

AIR MINISTRY 1465.

23/8/40 - No.1.

WAR OFFICE, AIR MINISTRY AND MINISTRY OF HOME  
SECURITY COMMUNIQUE.

Yesterday evening enemy artillery on the French coast opened fire on the Dover area.

Enemy shells caused some damage to buildings.  
There were a number of casualties.

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23/8/40 - No. 2.

AIR MINISTRY 1466

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

During last night there was some activity over this country by enemy aircraft operating singly or in small numbers.

Bombs were dropped in a number of areas in England, in South Wales and on a town in North-East Scotland.

Some bombs were dropped in districts on the outskirts of London. Damage was done to houses and a cinema and there was a small number of casualties.

In two towns in North-East England there was damage to property and in two towns in South-East England slight damage was caused.

Some damage and casualties were caused in other areas.

Number of fatal injuries has been reported.

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23/8/40 - No. 4.

GERMAN MISSIONARIES

Revealing admissions are made by the official Journal of the German Black Guards commenting on the exemption of German missionaries in South Africa which allows them to continue their missionary work provided that they abstain from propaganda.

One passage in particular is worthy of note:

"We are well aware of what the British soldier considers under the term 'enemy propaganda'. To us this means simply 'German attitude'. The primary duty of the missionaries is to injure the enemies of the Reich wherever possible. The missionaries' well-being is of no consequence, their mission work is even more immaterial and their religious faith is quite beside the point. In time of war, even a Christian's first and foremost duty is to overthrow the enemy rather than help him to keep peace and order by means of mission work among the natives. As if the work of our bombs would not be so very much more important just now."

MILITARY AFFAIRS



SMN 21

NOT TO BE PUBLISHED IN ANY COUNTRY BEFORE THE  
MORNING NEWSPAPERS OF SATURDAY AUGUST 24TH, 1940,  
OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

ROYAL AIR FORCE.AIR MINISTRY CASUALTY COMMUNIQUE NO. 43.

The Air Ministry regrets to announce the following casualties  
on various dates. The next-of-kin have been informed.

KILLED IN ACTION.

(While flying in operations against the Enemy).

ANDREWS	41648	Pilot Officer J.F.E.
BAKER	518293	Sergeant R.D.
BEALES	742726	Sergeant R.
BODY	73028	Pilot Officer J.
CALE	42104	Pilot Officer, F.W.
CARDNELL	80807	Pilot Officer, C.F.
CLARKE	624944	Sergeant E.J.
COCKS	642593	Sergeant R.J.
FARMER	565737	Sergeant E.D.
FISHER	72382	Flying Officer B.M.
GREGORY	81044	Pilot Officer F.S.
HOUSEMAN	77936	Pilot Officer R.E.
JOLLY	523203	Sergeant R., D.F.M.
PHILLIPS	365324	Flight Sergeant, N.T.
RITCHIE	745702	Sergeant, R.D.
SCOTT	755254	Acting Sergeant, J.J.
SEWELL	530961	Sergeant, G.A.
SWIFT	644387	Sergeant, J.H.
WATTS	32152	Acting Wing Commander J.J.
WINSTANLEY	617595	Sergeant A.

Previously reported "MISSING BELIEVED KILLED IN ACTION"  
now presumed "KILLED IN ACTION".

PETERSON	520852	Leading Aircraftman G.
TRUMAY	531133	Aircraftman 2nd Class L.H.
WEBBER	569704	Aircraftman 1st Class R.J.

Previously reported "MISSING" now presumed "KILLED IN ACTION".

KIDD	800235	Corporal B.A.
LONG	755181	Sergeant A.L.
WELLS	90081	Acting Squadron Leader J.M.

Previously reported "MISSING BELIEVED KILLED IN ACTION"  
now reported "KILLED IN ACTION".

JUBY	514904	Sergeant G.W.J.
PEARCE	580805	Sergeant A.S.
TWANLEY	580573	Sergeant A.E.D.
WESTCOTT	545537	Leading Aircraftman L.A.

Previously reported "MISSING" now reported "KILLED IN ACTION".

ANDERSON	532047	Sergeant W.F.
BARRETT	580566	Sergeant W.J., D.F.M.
BUIST	42690	Pilot Officer C.N.
BURNETT	619744	Sergeant R.
CRONAN	42109	Pilot Officer J.R.



Previously reported "MISSING" now reported "KILLED IN ACTION" (Contd.)

DAVIES	523102	Sergeant H.C.
DENISON	552584	Sergeant H.T.
DUTTON	547594	Sergeant R.L.J.
GANDER	552107	Sergeant O.S.
GIBLIN	523945	Sergeant H.A.F.
GILL	621946	Aircraftman 1st Class B.
GREENWOOD	566263	Sergeant G.
GUTHRIE	33314	Flying Officer J.R.
HANLON	628296	Sergeant C.
HARDING	580426	Sergeant W.C.
HARDING	627362	Aircraftman 1st Class W.E.
HARRIS	530943	Sergeant K.H.
HOUGHTON-BROWN	581100	Sergeant R.
JONES	70805	Pilot Officer C.J.T.
LEISHMAN	751309	Sergeant, D.
LITTLE	547515	Sergeant G.E.
LLOYD	551596	Leading Aircraftman P.L.
LUXMOORE	40628	Pilot Officer A.S.
McFARLANE	39545	Flying Officer L.H.
MACKENZIE	580459	Sergeant R.I.L.
MARTIN	748313	Sergeant W.
MATHIAS	41603	Pilot Officer A.R.
MITCHELL	41862	Pilot Officer J.G.
NEWTON	551758	Leading Aircraftman W.G.
NICHOLS	624403	Sergeant G.
PAUL	565282	Sergeant E.H.
PILLING	29178	Squadron Leader H.
PRESCOTT	740264	Sergeant T.C.
READ	580828	Sergeant C.E.
REDMAYNE	41206	Pilot Officer D.
RYAN	42154	Pilot Officer M.E.
SMITH	550966	Sergeant A.H.
SMYTH	565748	Sergeant J.A.
SPICKETT	516666	Sergeant W.A.
STRIDE	546871	Sergeant L.H.
SWALLOW	540806	Sergeant V.J.
WEBSTER	631464	Sergeant C.N.
WHITEHEAD	70731	Flying Officer A.W.A.
WYATT	40563	Pilot Officer G.M.

"WOUNDED OR INJURED IN ACTION".

ALLFREE	519908	Corporal D.N.
CLEAVER	90135	Flying Officer G.N.S.
DISS	542479	Leading Aircraftman R.S.
DONAHUE	81624	Pilot Officer A.G.
HARPER	40110	Flight Lieutenant W.J.
HAYWOOD	580296	Sergeant D.
PAGE	74709	Pilot Officer A.G.
SCHADTLER-LAW	42267	Pilot Officer K.
SMITH	90340	Acting Flight Lieutenant E.B.B.
TUCKER	70683	Flying Officer A.B.
TURLEY-GEORGE	41336	Pilot Officer D.R.

Previously reported "MISSING" now reported "WOUNDED OR INJURED IN ACTION".

JUDD	514945	Corporal J.
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DIED OF WOUNDS OR INJURIES RECEIVED IN ACTION.

KENNARD-DAVIS	42348	Pilot Officer P.F.
POPE	746774	Sergeant G.R.

"MISSING BELIEVED KILLED IN ACTION".

BISSON	41774	Pilot Officer A.J.G.
FELSTEAD	41786	Pilot Officer R.K.



"MISSING BELIEVED KILLED IN ACTION" (Contd.)

GRICE	70266	Flying Officer D.N.
KEAST	801399	Sergeant F.J.
WARREN	628804	Aircraftman 1st Class J.B.W.
WILSON	527234	Leading Aircraftman D.J.R.
WILSON	747962	Sergeant N.F.
WRIGHT	747992	Sergeant A.D.

"MISSING".

ABEL	549202	Sergeant R.
ANDREAE	70018	Pilot Officer C.J.D.
ASHTON	76574	Pilot Officer D.G.
BAKER	740057	Sergeant E.D.
BARDOLPH	78695	Pilot Officer G.M.
BATHO	580629	Sergeant R.F.
BAUM	581137	Sergeant A.J.
BEATTIE	619827	Sergeant J.M.
BLAUMONT	744953	Sergeant B.W.
BLAZIER	746887	Sergeant J.K.
BOWES	521960	Sergeant A.E.
BRANCH	90137	Flying Officer G.R., E.G.M.
BROWN	755817	Sergeant F.J.C.
BROWNE	41234	Pilot Officer D.O.M.
BUTTERFIELD	563441	Sergeant S.L., D.F.M.
CAWSE	80543	Pilot Officer F.N.
CHAPMAN	614035	Aircraftman 1st Class J.
COBDEN	41552	Pilot Officer D.G.
COLESON	42695	Pilot Officer P.J.
COLLARD	90402	Flying Officer P., D.F.C.
COMELY	41831	Pilot Officer P.W.
COOKE	523013	Sergeant L.C.
COPEMAN	41257	Pilot Officer J.H.H.
COULMAN	41557	Pilot Officer R.M.
COULTON	619184	Sergeant G.H.
CRANE	526095	Sergeant K.W.
CRUTTENDEN	40895	Pilot Officer J.
D'ARCY-IRVINE	72500	Flying Officer B.W.J.
DAVIES	742518	Sergeant J.H.
DAVIS	72988	Pilot Officer H.L.N.
DEMETRIADI	90145	Flying Officer R.S.
DENCH	42487	Pilot Officer F.G.H.
DICKIE	80541	Pilot Officer W.G.
DIXON	42111	Pilot Officer L.T.
FORBES	41391	Pilot Officer R.B.
FYFE	24208	Squadron Leader J.B., D.F.C.
GILLAN	37675	Flying Officer J.
GIRVAN	552188	Sergeant T.E.
GLEDHILL	742857	Sergeant G.
GLYDE	39983	Flying Officer R.L., D.F.C.
GORDON-PEINIGER	40904	Pilot Officer A.
GOWER	40693	Pilot Officer R.F.
GRANT	539039	Sergeant S.
HALL	33166	Flight Lieutenant N.M., A.F.C.
HAMILTON	581214	Sergeant C.
HARRIS	77934	Pilot Officer E.A.
HARRISON	76577	Pilot Officer J.H.
HILL	741410	Sergeant S.D.
HOPPERTON	625352	Sergeant E.
ISAAC	749158	Sergeant L.R.
JEFF	39285	Flight Lieutenant R.V., D.F.C.
JELLEY	751725	Sergeant P.W.N.
JENNINGS	565910	Sergeant R.J.
JONES	638740	Sergeant T.
JONES	33467	Pilot Officer J.S.B.
KEAREY	517684	Sergeant J.A.
LAND	905836	Sergeant V.R.T.
MACCAW	36139	Flying Officer D.C.



"MISSING" (Contd.)

MORGAN-WELD-SMITH	05224	Squadron Leader R.G.S.
NOLAN	41727	Pilot Officer G.G.K.
OELOFSE	42519	Pilot Officer J.R.S.
OLIVER	700059	Sergeant J.M.
PARVIN	581118	Sergeant F.F.
PEACH	581241	Sergeant T.A.
PIRIE	42077	Pilot Officer H.G.R.
PLATTS	633813	Sergeant E.H.
PRENTICE	812244	Sergeant M.A.
PRICE	638145	Sergeant T.O.
PRYDE	551852	Sergeant P.
QUINN	611465	Sergeant E.S.
REW	526687	Sergeant K.G.R.
ROBERTS	90897	Pilot Officer R.
SAVILLE	745096	Sergeant J.H.
SEARS	42895	Pilot Officer L.A.
SHELDON	42155	Pilot Officer H.C.
SHEPLEY	33464	Pilot Officer D.C.
SHOOK	581534	Sergeant F.C.
SIM	742609	Sergeant R.B.
SMITH	79524	Pilot Officer D.N.E.
SMITH	754895	Sergeant K.B.
SMITH	42470	Pilot Officer N.H.H.
SMITHERS	90440	Pilot Officer J.L.
STORROW	565309	Flight Sergeant A.R.
STUCKEY	516338	Sergeant S.G.
TANNER	565125	Flight Sergeant J.H.
TENNANT	550847	Sergeant G.D.
TOWNSLEY	552526	Aircraftman 1st Class J.
TURNER	32254	Flight Lieutenant D.E.
UNDERWOOD	626850	Sergeant A.J.
VAUGHAN	590381	Flight Sergeant T.M.
WAKEHAM	41883	Pilot Officer E.C.J., D.F.C.
WALCH	40063	Acting Flight Lieutenant S.C.
WARDELL	37140	Squadron Leader R.N.
WIGHT	34187	Flight Lieutenant R.D.G., D.F.C.
WILKES	741315	Sergeant G.N.
WILSON	41513	Pilot Officer R.R.
WITHALL	39361	Acting Flight Lieutenant L.C.
YOUNGER	567876	Sergeant W.G.W.

"MISSING BELIEVED KILLED ON ACTIVE SERVICE".

(While engaged on non-operational flying duties or on the ground through enemy action.)

BARRATT	504903	Acting Sergeant E.D.
McCRORY	580666	Sergeant G.H.
TOY	572787	Aircraftman 2nd Class E.J.
TULLY	504904	Acting Sergeant M.L.

"KILLED ON ACTIVE SERVICE".

ADAMS	745769	Sergeant E.C.
ALLEN	648865	Sergeant A.G.
ALVES	550539	Sergeant D.F.
BEALES	905638	Aircraftman 2nd Class H.G.A.
BELL	342519	Leading Aircraftman S.H.
COLLS	758029	Sergeant W.L.
CRAWFORD	41673	Pilot Officer G.G.
DALGRESS	742697	Sergeant A.S.



"KILLED ON ACTIVE SERVICE". (Contd.)

FETHERSTONE	748733	Sergeant, A.J.
GIBBS	755158	Sergeant, D.A.
GOLDSMITH	648512	Sergeant, W.C.
HARPER	77886	Flying Officer, J.F.
HILL	956258	Sergeant, L.C.R.
HULL	755799	Sergeant, F.H.
KEAN	41295	Pilot Officer, R.T., D.F.C.
MCKENZIE	516750	Sergeant, C.W.
MANNION	627225	Sergeant, D.
MORTIMER	37521	Flight Lieutenant, E.P.
NELSON	808425	Sergeant, W.
OXTOBY	754620	Sergeant, J.M.
RUSTOM	42079	Pilot Officer, R.
SANDERSON	746826	Sergeant, S.
SMITH	903160	Sergeant, C.
WALKER	33073	Squadron Leader, I.H.D.
WHEELER	533650	Aircraftman 1st Class, R.C.
WILLIAMS	40451	Pilot Officer, L.
WILSON	755653	Sergeant, R.F.

Previously reported "MISSING BELIEVED KILLED ON ACTIVE SERVICE"  
now presumed "KILLED ON ACTIVE SERVICE".

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

ANDREWS	965408	Sergeant, F.A.
ASTIN	41650	Pilot Officer, J.K.
ATKINSON	44216	Acting Flight Lieutenant, T.D.
CARTER	515475	Flight Sergeant, C.
DARK	26051	Squadron Leader, A.E.
DE BURLET	42811	Pilot Officer R.F.A.J.
GARNER	742720	Sergeant, T.P.
MACLEAN	745032	Sergeant, A.C.
REYNOLDS	740873	Sergeant, T.
SIMS	42364	Pilot Officer, M.A.
VOSPER	514865	Sergeant, W.G.

DIED OF WOUNDS OR INJURIES RECEIVED ON ACTIVE SERVICE.

BAILEY	746776	Sergeant, R.D.
BECHER	36008	Squadron Leader, J.H.
GRANT	651489	Sergeant, J.
MALLARD	564260	Sergeant, J.W.
WILSON	745647	Sergeant, E.C.J.

DIED ON ACTIVE SERVICE.

ANTHONY	623211	Leading Aircraftman, C.
BARKER	1301188	Aircraftman 2nd Class, W.E.H.
BULL	37594	Acting Flight Lieutenant, C.H.
BUTCHART	1103630	Aircraftman 2nd Class, A.J.
DAVIS	535351	Aircraftman 1st Class, R.S.
FRASER-LUCKIE	745633	Sergeant, G.N.
GINNS	540014	Corporal, E.S.
LLOYD	799681	Aircraftman 2nd Class, L.P.
MOORE	351185	Corporal, H.
SAUNDERS	124217	Aircraftman 1st Class, T.F.
STEWART	991111	Aircraftman 2nd Class, D.



Previously reported "MISSING BELIEVED KILLED ON ACTIVE SERVICE"  
now reported "SAFE".

HOOD 902982 Sergeant, J.

Previously reported "MISSING" now reported "SAFE".

DUNTHORNE 618587 Aircraftman 1st Class, G.R.  
 WILSON 751647 Aircraftman 1st Class, V.

Previously reported "MISSING BELIEVED KILLED IN ACTION"  
now reported "PRISONER OF WAR".

WILLIAMS 580502 Sergeant, A.

Previously reported "MISSING" now reported "PRISONER OF WAR".

ADAMS	741918	Sergeant, D.A.
ALLISON	552647	Sergeant, G.A.
AVERY	581257	Sergeant, A.
BURRAN	552645	Sergeant, C.A.G.
CALDWELL	626021	Sergeant, J.P.
CARTWRIGHT	8823	Corporal, A.L.
DONNELLY	541074	Aircraftman 1st Class, N.P.
DOOLIN	640566	Aircraftman 2nd Class, E.P.
ESSON	40376	Pilot Officer, S.G.
FARROW	511965	Sergeant, A.E.
FEWTRELL	37673	Flight Lieutenant, E.C.S.
FRENCH-MULLEN	33245	Acting Flight Lieutenant, D.A.
FIELDHOUSE	630209	Sergeant, S.
GAYLARD	41995	Pilot Officer, P.C.
GREENAWAY	43638	Pilot Officer, C.S.
GRIMSON	631689	Sergeant, G.J.W.
HAWKINS	746982	Sergeant, G.C.G.
HEMSWORTH	541742	Aircraftman 1st Class, G.
HERITAGE	524595	Sergeant, H.F.
KENDALL	563559	Sergeant, G.W.H.
LEWIS	533360	Leading Aircraftman, G.F.
LIDSTONE	747853	Sergeant, R.C.
MACDONALD	552525	Aircraftman 1st Class, D.A.
McMURRAY	965010	Aircraftman 1st Class, J.
MORRIS	528047	Sergeant, A.R.
NORTH-LEWIS	73546	Pilot Officer, J.P.
PANTON	33331	Flying Officer, A.D., D.F.C.
PARKHOUSE	33575	Pilot Officer, R.C.L.
PIKE	43479	Pilot Officer, D.I.
SHUTTLEWORTH	626487	Aircraftman 1st Class, R.
SMITH	812199	Sergeant, H.W.J.
SMITH	566173	Leading Aircraftman, W.B.
TAYLOR	529188	Leading Aircraftman, J.G.
TROWBRIDGE	550858	Sergeant, R.C.
WICKS	751253	Sergeant, J.D.

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

24th August, 1940.



EXPLOITS OF NIZAM OF HYDERABAD'S SQUADRON

Within the last ten days the Nizam of Hyderabad's Squadron has sent more than twenty-four Junkers and Messerschmitts to their end.

Their best day was 18th August.

11 of the Squadron's Spitfires caught 30 Junkers, 87 dive bombers and ten escorting fighters off the Isle of Wight, the Junkers were flying almost at sea level, in broken formation.

The squadron at once dived to attack circling down at more than four hundred miles an hour.

One pilot brought down three - the first two single-handed, the third shared with a fellow pilot. The first Junkers which he attacked skimmed so low that he could see its wheel ruffling. Then it plunged into the sea. His second Junkers, as he said, "just dived straight in". The enemy aircraft which he shared was a Messerschmitt 109 fighter.

Another of the squadron's pilots told how he saw four of the enemy burning on the water.

This was the day when over 150 of the enemy were destroyed.

Twice before in these ten days, the Nizam's Squadron accounted for five of the enemy on a single patrol. The first time they got three Junkers 88's and a Messerschmitt Jaguar - a Messerschmitt 110, that is fitted for bombing.

Three days later they repeated the same performance with variations. It was the afternoon, instead of the morning. It was a different part of the coast. Junkers 88 were replaced by the older Junkers 87's. A single seat fighter was included in their bag; but the day's total of five remains the same.

In a whole week there were only two days in which they did not go up and come back with one or more of the enemy to their credit.

Yesterday, when the Nazis went back to their old tip-and-run tactics of the pre-Blitzkrieg period, the Nizam's Squadron were again successful. Three of the Spitfires on patrol off the South Coast sighted a solitary Junkers 88 and attacked in turn. The enemy dived almost to sea level. 30 seconds later it had disappeared beneath the waves.

Much has happened since February of this year when the squadron destroyed their first Heinkel - one which was taking part in the then common raids on shipping off the North East Coast. The squadron's contribution has been to destroy 34 more of the enemy.

The bulk of these have been brought down in the past ten days, and the Squadron is still hoping for more.



NOT FOR PUBLICATION OR BROADCAST BEFORE 11 O'CLOCK ON  
SATURDAY MORNING AUGUST 24TH 1940.

## BRITISH TROOPS IN THE FAROES.

### A Peaceful Occupation.

By A Special Correspondent  
THORSHAVN.

The life of the British troops of occupation in the Faroe Islands is a happy one.

The islands belong to the Danes and were occupied by British troops in April when the Nazis overran Denmark. They lie midway between Scotland and Iceland and would have provided Germany with a strategic base of the highest importance.

Now, strong British forces hold them and the seas around are in the care of the Royal Navy.

The islanders welcomed the troops as friends and protectors who share their simple life.

The occupation began when the officer commanding the Marines landed unarmed in a small motorboat from a warship with two other officers and six men to pay a call on the Governor.

### FRIENDS AT ONCE.

From the first day, when comfortable temporary billets were placed at the disposal of the troops, friendly co-operation has been experienced from the local officials, police and population. All available larger buildings were offered and standard rents and leases arranged, except for one historic fort and official house-boat which were lent gratis by the Governor.

The establishment of defences was facilitated by the same willing co-operation. Faroese and Danes acted as interpreters and supplied valuable local information, negotiated and acted as coastal watchers, placed public and private utilities, boats and hospitals at the disposal of the naval authorities and troops, and showed willingness to devote any time and effort for the work necessary for strengthening the defences. All material services, unless volunteered, are remunerated and fair compensation is paid.

Throughout the principle maintained is respect for the sovereignty of the islands so as to cause the minimum disturbance to internal administration and life. The necessary establishment of censorship and severance of communications with Denmark are accepted as inevitable.

### FOOD FROM ENGLAND.

All food supplies for the troops, except fish, come from England, market prices being paid for the fish. Local food supplies therefore are unaffected; in fact, according to a monthly return of stocks made by the Governor, these actually have increased since troops arrived as no disturbance has been caused to normal sea traffic. The army supply and organisation has been exceptionally efficient.

Highlanders have a certain kinship with the Faroese and are perfectly at home in this wild country. Officers have experienced the greatest hospitality from the

/local



local residents and have been received regularly in their homes and farms.

Thorshavn is the largest town, with 3,000 inhabitants. There are four other less important townships. The rest of the country is wild moorland, peatbog, rocks and hills, with farms and small fishing villages here and there. Bodies of troops visit everywhere and reconnaissance in these conditions might have been unpleasant but is rendered agreeable by the extraordinary hospitality of the inhabitants. Officers and men are welcomed into homes and farms, offered excellent coffee, schnapps (of which some still remains), native and Danish cakes, or perhaps regaled with the famous Faroese dried sheep, whalemeat, seabirds or good veal or beef. The lack of meat has always been a disadvantage of the islands, but regular supplies are now received from England.

#### THE POPULAR SCOTTIE.

The most striking feature of the occupation is the popularity of the ordinary soldiers. These dour Scotties resemble Faroese in many ways; some can understand the Faroese language, all understand the Faroese mode of life and like the islands which resemble the Shetlands and Hebrides. On arrival - as if by instinct - all the children flocked around them, climbed over them, followed them everywhere, listened in awe to the bagpipes, a taste for which is gradually being acquired by the population after initial and understandable hesitation. Children have climbed onto army trucks and been carried shrieking with joy through the streets of Thorshavn.

A common sight outside the barracks is a sentry on duty, flanked by a small child with a wooden rifle; and everywhere children salute, drill and wait outside canteens for chocolate. In the evenings after-duty groups of soldiers chat and smoke with the Faroese - who display a remarkable knowledge of English and which is improving every day.

#### HOSPITALITY.

A Red Cross dance was organised a few days ago for soldiers, with 200 couples massed in a small hall dancing eightsome reels and Faroese traditional dances. A local Red Cross fund has raised nearly £300 already among the islanders (20,000 of a population of 27,000 are poor).

A comfortable hall, rent free, has been offered to the soldiers by members of the Lutheran church for use as a soldiers' home. Wireless sets and other comforts have been presented to soldiers by local residents.

Relations with the residents have been further improved by periodical football matches between soldiers and local teams, in which the locals usually win.

#### SAFETY OF THE ISLANDS.

The security system throughout the islands, was effected through the assistance of the six "Sysselmands" or district sheriffs who have been invaluable, also the chief of police of Thorshavn and, of course, the Governor whose immediate understanding and acceptance of the occupation as being necessary in the interests of the islands has contributed to smooth working and added still more to the general desire to assist British troops. The islanders are very grateful to the British Government for efforts made in ensuring the maintenance of this supply and for assisting them out of financial difficulties arising from the separation of Denmark.

The German successes in the Spring failed to shake their loyalty for the British cause, and news of vast preparations for defence and attack, together with air force and naval successes and Winston Churchill's speeches representing an unshakeable will for victory gives them confidence for the future.

#### IN TRUST TO BRITAIN.

One official said: "We feel we have handed ourselves over in trust for the duration' and are part of you."

/British



British troops have acted in all this as the best possible ambassadors, and are building up a reputation and tradition among the islanders which will certainly have repercussions in Denmark afterwards when the islands are handed back.

Today the Faroese are free to dance in ancient national costume through the streets - they did so on Saint Olaf's day recently - and carry on their traditions conscious of freedom under British protection. They contrast their happy lot with that of kinsmen in Denmark and Norway. Perhaps it is these thoughts which bring smiles of welcome on their lips as they meet in their streets the British soldiers - their friends.

MINISTRY OF INFORMATION.

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NOT TO BE PUBLISHED UNTIL AFTER THE PUBLICATION OF THE  
LONDON GAZETTE ON 23RD AUGUST 1940

TWO MORE V. Cs.

His Majesty The King has been pleased to approve of the award of the Victoria Cross to the undermentioned:-

Second Lieutenant Richard Wallace Annand,  
 The Durham Light Infantry.  
 (Supplementary Reserve).

For most conspicuous gallantry on the 15th/16th May 1940, when the platoon under his command was on the south side of the River Dyle, astride a blown bridge. During the night a strong attack was beaten off, but about 11 a.m. the enemy again launched a violent attack and pushed forward a bridging party into the sunken bottom of the river. Second Lieutenant Annand attacked this party, but when ammunition ran out he went forward himself over open ground, with total disregard for enemy mortar and machine-gun fire. Reaching the top of the bridge, he drove out the party below, inflicting over twenty casualties with hand grenades. Having been wounded he rejoined his platoon, had his wound dressed, and then carried on in command.

During the evening another attack was launched and again Second Lieutenant Annand went forward with hand grenades and inflicted heavy casualties on the enemy.

When the order to withdraw was received, he withdrew his platoon, but learning on the way back that his batman was wounded and had been left behind, he returned at once to the former position and brought him back in a wheelbarrow, before losing consciousness as the result of wounds.

No. 391398 Warrant Officer Class II (Company Sergeant-Major),  
 George Gristock,  
 The Royal Norfolk Regiment.

For most conspicuous gallantry on the 21st May, 1940, when his company was holding a position on the line of the River Escaut, south of Tournai. After a prolonged attack, the enemy succeeded in breaking through beyond the company's right flank which was consequently threatened. Company Sergeant-Major Gristock having organised a party of eight riflemen from company headquarters, went forward to cover the right flank.

Realizing that an enemy machine-gun had moved forward to a position from which it was inflicting heavy casualties on his company, Company Sergeant-Major Gristock went on, with one man as connecting file, to try to put it out of action. Whilst advancing, he came under heavy machine-gun fire from the opposite bank and was severely wounded in both legs, his right knee being badly smashed. He nevertheless gained his fire-position, some twenty yards from the enemy machine-gun post, undetected, and by well-aimed rapid fire killed the machine-gun crew of four and put their gun out of action. He then dragged himself back to the right flank position from which he refused to be evacuated until contact with the battalion on the right had been established and the line once more made good.

By his gallant action, the position of the company was secured, and many casualties prevented. Company Sergeant-Major Gristock has since died of his wounds.

WAR OFFICE,  
WHITEHALL.



Air Ministry No. 1468

23/8/40 - No. 9

AIR MINISTRY COMMUNIQUE

In the course of yesterday's air activities nine enemy aircraft were destroyed in all, seven being shot down by our fighters and two by anti-aircraft gun-fire.

Four of our fighter aircraft were lost, but two of the pilots are safe.

An enemy bomber was shot down in the early hours of this morning by lewis-gun fire from the ground.

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23/8/40 - No. 10

PRESS NOTICE

The Postmaster-General announces with regret that letters, printed papers, etc., and parcels from Canada and Newfoundland and parcels from Japan and the Leeward Islands posted approximately between the dates shown below have been lost or damaged through enemy action:

Canada and Newfoundland ...	20-29 May
Japan ... ..	12 April - 19 May
Leeward Islands ... ..	3-20 May

So far as possible the damaged correspondence and parcels have been delivered to the addressees.

G. P. O.



THE A.T.S.

Major General J.H. Beith, Public Relations Director of the War Office broadcasting at 9.15 tonight said:-

I want to talk to you for five minutes about the Auxiliary Territorial Service. What do those words mean to you when you hear them right off like that? Very little, I fancy. You would probably reply off-hand that they had something to do with the Reserve Forces of the Territorial Army.

But if I say 'A.T.S.' instead, that strikes a much more familiar note. It creates a picture, so to speak, and you realise that we are discussing the Women's Services of His Majesty's Army.

We see the A.T.S. girls everywhere nowadays, in their neat khaki uniforms, all over the country, and I dare say we sometimes wonder just exactly what each of them does. We know that some of them drive motor-lorries and cars, because we have seen them do it. But what else do they do?

The simplest answer to that is that every one of them is doing something which will release a man for the Fighting Forces. That seems to be a pretty fine thing to be able to do in these days, especially since most of the work that these girls do is really hard work. But the A.T.S. take all that in their stride. They are prepared to go anywhere and do anything, however laborious or hazardous. Not long ago some of them went over to France with the B.E.F. Not all of them came back. In other words, the A.T.S. girls are true soldiers.

Now let us get back to the question of the things they do. A great many of them, as I say, are transport and motor-drivers. These have to be at least twenty years old; for all others the age limit for acceptance is from eighteen to forty-three. What do these do? Some cook, and cook on a large scale for scores of people. That is no child's play, especially when you have to lift pots and pans which were designed to be handled by men. Others work at telephone switchboards or at teleprinters, or are typists and do clerk's work generally. Others act as storekeepers, supervising and checking Army supplies of every kind. Others are required as orderlies, making themselves generally useful.

Some of their duties are highly technical, and call for a certain amount of previous training - telephone switchboard operators, for instance, teleprinters, and qualified clerks. Others are required to have a working knowledge of photography; but most of the duties of the A.T.S. can be performed by any girl with a stout heart and a willing pair of hands.

You will notice that I am not suggesting that any of these duties are going to be easy duties. They may involve long hours and hard work; but after all, long hours and hard work are what we are all putting up with today; and we are proud to do it, firstly because most people welcome any opportunity to help at this time, and, secondly because we realise that, until Germany is beaten, life for every one of us has got to be a campaign and not a picnic.

But what I am really here to say tonight is this - the A.T.S. needs about nine thousand more recruits, and needs them urgently, especially cooks, clerks and the specialists whom I have just mentioned.

The pay, which has recently been increased, now amounts to about 12s.0d. a week, with all found - in other words, free accommodation, clothing and food. That, of course, is the minimum payment. With each step in rank the sum is increased. I am not merely referring to promotion to non-commissioned rank: an officer appointment is open to any member of the A.T.S. who has the necessary qualities of character and leadership. And remember, there are no short cuts to such promotion: every girl starts level, in the ranks, and works her way up.

So here is our need and your opportunity - nine thousand recruits right away. If you wish to go further into the matter you can obtain all the information you require, without committing yourself in any way, at the nearest Army Recruiting Office or Labour Exchange.



It may be that in considering whether you ought to join up or not you are saying to yourself:-- "Well, I already have a job, a job I can do and a job I like, and I am getting more pay for it than I should get as a volunteer in the A.T.S. Why should I give that up?" That, of course is a question which everyone must answer for herself. Each must consider her own case in the light of her own circumstances.

Whenever we feel doubtful as to whether we should take a decisive step in life, I think it is always a good plan to look round and observe what other people are doing, and especially what other people are giving up, at a moment like this. You probably have friends and relatives who have given up a lot - a life of ease, perhaps, or a life of comfortable retirement, or a steady and lucrative job - not for anything they are going to get out of it, but because they feel they must get into the game and strike their own blow for freedom. In other words, they are people who have decided that true contentment of mind can only be achieved today by seeing, not how much they can get out of life, but how much they can put into it. You can't go far wrong if you take the example of such people as a guide.

Of course there are many of you who cannot join. I know that. You may no longer possess the requisite youth and strength - the medical standard has to be adhered to most strictly - or you may have ties of duty at home which you cannot ignore. But if you feel free to come, and inspired to come, then you are exactly the kind of recruit that the A.T.S. requires. And I do not think, whatever hardships and difficulties lie before us, that you will ever regret your decision to answer the call at this tremendous hour in our history.

#### MINISTRY OF INFORMATION.



SERGEANT'S TWENTY FLIGHTS OVER GERMANY

Broadcasting at six thirty tonight was a sergeant wireless operator air gunner in one of our heavy bomber squadrons, who was recently awarded the Distinguished Flying Medal for gallantry in operations against the enemy and who comes from Derby. He was the rear gunner in a bomber which was attacked by three enemy fighters. In the engagement which ensued, the sergeant shot down two of them and the third broke off the fight.

In the official announcement of the award, reference was made to the "high degree of skill, combined with clear thinking and quick judgment which he displayed in successfully dealing with this attack."

The sergeant said:-

It was on the way back from a raid in the Ruhr that these three fighters had a go at us.

We had been flying for about a quarter of an hour after bombing our target when we were picked up by searchlights. I called up the pilot on the intercommunication set and told him that the lights were dazzling me. They held us right across the town of Wesel, which is to the north of the Ruhr; then, on the other side of the town, the pilot finally got out of them.

There was no anti-aircraft fire, so I was keeping a particularly sharp look out for fighters.

Suddenly, tracer bullets started flying past the turret and I saw three fighters coming in at us from the rear. One was coming in from the starboard quarter and below us. The second was above and practically dead astern, and the third was five or six degrees to port, and he - like the one on the other side - was also attacking from below. To me it seemed that all three were converging on the rear turret. The one on the starboard quarter seemed to be pretty close, so I had first shot at him. The first burst seemed to hit. If you can get your first burst all right, you can usually guarantee to get your following ones in too, unless things are particularly awkward. So I just kept pumping quick bursts into him - six or seven altogether. He was hitting us too. Some of his shots went through the tail plane. The rudder and the wireless mast, and an explosive shell from his cannon hit the armour plating of my turret. I didn't realise at the time that the shell had actually hit us. I thought it had exploded just outside. Anyway, I know the bang deafened me for thirty six hours afterwards. The fighter got to within about one hundred or a hundred and fifty yards of the rear turret; then he pulled up like an aircraft pulling out of a dive. He seemed to hang there for a bit and I got in a few more bursts right into the belly of the machine. I saw him turn over and then I swung the turret on to the second fighter which had been closing in all this time, firing his four guns. I could see four streams of tracer coming at us. Out of the corner of my eye I noticed the first fighter go down in flames. He exploded in the air or when he hit the deck - I couldn't say which. This second aircraft was the one which was flying slightly to port. I missed him with the first three bursts, because I was misjudging his speed, but the fourth burst hit him all right and after that I just kept repeating the performance. He was pretty deadly too and did further damage to our plane. The navigator got hit in the leg - not badly though - but nobody else was hurt. Then the fighter curled away out of my field of fire and that was the last I saw of him, but the second pilot said he saw him go down out of control. After this the third enemy fighter came down on us. He closed in to about three hundred yards but wouldn't come any closer. I got a bit fed up with this so I fired a good long burst in his direction and he sheered off. We didn't see him again. Altogether, I've done just over twenty raids over Germany, but that was the most exciting one of the lot. I've got my twentieth birthday coming along in a few days' time and I hope to be over Germany that night.

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Air Ministry News ServiceR.A.F. HIT BACK AT GERMAN LONG-RANGE GUNS

The bombardment of Dover last night by German batteries mounted on the French coast was countered almost at once by R.A.F. bombers which flew across the Channel and heavily attacked the gun emplacements.

Cap Gris Nez, between Calais and Boulogne, was the objective of one section of bombers, which dropped high explosive bombs of various calibres as well as incendiaries, on the battery positions.

As they approached the French coast some of our aircraft were met by intense anti-aircraft fire and one of them was singled out by two German fighters which tried to intercept. The pilot succeeded in shaking them off and flew on to bomb the enemy batteries.

Counter-attacking went on for many hours. The first of the bombers was over its objective soon after half past nine last night. Others then took up the attack at intervals until, at 3.35 this morning, further salvoes of heavy and incendiary bombs were launched at the enemy guns. Battery positions near ~~Audenbert~~ *Audenbury* and St. Inglevert, in the same area, were also bombed.

While these operations were in progress other bomber command aircraft were attacking enemy-occupied aerodromes further south. At the Lanveoc aerodrome, which lies near Brest, a hangar was hit and a fire caused.

At Vannes, north-west of St. Nazaire, a salvo of bombs set a hangar on fire. Fires were also started at the aerodromes of St. Brieuc and the flames were visible from great distances.

Over Caen aerodrome considerable anti-aircraft fire was encountered, but two aircraft dropped their bombs near the hangars and on a flare path near which an enemy machine was just landing. A large aerodrome building which was set on fire could be seen burning from 15 miles away.

The aerodromes at Lisieux and Deauville were also attacked, bursting bombs at Deauville being followed by a series of explosions. Over Central France hangars and other aerodrome buildings were hit at Chateau Roux, Tours and Orleans.

Meanwhile, raids were being carried out on objectives in Germany. The Deutsche Metalwerke Company at Frankfurt-on-Main, which makes aircraft parts, was bombed, but very bad weather prevented the results from being observed. Fire was seen to break out at the electric power station at Knapsack, near Cologne, after an attack delivered in dense and drifting clouds.

Grisheim Chemical works, where explosives are manufactured on a large scale, was also attacked.

The oil refineries at Bottrop were bombed by other R.A.F. squadrons. The railway junctions at Hamm, Soest, Coblenz, Mannheim and Duisberg-Ruhrort were all attacked again, and at Mannheim some of the many fires started were giving off such dense volumes of smoke that observers considered that an oil tank at the yard had been hit.

One raider, prevented by bad weather from locating the primary target, flew to Lingen aerodrome where he hit the east side of the landing ground and set on fire one of the buildings with a canister of incendiaries.

A series of heavy explosions resulted from another attack made by a single raider on the De Mok seaplane base in Holland.

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Not to be published  
before delivery.

23/8/40 - No. 14

"LET'S FACE THE FACTS"- No. 4

by

COLONEL HENRY BRECKINRIDGE

Recorded talk from Montreal broadcast in the B.B.C. Home Service  
at about 9.20 p.m. on Friday, August 23rd, 1940.

NOTE: The B.B.C. holds no general publication rights in  
this material which is issued to assist the Press in  
reporting the talk.

Fellow Citizens: I am not a citizen of the British Commonwealth of Nations - but I claim to be a citizen of the Commonwealth of Humanity. I dare say more than "Fellow Citizens"; I dare say "my brothers and my sisters" - for all who love liberty are brothers and sisters.

I salute Canada. Every dweller in this Western hemisphere should salute her. For the moment she is our only representative in the most dire battle ever fought for freedom. May it not be said much longer that Canada is the only nation of the West fighting for the most priceless heritage of the West - Liberty.

I could well imagine myself - a Canadian - irritated at hearing a citizen of the United States speak. I can fancy myself asking: "Why does he not back his words with action? If he speaks for any considerable number of his fellow countrymen, why does not his country join the fray?"

The first reason I am speaking is because I have been courteously invited. Another is that I shall speak no word on this occasion which I have not uttered publicly in different form many times in the United States.

Suffice it finally to say in this connection that it would give me great satisfaction to serve against the Nazi with the Armed Forces of my country. Meanwhile, I honour those who have followed the example of Kermit Roosevelt and have translated into action the sentiment and opinion of millions of Americans.

Only a few times in all recorded history has Western civilisation faced a crisis like the present. At Thermopylae and Marathon, Greek valour saved the original fountain-head of our culture. Had Greece gone down, the Oriental way of life and thought would have prevailed. In all probability, premature death would have struck the grace, beauty and freedom of thought which was Greece. In 453 Rome fell to the barbarians, and for centuries night shut out the light of civilisation. The small flame escaped extinction in the isolated and enduring sanctuaries of the Church. Perhaps the present danger is more like the moment preceding the Fall of Rome and the beginning of the Dark Ages, than any other day of history. In 732 Charles Martell and European chivalry saved Christian civilisation from the Moor at Poitiers. During the 13th century the golden horde of the Mongols ravaged from the coasts of China to Hungary, Russia and India - conquering most of the known world. In the 15th century the Turk recoiled from his unsuccessful siege of Vienna.

On all these occasions, the spirit of the Western man has risen to save by a hair's breadth his culture and his freedom. Rivers of blood were shed; but Civilisation did not die.



The danger today is greater than any that has gone before. The reason is simple, and should be clear to every intelligent mind. In preceding crises, arms were simple; easily hidden; widely and individually owned. As late as the American Revolution, the American minute-man at Bunker Hill was about as well armed as the British Regular. Today, a people conquered and disarmed is at the mercy of the conqueror - a victim ready for permanent and hopeless slavery. The unarmed man cannot rebel successfully against airplanes and tanks. The radio brings instant news of disaffection and carries the ruler's orders at a speed of 186,000 miles a second. From the nearest air-field fly the squadrons to rain death and obliteration upon the defenceless population. It is conceivable today that a single conqueror can rule the world!

Hitler is the "Four Horsemen of the Apocalypse" rolled into one insatiable tyrant. The banner over him is blood. He consolidated his domestic power by the synchronised murder on a single day in 1934 of all his German rivals. Treachery is the basis of all his diplomacy. As he destroys one victim, he lulls to sleep with sweet assurances the next on his list. The British Commonwealth of Nations, and the American nations, stand alone between him and the total conquest of all the free peoples of the earth. If America sleeps and Britain fails, America will awake to its doom. The world cannot survive half slave and half free! Hitler knows this, and relentlessly pursues his ravening race to destroy the last citadels of Freedom. He must destroy Liberty, or Liberty will destroy him. He rightly recognises this as a war of annihilation. We, too, should recognise it. And my deepest conviction is that my country should furiously organise its vast latent power into unassailable and irresistible military might for the utter defeat of the scourge of Satan that has been loosed upon humanity.

The talk of the "invincibility of the Nazi" is a myth. He invents none of the instruments with which he enslaves his own people and attacks all the rest of the world; he uses the inventions of other people to destroy humanity. Take him out of his cross-country armoured engines, and he is no better than any other average man, and decidedly inferior to the average Canadian or American. Match him in the air with equal numbers, and he will succumb. In the last War it was conclusively demonstrated that in the air and on the ground - man for man, the Canadian was his master! If the Canadian airman really gets at him in the present conflict, the minions of Hitler's Air Force will expiate in bitterness the crime of their slaughter of women and children. The place to destroy Hitler is in Germany - not America.

Another "myth" is the isolation of the American Continent. The fool and the knave would have us to believe that we are three thousand miles from the wars of Europe. Every school-child knows the proximity of Europe to America when the stepping stones Iceland and Greenland are used which were so successfully used by Italo Balbo seven years ago, and can be used again.

Finally, we are advised by the American friends of Hitler - and I am ashamed to say they exist - to be prepared to negotiate "agreement" with him. I should prefer to make a treaty with a poisonous snake. Hitler's plighted word, on each occasion that he has pledged to with an innocent and honourable neighbour, has been but a preparation for plunging his serpent fangs into the living body of his deluded victim. What man in his right mind would negotiate with him? The only hope of humanity is the destruction of Hitler - not his "appeasement". Better make a pet of a tiger - or set a wolf to guard young children - than trust this fiend in human form, so long as the breath of life is in him.

/Should



Should we stand by until the assassin has murdered every other member of our family - and plan to negotiate agreement with him when he has completed his orgy of crime?

Hitler prates of "race" in the form of his own lineage and childless sterility. Why, we in Canada and the United States know something of race. We have found that men of all races and religions and colours can live in peace and co-operation under Freedom. Canada - I salute you! You have cast out doubt and fear. You have accepted the inescapable challenge and willed that Freedom must live; that the danger of death is preferable to the certainty of defeat and slavery. Each nation of the Western hemisphere should follow your example. Right or wrong, every one of our American nations for a century has lived on the basic fact that the British Fleet controls the Atlantic. Self-interest, intelligence and courage dictate that we give Britain unstinted aid. It doesn't even matter whether or not we like the English. Embattled Britain is our last outpost against the unleashed forces of destruction, slavery and - Hell. Glory to the man and nation that gives successful resistance to the menace! My prayer for you is that you endure - and win. My hope for my own country is that the United States draw its sword for freedom and humanity. Children of Montcalm - heirs of Wolfe - God speed you!

BRITISH BROADCASTING CORPORATION



Air Ministry News Service.

ST. OMER AND DINARD AERODROMES BOMBED.

As a German aircraft was landing last night on a flare path of the airfield at St. Omer in Northern France Blenheims of the Coastal Command bombed the aerodrome for the second time this week.

The German ground-staff had just flashed a landing light to the incoming aircraft when the Blenheims came in to attack. The flare-path was extinguished as bombs exploded on the runway.

Other Blenheims had the aerodrome buildings and hangars for targets, and started fires among them. As the aircraft flew away, the crews saw the buildings burning fiercely.

Dinard aerodrome was raided last night for the first time by Blenheims of the Coastal Command. There also, many fires were started.

New hangars on the edge of the aerodrome were attacked and are believed to have been hit, as flames and flashes could be seen.

A yellow glow over Dinard aerodrome was still visible when the Blenheims were miles away on their journey home.

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CLYDE COMMITTEE OF ENQUIRY

FOR THE MORNING PRESS OF SATURDAY 24th AUGUST AND NOT FOR BROADCAST BEFORE 7 a.m. ON THAT DATE.

The Minister of Transport, after consultation with the Minister of Labour, has appointed a Committee of Enquiry, under the Chairmanship of Lord Patrick, one of the Senators of H.M. College of Justice in Scotland, with the following terms of reference; "to consider the position at Glasgow Docks in all its aspects and to make recommendations thereon with a view to the most efficient working of the Port during the war".

In addition to Lord Patrick, the Minister has invited the following members to complete the Committee:-

Mr. Reginald C. Biddle.,  
M. Inst. T., Docks and Marine Manager  
of the Southern Railway at Southampton.

and Mr. George W. Thompson, of the  
Association of Engineering and Shipbuilding  
Draughtsmen, Member of the General Council  
of the Trades Union Congress and Representative  
of the General Council of the T.U.C. on the  
National Joint Advisory Council.

The Secretary will be Mr. G.F. Sayers, of the Ministry of Transport.

The object of the inquiry is to ensure that the best possible use is made of the Port of Glasgow in the exceptional circumstances which have been created by the war.

Under the war-time organisation of its Port Emergency Committee, the Port has played an important part in the national effort and, as new problems arise from time to time which call for special consideration it is desired to ensure that its efficiency is fully maintained. The problems are related to all the elements which arise in the operation of a port such as Glasgow, namely, the Authority, the employers and labour. All aspects of the functions of these groups will have to be taken into account by the Committee. There is no suggestion of criticism of any of the sections mentioned; it is desired to obtain authoritative opinion as to what is necessary to meet the particular requirements of the wartime situation.

In view of the comprehensive nature of the inquiry it is desirable that everyone who can make any contribution towards the further adjustment of the arrangements to meet war conditions should have an opportunity of giving evidence, and it is requested that anyone who desires to give evidence before the Committee should communicate at once with the Secretary, The Central Station Hotel, Glasgow.

The inquiry will begin at the Central Station Hotel, Glasgow, on Tuesday, 27th August.



Friday, August 23, 1940.

MINISTRY OF INFORMATION

NEWS BULLETIN NO.83.

RISE IN SUGAR PRICES.

Increases in the cost of freight and of raw materials during the past ten months have made an increase in sugar prices unavoidable. The Sugar (Maximum Prices) Order, 1940, made by the Minister of Food advances the maximum retail price of all varieties of sugar by one-halfpenny per lb., from Monday 26th August. The following are the new maximum retail prices:-

Granulated Sugar	5d.	per lb.
Cubes	5 <sup>1</sup> / <sub>2</sub> d.	" "
Refiners' Caster	5 <sup>1</sup> / <sub>2</sub> d.	" "
Soft Brown	4 <sup>3</sup> / <sub>4</sub> d.	" "
Preserving	5 <sup>1</sup> / <sub>2</sub> d.	" "
Grocery West Indian	5 <sup>1</sup> / <sub>2</sub> d.	" "

The new order continues, with the necessary modifications, the special arrangements provided in earlier orders for sugar delivered to the remoter areas of Scotland. - Ministry of Food. M.O.I. 1.

EXPANSION OF ROYAL CANADIAN AIR FORCE.

New Training Schools Opened.

Two schools for secondary training of air crews for the Royal Canadian Air Force under the Commonwealth Air Training Plan were opened on August 5, at Ottawa and Edmonton respectively.

At the first, a Service Flying Training School, whose pupils have previously had eight weeks' flying experience, the course is divided into two sections, the Intermediate Squadron and the Advanced Squadron, in which aircraft equipped with machine guns and bomb-racks will be flown. When the pupils have completed their fourteen weeks' course, they will spend two weeks at a Bombing and Gunnery School, and then will be posted to a Squadron.

The second school, at Edmonton, is an Air Observers' School. To this pupils have come from an Initial Training School for specialised instruction in aerial photography, reconnaissance and air navigation. The School is operated by a civilian company, with W.R. "Wop" May, the famous commercial flyer and veteran of the Great War, as General Manager. - Dominions Office Press Section M.O.I. 2.

MALAYA AT WAR.

For the first time Malays are to be sent to the Indian Military College at Dehra Dun. They are going from Johore, a State at the southern end of the Malay Peninsula which maintains its own regiment of regular troops and wishes to train some of its officers in India.

A Singapore Dutch business man has a novel idea to help the local fund to buy planes for the R.A.F. Owing to war conditions, his work is usually finished by 10.30 a.m. He suggests that in view of the shortage of staffs in many Singapore business firms his services might be of use, and that, if he were paid at the normal rate for a European doing responsible work, he would give the whole of his remuneration to war funds - to be divided equally between the local War Fund and the Dutch Relief Fund.

Singapore is resolved to become less dependent on foreign supplies of vegetables. The Government has allocated 360 acres of arable land for their cultivation; and this is part of a much larger scheme to make the island self-supporting in fresh vegetables. Assistance is being given to squatters, mostly Chinese, who have "colonized" the land. - Colonial Office Press Section.

M.O.I. 3.



GIFTS FOR AIRCRAFT PURCHASE.

The Minister of Aircraft Production acknowledges with deep gratitude a gift of twenty thousand pounds from the staff of Lever Brothers and Unilever Ltd. and their associated companies for the purchase of a bomber. The letter which accompanied the gift was signed by Mr. James E. Mundy, an engineering worker at Port Sunlight, and Mr. H.R. Greenhalgh vice chairman of Lever Bros. and Unilever Ltd.

The fund has only recently been started and the company made immediate payment of the twenty thousand pounds as many of the workers are making their contributions in weekly instalments. The company has undertaken to double whatever is subscribed.

Other gifts towards the purchase of aircraft acknowledged are:

Miss Cherry Garrard, Godalming	£25
Mrs. Swan, Rock Ferry, Birkenhead	£50
Widow, Barnstaple, Devon (old age pensioner of 75)	10/-
Form Six B, Grove Park Girls County School	
Wrexham (profit on their tuck shop)	£ 5
A Yorkshire Working Woman (her holiday money)	£ 8. 8. 0
Mr. George Thorlby, Bicker, nr. Boston	£100

Mr. Thorlby a farmer, in a letter to the Minister of Aircraft Production said: "I think the R.A.F. lads are real grand. I told my missus some time ago that the first time they brought down seventy Germans in a day I should give Lord Beaverbrook a hundred pounds".

Mr. and Mrs. Berry, Hampstead	£2-9-8.
Mrs. W. De Worms, Roehampton Lane, S.W.15	£5-0-0
Ship and Anchor Inn, Maldon, Essex.	£6-0-0
Womens Section, The British Legion, Rochester & Stroud	£5-0-0
Mr. Philip Dickens, New Malden, Surrey	£5-0-0
Master and crew of the tanker "Capulet"	£14-0-0

"We men in the tanker service who carry the fuel realise what truly wonderful work our pilots are doing and look with the utmost relief and pleasure when we meet our air escort after an Atlantic passage".

"Swansea Evening Post" £5000-0-0

(subscribed by all classes and communities) - Ministry of Aircraft Production.

M.O.I. 4.

GOLD COAST THANKED.

The Secretary for the Colonies has sent the following message to the Governor of the Gold Coast:-

"Please convey to all concerned an expression of H.M. Government's deep appreciation of your continued and very generous response to the Spitfire Fund."

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Dominica "Win the War Fund":

Lord Lloyd has expressed the deep appreciation of H.M. Government of the institution of the Dominica "Win the War Fund" and the grateful acknowledgment of the first instalment of £500. - Colonial Office Press Section.

M.O.I. 5.

NEW ZEALAND'S GIFT FOR AIRCRAFT.

In response to the fund of £100,000 now being raised by public subscription in New Zealand for aircraft for the R.A.F., Lord Beaverbrook has sent the following message to the Prime Minister of New Zealand:-

"We are rejoiced to hear of Southland's fine effort and of the fund now being raised in New Zealand to give planes to the Royal Air Force. New Zealand, through her valiant sons and splendid formations organised by the Dominion Government, and by her part in the Empire Air Scheme, is already making a contribution to our common cause which stirs admiration from the whole Empire. New Zealand pilots fighting in the R.A.F. are the terror of our enemies. The New Zealand gifts of aircraft will be gratefully received. We shall rejoice to see them among the squadrons that guard our Citadel." - Dominions Office Press Section

M.O.I. 6.



BURMA WAR DONATION FUND

The Burma War Donation Fund, inaugurated at the end of March by a Committee representative of all communities in Burma for the receipt of contributions from private donors to His Majesty's Government for purposes connected with the war, amounted at the middle of August to £125,000. At the request of the subscribers, the Committee have suggested that contributions to this Fund should be specially devoted to the provision and upkeep of a squadron of fighter aeroplanes. The Secretary of State for Air has most gratefully accepted the suggestion, and a squadron will be formed bearing the name of "The Burma Squadron", and the aircraft allotted to it will bear the national emblem of Burma - "a peacock in his pride".

In addition, contributions to His Majesty's Government for general purposes connected with the war received from rulers and peoples of individual Shan States, over and above the gift of £40,000 from the Shan States Federal Fund which was made on the unanimous recommendation of the Council of Shan Chiefs, have reached a total of £20,000. The sum of £4,500 has been given by the Rulers of the Karenni States. In all, the contributions received from various donors in Burma, including the gift of £10,000 to the Red Cross Fund by the Sawbwa of Tawngpeng and his monthly remittance to His Majesty's Government of Rs. 500 for the period of the War, amount to well over £200,000.

The Secretary of State for Burma has sent the following message to the Governor of Burma:-

On behalf of His Majesty's Government, I gratefully and proudly acknowledge the generous gifts of the many private donors to the Burma War Donation Fund whose contributions have already swelled that Fund to over £125,000. The Secretary of State for Air has gladly accepted the suggestion of the Committee of the Burma Fund that these contributions should be devoted to the provision and upkeep of a squadron of fighter aeroplanes which shall be called "The Burma Squadron" and the aircraft forming which shall display the national emblem of Burma.

I wish, too, to express the very deep gratitude of His Majesty's Government to the Rulers of the Karenni States for their generous donations and also to acknowledge the liberality of the Shan Chiefs and the peoples of their States, who, not content with a very considerable contribution from the Shan States Federal Fund, made on the unanimous motion of the Council of Shan Chiefs, have supplemented this with individual gifts.

These donations from all parts of Burma, amounting as they do to over £200,000 are a notable addition to the impressive sums that have poured in from all parts of the Empire, some contributed by private individuals, high or low, rich or poor, others spontaneously voted by the Legislatures of the various territories. Together they form a most heartening symbol of the determination inspiring all parts of the Empire to fight shoulder to shoulder till victory is attained.  
Burma Office. M.O.I. 7.

CANADA FLOCKS TO THE COLOURS

"Blitzkrieg" Stimulates Recruiting.

An immediate stimulus in recruiting in Canada has been one of the results of the opening of the Battle of Britain; there are in fact only some 5,000 vacancies in the Canadian Active Service Force.

While the Battle of France was proceeding, a third Canadian Division was authorised (May 24th), and yet a fourth (June 1). During the ensuing weeks, the manhood of the Dominion has flocked to the recruiting stations, and in six of the grimmest weeks of the war over 50,000 men enlisted.

Immediate concentration is being made on training, and equipping the third and fourth divisions for war, but finality in Canada's recruiting policy has not been reached. Quite apart from the men needed to reinforce the divisions in the field, more active recruiting would be resumed should the course of operations in the theatre of war demand it. Dominions Office Press Section. M.O.I. 8.



TORCH BATTERIES - NOTICE TO IMPORTERS.

Substantial and increasing quantities of torch batteries are being produced in the United Kingdom but it may be necessary to supplement them with imports to ensure adequate supplies for the winter months.

So that no time shall be lost in ensuring adequate supplies, the Import Licensing Department of the Board of Trade is compiling a register of importers to whom import licences can be issued if necessary.

Firms desiring to import torch batteries are urged to send the following particulars to the Secretary, Torch Battery Imports Advisory Committee, 69 Cannon Street, London, E.C.3., as soon as possible and, in any case, before September 7th:

(1) Imports of torch batteries during the year ended 31st May, 1940, showing c.i.f. value and quantity of each type of battery imported from each separate country. The return should include only batteries for which the applicant was directly responsible for paying the overseas supplier.

(2) Pre-war experience of the torch battery trade, whether as manufacturer, importer, wholesaler or retailer. - Board of Trade. M.O.I. 9.

OPEN LICENCES.

The Board of Trade announce that they have issued Open Licences under the Limitation of Supplies (Miscellaneous) Order, 1940, and under the Piece Goods and Made-up Goods (Cotton, Rayon and Linen) Order, 1940, the effect of which is to permit for the time being supplies of certain controlled goods to be made without restriction by registered persons to a number of bodies which are members of the Council of Voluntary War Work, in cases where these supplies are certified by the War Office to be required in connection with the provision of amenities for the Armed Forces. The bodies to which supplies may be made under the Licence are the following:-

Church Army  
Catholic Women's League  
Church of Scotland Huts Committee  
The Royal Navy, Army and Air Force Board of the Methodist Church  
Salvation Army  
Toc H.  
National Council of Young Women's Christian Associations.  
National Council of Young Men's Christian Associations.

The controlled goods which may be supplied under the Licence without restriction to these bodies are all goods controlled under the Piece Goods and Made-up Goods (Cotton, Rayon and Linen) Order, 1940, and the following kinds of goods controlled under the Limitation of Supplies (Miscellaneous) Order, 1940:-

All goods of Classes 6,7,8,9,11 & 13 (except toys).  
Lace Net  
Hair Combs  
Smokers' ash receptacles  
Toilet preparations  
Cash registers  
Hair drying machines  
Electric irons of the kind commonly used for domestic purposes.

A full list of the goods referred to will be found in the Explanatory Memorandum relating to the Limitation of Supplies (Miscellaneous) Order, 1940, which has been published by H.M. Stationery Office. Controlled goods of these kinds supplied on or after 22nd August, 1940, under these Licences need not be counted against the supplier's quota although supplied to unregistered persons, but may be supplied free of all restriction. It is most important, however, that registered

/suppliers



suppliers should note that such unrestricted supplies may be made to these bodies only against orders which bear a stamp or certificate showing that they have been authorised by the War Office. Any supplies of controlled goods to these organisations against orders which do not bear such a stamp must be counted against the supplier's quota. Similarly all controlled goods supplied before the date of these Licences, namely 22nd August, 1940, are not affected by these Licences and must be counted against the supplier's quota of permitted supplies. - Board of Trade. M.O.I. 10

THE LATE LORD STRICKLAND

SECRETARY FOR THE COLONIES' TELEGRAM TO MALTA

The Secretary of State for the Colonies has sent the following telegram to the Officer Administering the Government of Malta:

"I have received the news of Lord Strickland's death with great regret. By his death Malta has been deprived of a patriot, a political leader and a most generous benefactor. His loss will be deeply felt throughout the colony and not least in the Councils of Government in which he has played so prominent a part. I have telegraphed direct to Lady Strickland conveying to her and to the members of his family in Malta my deep sympathy". - Colonial Office Press Section  
M.O.I. 11.

WAR RISK INSURANCE FOR FILM PRODUCTION.

The Board of Trade announce a scheme for indemnifying producers of British long films against certain types of loss, resulting from King's Enemy risk. This scheme which will come into force at once has been prepared at the instance of the general body of British film producers with a view to increasing the volume of production which has been affected by the absence of cover against war risks.

The policy to be issued under this scheme until further notice, will indemnify the producers against the increased cost of completion of any production arising from injury to the principal artists and other persons "named" by the producer, or from damage to the studio equipment and negative as a result of enemy action. The upper limit of claims which can be met will be sufficiently high to provide full insurance for all but a very small number of the pictures likely to be produced in this country during the war. For the most costly pictures, a substantial proportion of cover will be available.

The premium payable will vary with the number of persons "named" by the producer and with the number of weeks occupied on production. Rates will be 2/- per cent. per week plus 2/- per cent. per "named" person per week (subject to a minimum). Premiums will be payable on the estimated cost of production after deduction of certain items such as story, scenario, set designs, financial charges and some of the production overheads.

Proposal forms can be obtained on written application from:

The Comptroller of the Companies Department,  
Board of Trade,  
Great George Street, S.W.1.

Board of Trade

M.O.I. 12.



Air Ministry News Service.LOW FLYING ATTACKS.

German airmen, encouraged by heavy cloud, were able to practise individual low-flying attacks to-day (Friday). Among the interesting targets they selected were the streets of a spa, the grass of a race-course the cottages of a small village, and a police-station, all in the Midlands.

The spa street and police station were machine-gunned, the race-course and village were dealt with by bombs. There was one casualty in the village.

The German bombers also tried to machine-gun anti-aircraft sites, but that was more dangerous. Between 7 o'clock yesterday (Thursday) evening and mid-day to-day (Friday), four enemy aircraft have been shot down by anti-aircraft fire.

To-day's enemy casualties are four aircraft, two by anti-aircraft guns, two by our fighters.

Last night's anti-aircraft successes bring the number of German losses on Thursday up to 10.

Lewis-gunners on the North-east coast claimed the first anti-aircraft victory before dawn this morning. They caught a Junkers 88 bomber as it swept over them and sent it crashing into the sea.

Shortly before mid-day anti-aircraft gunners brought down a Dornier 215 in Cambridgeshire. Their 3 inch gun damaged it just sufficiently to force the German pilot to land. All five of its crew were taken prisoner.

This morning's first fighter success was between the Orkneys and the Shetlands. Three Hurricane pilots on patrol chased a Heinkel 111 bomber. A few bursts of machine-gun bullets made it dive straight into the sea. The Hurricane pilots directed a launch to look for survivors, but they could find only a patch of oil on the water with smoke drifting up from it.

One of the German bombers destroyed on Thursday evening was shot down by a Belgian fighter pilot. It was the fifth enemy aircraft to be destroyed by him since he joined a Fighter Command squadron a month ago after escaping with his wife and baby from Belgium.

His victim yesterday evening was a Junkers 88, spotted while he was on patrol off the South Devon coast. When attacked, the Junkers dropped its bombs into the sea, caught fire and crashed.



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BRITISH PRISONERS OF WAR

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

Sergeant John Taylor Gill,	Moorside (Corbar?), Sheffield.
Sergeant Frederick Lindsay,	12 Sandy Lane, Wallasey, Cheshire.
Sergeant Kenneth Sarrow,	Church Cottage, Basingstoke, Hants.
Sergeant Cyril Butcher,	Black House, Blenheim Road, Ramsay, Huntingdonshire.
Sergeant Maurice Stretton,	46 Auckland Road, Smethwick, Staffordshire.

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MINISTRY OF INFORMATION