustifiable, if some people at the end of the war found themselves vastly richer just because of the war, it is quite certain that even if desirable no such tax can be imposed now. No: the gap must be closed by borrowing out of genuine savings, but we are not, I repeat not, having any compulsion. The lending is to be as now voluntary, so we must all do our best, economise, save and above all lend to the State the savings.

I can imagine some of you thinking "What is the good of talking like that. I can't save. I can hardly make both ends meet". Yes. I know it is, alas, true; many of you do live on such narrow margins, you just can't save, but I feel sure that when it is all over you would always hate it afterwards if you had contributed nothing - work, money or service - to your country in its hour of need. So I suggest if you aren't already doing war work, if you have no savings to lend, you can perhaps lend some of your time to voluntary war work.

But for the great bulk of you people, there is the chance of saving - some daily or weekly self-denial - to help pay for the war. Some may have been holding back because of your fears of what might happen to your savings, if you ever came under the means test. If so, don't hold back any more, for we propose to take altogether out of the scope of the means test, no less than three hundred and seventy five pounds of new war savings.

So, be you rich or poor, I do impress on you the more you lend, the more you close that gap - the more you help check the rise in prices, the more you help win the war on the financial front. And won't the prize be worth the self-denial. A real prize, nothing less than victory. Victory over evil and wrong. Victory over all those horrors for which the Germany of 1940 stands. The Budget is framed to bring that victory nearer.

Goodnight everybody and thank you for listening.

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C O R R E C T I O N

ROYAL AIR FORCE AWARDS NO. 22.

In Page 2, Para. 3 please read that Corporal Wallace
"joined the R.A.F. in March, 1938," not 1918.

"NOT TO BE PUBLISHED IN ANY COUNTRY BEFORE
THE MORNING NEWSPAPERS OF SATURDAY, 27TH APRIL, 1940,
OR BROADCAST BEFORE 7 A.M. ON THAT DATE."

ROYAL AIR FORCE AWARDS NO. 22.

The King has been graciously pleased to approve of the following awards for gallantry displayed in flying operations against the enemy.

AWARDED THE DISTINGUISHED FLYING CROSS.

Pilot Officer Michael Giles Homer.

AWARDED THE DISTINGUISHED FLYING MEDAL.

Corporal John Wallace.

Acting Corporal Albert Douglas Coldicott.

Pilot Officer Homer was the pilot of an R.A.F. aircraft carrying out a high-level bombing attack on two enemy cruisers anchored in Christiansand Bay, South Norway. In the face of intense anti-aircraft fire and attacks by enemy fighters, he successfully pressed home his attack, and his air gunner shot down an enemy fighter that burst into flames and crashed into the sea. Although his aircraft had been damaged, Pilot Officer Homer skilfully piloted it back to his base after a sea crossing of more than 400 miles.

Acting Corporal Coldicott was the wireless operator and air gunner in Pilot Officer Homer's aircraft during the above engagement and it was he who shot down the enemy fighter. By obtaining accurate bearings under difficult and harassing conditions he enabled Pilot Officer Homer to navigate the damaged aircraft successfully to its home base.

Corporal Wallace was wireless operator and air gunner in another R.A.F. aircraft engaged on the attack on enemy cruisers at Christiansand. They were attacked by nine enemy fighters, and Corporal Wallace displayed the greatest gallantry and coolness in the face of repeated attacks by superior numbers

/and

and shot down one enemy into the sea. Under wireless instructions from the formation leader, Corporal Wallace's aircraft escorted another that had been disabled until the latter was forced to alight on the sea. Corporal Wallace's accuracy in giving its position enabled a vessel to reach the scene and to effect a rescue.

NOTES ON CAREERS.

Pilot Officer Michael Giles Homer was born at Stroud, Gloucestershire, April 17th, 1919. He was educated at Wellington and Cranwell, and was granted a permanent commission as Pilot Officer in the General Duties Branch of the R.A.F. in December, 1938. His home town is Sheringham, Norfolk.

Corporal Wallace was born 5th May, 1918, at Barrhead, Renfrewshire, which is still his home town. He joined the R.A.F. in March, 1918. Previously he was an Insurance Agent.

Acting Corporal Coldicott was born September, 27th, 1919, at Worcester which is still his home town. He was a general clerk before joining the R.A.F. in September, 1938.

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

27/4/40.

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THE MORNING NEWSPAPERS OF SATURDAY, 27TH APRIL, 1940,
OR BROADCAST BEFORE 7 A.M. ON THAT DATE."

ROYAL AIR FORCE AWARDS NO. 23.

The King has been graciously pleased to approve of the undermentioned award in recognition of gallantry displayed in flying operations against the enemy.

AWARDED THE DISTINGUISHED FLYING MEDAL.

Flight Sergeant Gordon Allen Powell.

Early this month, Flight Sergeant Powell was captain of an R.A.F. aircraft taking part in a low flying attack on Stavanger aerodrome, Norway. This was pressed home with the greatest determination in the face of intense anti-aircraft and machine gun fire.

The aircraft received three direct hits, the first of which wounded Flight Sergeant Powell in the shoulder and left side and severely damaged the aircraft. Immediately he was hit, Flight Sergeant Powell dived near to the ground and made his escape to sea. Despite his wounds and loss of blood and the difficulty of controlling his damaged aircraft, he succeeded in reaching his home base, a distance of 370 miles in extremely bad weather at night. His gallantry and devotion to duty were outstanding.

NOTE ON CAREER.

Flight Sergeant Powell was born December 18th 1909 in Fulham, S.W. He was engaged in farming before he joined the R.A.F. in July 1928. His home town is Sanderstead, Surrey.

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

27th April, 1940.

"SPREAD-OVER" HOLIDAYS FOR ORDNANCE WORKERS.

MINISTRY OF SUPPLY PLANS.

"Spread-over" holidays are to be given to workers in Royal Ordnance Factories during the period from May to October, the Ministry of Supply announces.

The following statement was issued by the Ministry tonight:-

"In view of the pressure under which munitions workers have been employed for some time, it is felt that maximum production is more likely to be promoted than hindered by allowing workers in the Royal Ordnance Factories to have the usual intervals for rest and recreation including annual holidays of the customary extent.

"The Ministry of Supply has accordingly decided that annual Summer holidays shall be taken, and that it is desirable that as far as is practicable they should be taken in one spell.

"In order, however, to obviate the necessity for the entire closing of any one works at any particular period, and with the object of reducing the numbers of workpeople taking holidays at any one time, arrangements are being made for spreading holidays over the whole of the period from May to October this year."

MINISTRY OF SUPPLY.

29 msg.

25/4/40 - No. 30.

FRENCH OFFICIAL COMMUNIQUE
(EVENING)

Paris, Thursday, April 25, 1940.

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

In the Vosges one of our parties of sharp shooters put to flight an enemy detachment which had laid an ambush near one of our outposts.

In the Skagerrak a French destroyer flotilla attacked and sank two enemy patrol ships and returned unscathed to their base in spite of attacks from the air.

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(Not to be quoted as an Air Ministry Announcement.)

HOW THE GERMAN SHIPS WERE SUNK.

Further particulars are now available of the successful bombing of two enemy auxiliary vessels on Tuesday night off the island of Sylt during a patrol of the German seaplane bases by aircraft of Bomber Command of the Royal Air Force.

The captain of the aircraft which attacked the larger of the two vessels states that there were numerous lights on the water as he approached the island, and in order to investigate them he came down to within a few hundred feet of the sea. Two large ships were then seen, one of which was believed to be of about 1200 tons. Both opened fire immediately.

"The gunfire" says the captain, "was so intense that avoiding action had to be taken before the attack on these ships could be made. There was a moon at the time, and on our return to the scene we could clearly see the ships silhouetted in the moonlight.

"We ourselves had the moon behind us as we carried out our first attack, dropping two bombs both of which missed the ship at which we aimed, though they must have given it a terrific shaking. Not to be outdone we circled again and delivered an attack on the other ship.

"A few seconds after we had released the bomb there was a shattering explosion and our aircraft was knocked all over the place for a second or two. Simultaneously there was a blinding flash as the bomb landed fairly and squarely on the deck.

"After that there was only one ship left."

The crew of another aircraft on patrol duty over Sylt on Tuesday night were spectators of the British attack on the enemy bases there. They actually arrived before the raid had begun but by the time they were ready to leave, the picture had completely changed. Searchlights were sweeping the sky and several large fires were seen blazing away, all of which were evidence of the success of the British raid.

Adventure, too, was in store for them, and it came when they were flying up the east coast of the island about two miles away from the mainland. Here they were suddenly fired upon from the water. The captain says "We at once looked down and saw, directly below us, two motor boats. As soon as we realized what was happening we prepared to attack. Just then the moon hid itself behind some clouds and we had to wait for about ten minutes before it showed its face again.

"As soon as it reappeared, we again saw the two boats and without any more hesitation we delivered a fairly low bombing attack. After the attack, only one boat could be seen and only one boat fired at us, which seems to be conclusive proof that the other was destroyed."

AIR AFFAIRS.

25/4/40 - NO: 32.

PRESS NOTICE.

The War Office announces that reports to the effect that a British Force in Norway has been cut to pieces and forced to withdraw in disorder is a distortion of the facts. The account presumably relates to the incident already referred to in recent communiques.

The facts are: - An advanced detachment of a larger force pushed forward towards Trondheim from the direction of Namsos. The Germans moving reinforcements by water inside the Trondheim Fjord threatened to cut off the advanced troops from their main body. They therefore withdrew but were not followed up by the enemy, who are now reported to be digging in at the head of the Fjord. Our troops suffered some loss.

WAR OFFICE.

25/4/40 - No. 33.

PRESS NOTICE

German broadcasts have been boasting that the ferrying of troops and supplies to Norway has been proceeding steadily and according to plan.

This has not been Germany's experience in the first fortnight of the Norwegian campaign.

Between April 9th, when her first troops landed, and April 22nd, twenty-six transports and supply ships were sunk by Allied action, or scuttled. Ten others were hit by torpedo and probably sunk. One was set on fire by air attack, and four German vessels were captured. These ships were employed in supporting and supplying the German forces in Norway, although not all of them were carrying troops, the lives lost in their destruction must have numbered several thousand.

Three thousand German dead have been washed ashore on the east coast of Oslo Fiord. Great quantities of arms ammunitions and other supplies were also lost to the invaders.

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MINISTRY OF INFORMATION