

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

Last night's enemy attacks on this country began at dusk, principally on East Scotland, the Midlands and London. They did not at any time develop on a large scale. Later in the night these attacks subsided and only intermittent raids took place until the early hours of this morning, when there was some increase in activity.

The number of casualties reported from all these areas up to 7 a.m. is not large but it includes some deaths.

In East Scotland and the Midlands high explosive and incendiary bombs damaged dwellings and commercial and industrial premises.

In London reports up to 7 a.m. show that little damage was done. In the Home Counties damage was done by bombs at a number of scattered points. Most of the buildings hit were private houses.

Bombs were also dropped in widely-separated areas in England causing little damage.

In yesterday's air combats seven enemy aircraft were destroyed. Six of our fighters are lost - the pilots of three of them being safe.



6/11/40 - No. 2.

FLASH

Last night aircraft of Bomber Command carried out attacks on objectives in Germany and on invasion ports in enemy occupied territory.

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AIR AFFAIRS



ROYAL AIR FORCE AWARDS NO. 128.

The KING has been graciously pleased to approve the following awards:-

Awarded the Distinguished Flying Cross.

Squadron Leader Alan Ford ANDERSON, No. 613 Squadron  
 Squadron Leader Harold Gibson LEE, A.F.C.H.Q. Advanced Air Striking Force.  
 Squadron Leader Donald WALKER, No. 613 Squadron.  
 Acting Flight Lieutenant John Reginald HAVERS, No. 103 Squadron  
 Flying Officer Dudley Sandry Garton HONOR, No. 88 Squadron  
 Flying Officer Richard Frewen MARTIN, No. 73 Squadron  
 Flying Officer Cyril Dampier PALMER, No. 1 Squadron  
 Flying Officer Harold George PAUL, No. 73 Squadron  
 Flying Officer Paul Henry Mills RICHEY, No. 1 Squadron  
 Flying Officer Norman Charles Stewart RIDDELL, No. 88 Squadron  
 Flying Officer William Hector STRATTON, No. 1 Squadron  
 Pilot Officer Allen Laird EDY, No. 613 Squadron

Awarded the Distinguished Flying Medal.

580319 Sergeant Sidney Ernest ANDREWS, No. 150 Squadron.  
 536025 Sergeant Leslie Victor DAVIES, No. 88 Squadron.  
 580400 Sergeant Norman Jonathan INGRAM, No. 150 Squadron  
 626908 Sergeant Ernest Desmond MARTIN, No. 130 Squadron.  
 580441 Sergeant Derrick NORRINGTON, No. 103 Squadron  
 539266 Sergeant William Henry STURDY, No. 88 Squadron.  
 534586 Sergeant John Ernest SUMMERS, No. 103 Squadron  
 580470 Sergeant Lennart Frederick WAERN, No. 103 Squadron  
 610233 Leading Aircraftman Clifford COOPER, No. 150 Squadron.  
 551021 Leading Aircraftman Henry Robert FIGG, No. 150 Squadron.  
 533360 Leading Aircraftman George Frederick LEWIS, No. 103 Squadron.

These awards are given, in the main, for gallantry and devotion to duty by officers and N.C.O's attached to the A.A.S.F. before the evacuation of France and Flanders.

One of the Squadron Leaders in the list was engaged in the bombing of batteries in the vicinity of Calais and in the dropping of munitions and water to the garrison holding the Citadel there. Another officer similarly decorated was engaged in the same work. He led a formation of aircraft on a dive-bombing raid on a heavy battery position near Calais and later by a skilful low approach at dawn he succeeded in dropping supplies to the beleaguered garrison exactly over the exceedingly small target without any loss to his formation. Again the same day he performed a similar feat, this in spite of the fact that neither he nor any of the crews in his formation had any previous experience in flying against the enemy.

The N.C.O's rendered fine service as members of air crews, chiefly as wireless operators/air gunners. Of one, it is stated: "His devotion to duty in directing his pilot against strong opposition has been responsible for the safe return of his aircraft."

The citation in another case reads: "This air gunner has twice been a member of a crew forced to land by enemy action, and has on both occasions been full of enthusiasm to continue his tasks after returning to his unit."

Units named are those to which the officers and N.C.O's were attached when the decorations were earned.



NOTES ON CAREERS.

Squadron Leader ANDERSON was born at Simla, India in November, 1910. He was educated at Winchester and the Royal Military Academy, and was commissioned in the Royal Artillery in 1931. He was seconded for duty with the R.A.F. in 1934 and was made Squadron Leader in January. His home is at Odiham, Hampshire.

Squadron Leader LEE was born in Melbourne in 1912, and was educated at the Scotch College. He joined the R.A.A.F. as a cadet in 1932, and was commissioned in the R.A.F. in 1933. He became a Squadron Leader in April, 1939 and was awarded the Air Force Cross two months later. His home is at Mill Hill, N.W.

Squadron Leader WALKER was born at Cheadle, Cheshire in 1914 and was educated at the Nautical College. He was commissioned in 1934 and promoted Squadron Leader in September. His home is at Northallerton, Yorkshire.

Flight Lieutenant HAVERS was born at Worthing in 1918 and was educated at the Imperial Service College. He was commissioned in July, 1939 and promoted Acting Flight Lieutenant in June this year. His home is at Carcolston, Herts.

Flying Officer HONOR was born in Pagnos Aires in 1913 and was educated at the Gaistor Grammar School, Lincoln. He was commissioned in September, 1937 and promoted Flying Officer in January this year. His home is at Welwyn Garden City.

Flying Officer MARTIN was born at Bournemouth in 1918. He was educated at Cheltenham College and entered the R.A.F. College in 1937. He was commissioned in July 1939 and promoted Flying Officer last month. His home is at Cheltenham.

Flying Officer PALMER was born in Cleveland, Ohio, U.S.A. in March 1918. He was educated at Bedford School and entered the R.A.F. College in 1936. He was commissioned in December 1937 and promoted Flying Officer in June, 1939. His home is at Sutton Bridge.

Flying Officer PAUL was born at Oxford in 1916 and was educated at the City of Oxford School. He was commissioned in July 1937 and promoted Flying Officer in December 1939. His home is at Chippenham.

Flying Officer RICHEY was born in Chelsea in 1916. He was educated at the Institute Fisher, Montreux, Switzerland and Downside School. He was commissioned in 1937 and promoted Flying Officer in January this year.

Flying Officer RIDDELL was born at Thames Ditton, Surrey in 1916 and educated at the Instituto Ingles, Avda Macal, Santiago and the Grange School, Avda Pedro, Santiago. He entered the R.A.F. in 1937 and was promoted to Flying Officer in 1940. His home is at Belfast.

Flying Officer STRATTON was born in 1916 at Hastings, New Zealand, and educated at Harwera, New Zealand. He entered the R.A.F. in 1937 and was promoted Flying Officer this year. His home is at Harwera, New Zealand.

Pilot Officer EDY was born in 1916 in Winnipeg, and educated at St. John's Technical School, Winnipeg. He was commissioned in 1939. His home is in Winnipeg.

Sergeant ANDREWS was born in 1915 at Worcester. He enlisted in the R.A.F. in 1936 and was promoted to Sergeant in 1937. He is married, his wife living at Radcliffe, Notts.

Sergeant DAVIES was born at Llangelgar, Cardiganshire in 1919. He was promoted to the rank of Sergeant (Wireless Operator/Air Gunner) in May of this year. His home is at Llandyssul, Cardiganshire.

Sergeant INGRAM was born at Wellington, New Zealand, in 1918. Originally a clerk accountant, he is now an Observer and was promoted to the rank of Sergeant in January, 1939.



Sergeant MARTIN was born at Dublin in 1916. He is an Observer and was promoted Sergeant in May 1939.

Sergeant NORRINGTON was born in 1916 at Cranbrook, Kent. His home is at Bushey Heath. He was promoted to the rank of Sergeant in 1939.

Sergeant STURDY was born at Bunrana, Eire, in 1919. His home is at Hull. He is a wireless operator and was promoted to the rank of Sergeant in May of this year.

Sergeant SUMMERS was born in 1912 at Whitechapel. He is a wireless operator and was promoted to the rank of Sergeant in May of this year. He is married, his wife living near Wallingford.

Sergeant WAERN was born at Maidstone in 1914. He is an observer and was promoted to the rank of Sergeant in 1939. His home is at Leicester.

L.A.C. COOPER was born in 1919 at Sheffield. He is a wireless operator. His home is at Bedwas, Monmouth.

L.A.C. FICG was born at Southend in 1919. He is a wireless operator. He is married, his wife living at Earith, Huntingdonshire.

L.A.C. LEWIS was born at Birkenhead in 1915. In civil life he was a bricklayer. He is now a wireless operator. His home is at Wirral, Cheshire.

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

6th November, 1940.



Wednesday November 6, 1940.

MINISTRY OF INFORMATION.

NEWS BULLETIN No. 164.

"EVERY LITTLE HELPS".

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

Boys in the Traffic Office, Ford Motor Co. ... .. £6.

(Lord Beaverbrook, in his reply, says, "Deeply grateful I am for a testimony of patriotism which means much at this hour. You are quite right in saying that every little helps. But there is something which helps far more than a little and that is a stout heart and high courage.")

Heal's Spitfire Fund (Tottenham Court Road) ... .. £75.4.5d.

A British Oil tanker (towards a Coastal Command bomber) ... .. £100.

Cyclax, Alfred Place, London ... .. £150.

Ministry of Aircraft Production.

M.o.I. 1.

WORK OF THE DOMINION NAVIES.

H.M. Canadian destroyer RESTIGOUCHE has steamed 26,181 miles since May, a distance considerably greater than the circumference of the World.

During her service in this period, she has escorted 242 ships and not one was lost.

This is an example of the magnificent work being done by units of the Dominion navies. -- Naval Affairs.

M.o.I. 2.

EMPLOYMENT OF ALIEN DOCTORS AND NURSES.

The Minister of Health, Mr. Malcolm MacDonald, after consulting the other Departments concerned, has issued a Circular to hospital authorities withdrawing to a large extent the limitations made earlier in the year on the employment of German and Austrian refugees in the great majority of hospitals in England and Wales.

Existing limitations will continue to apply in all Protected Areas, but elsewhere persons of German, Austrian, or Italian nationality may now be employed as doctors, students, nurses, or in other capacities in all hospitals included in the Emergency Hospital Scheme, provided certain safeguards are observed, such as a preponderance of British staff in each category. Aliens of these nationalities will also be barred from employment in special military wards.

Permits of employment from the Aliens War Service Department will continue to be required, but will be readily granted in ordinary circumstances. Alien nurses will no longer have to obtain sanction for employment from the Ministry of Labour or the Home Office in addition to this permit.

A similar Circular is being issued by the Secretary of State for Scotland.  
Ministry of Health.

M.o.I. 3.

/Cont'd.



KEEPING PIGS HEALTHY.

Lack of vitamins has for long been a cause of disease and death among pigs. But fortunately no elaborate treatment is necessary to put this right. The rules can be condensed into three words - greenstuffs, minerals and sunshine.

A new "Growmore" Leaflet from the Ministry of Agriculture, Pigs in Wartime, No.45, suggests briefly how the essential vitamins A to D can be made available to the pig by very simple means. Fortunately the methods of pig farming necessitated by the war involve more grazing in the sunshine and liberal use of green foods and this is more than halfway towards solving the whole problem.

The leaflet is free on application to the Ministry at Hotel Lindum, St. Annes, Lytham St. Annes, Lancs. - Ministry of Agriculture. M.o.I. 4.

AUSTRALIAN AIRMEN.

Flying history will be made in Australia this month when the first Australian pilots trained under the Empire Air Training Scheme will graduate. They will be ready for service soon after graduation.

During this month also there will be a record intake of 421 pilots, 92 observers and 164 air-gunner trainees to the initial schools. New schools will be opened in South Australia and Western Australia on November 11, in New South Wales on November 14 and in Queensland on November 21.

Mr. McEwen, Australian Minister for Air, has announced that, excluding permanent personnel and administrative technical staffs, the Australian Air Force strength is now 35,597. - Issued by the Dominions Office Press Section. M.o.I. 5.



EXPORT LICENSING.Export of Goods (Control) Order (No.39).

The Board of Trade have made the Export of Goods Control (No.39) Order (1940) (S.R. & O. 1940 No.1932) which comes into force on the 15th November, by which the lists of goods subject to the existing Export of Goods Control Order are consolidated, the lists of destinations to which all or certain goods may only be exported under licence are revised as set out below, and a new concession is made concerning exports of foodstuffs to the Colonies. This Order will be on sale at H.M. Stationery Office on November 9th.

On and after the 15th November no goods may be exported without licence to:-

Bulgaria	Hungary
Estonia	Latvia
Finland	Liechtenstein
French Colonies and Mandated Territories	Lithuania
(other than French Cameroons, French	Poland
Equatorial Africa, French	Roumania
Settlements in Oceania, New	Sweden
Caledonia, New Hebrides, and	Switzerland
French Settlements in India)	Vatican City
Greece	Yugoslavia

or to any port or destination in the Union of Soviet Socialist Republics on the Black Sea, Baltic Sea or Arctic Sea, or to Enemy Territories.

The position with regard to the goods included in Lists A and B is not changed by this Order.

On and after the 15th November the goods included in List C may not be exported without licence to:-

Andorra  
Faroe Islands  
Formosa  
Iceland  
Iran  
Iraq  
Japan  
Japanese Mandated Islands  
Korea  
Kwangtung Leased Territory  
Manchuria  
Portugal (including Madeira, the Azores and the Cape Verde Islands)  
Rio de Oro  
Spain (including the Canary Islands and the Spanish zone of Morocco)  
Tangier Zone  
Turkey, including the Hatay

or to any port or destination in the Union of Soviet Socialist Republics not on the Black Sea, Baltic Sea, or Arctic Sea.

The concession regarding foodstuffs permits the export without licence of articles of food (except potatoes, grain and feeding stuff for animals) to the British Colonial dependencies as from the 15th November 1940. This concession has been made for the convenience of exporters so as to avoid duplication of export control in the  
/Over.



..... United Kingdom and import control in the Colonial dependencies. It should not be taken to imply any change in the policy of the Ministry of Food in respect of supplies of foodstuffs to these dependencies. The system of import control in the Colonial dependencies still subsists and will be extended, where necessary, to cover all articles of food imported from the United Kingdom. Colonial Governments will be informed by the Ministry of Food from time to time of the maximum quantities of particular foodstuffs which can be supplied from this country and import licences will be issued in the light of this information. Except in special cases import licences will not be granted for more than 100% of pre-war normal imports from the United Kingdom. Imports of a number of commodities, supplies of which are limited, will be restricted below this level. A detailed list, showing the degree of restriction to be imposed is being communicated to the Food Manufacturers Federation. This list is of course subject to alteration from time to time without notice. Further, Colonial Governments will have discretion to limit imports of any commodity from the United Kingdom below the maximum quantity available if special local reasons for doing so should exist.

From the above exporters will appreciate that, before shipping articles of food to any Colonial dependency they must, in their own interests, ascertain that the appropriate import licence has been obtained from the Colonial Government. In the case of certain commodities, the stocks of which are controlled by the Ministry of Food, evidence of the possession of an import licence will be required before any release for export is made. Arrangements are being made with Colonial Governments for a serial number to be given to each import licence which may then be cabled by the local agent to the United Kingdom exporter in support of the latter's request for a release from controlled stocks.

It is desired to emphasize that articles of food which are subject to import licensing will not be admitted for importation into the Colonial dependencies if the necessary licences have not been obtained. The fact that such articles have already arrived will not be taken to constitute a claim for the grant of import licences and unlicensed articles may be liable to confiscation.

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BOARD OF TRADE PRESS OFFICE.



GOVERNMENT EVACUATION SCHEME

Facilities in Northern Ireland

Since the Government of Northern Ireland made their generous offer to assist in the evacuation of women and children from the evacuation areas in England and Scotland, the following arrangements have been agreed between the two Governments:

In the evacuation areas of Greater London and in certain coastal towns, mothers with children of either school age or under who make their own arrangements for lodging in Northern Ireland will be given a free travel voucher, and a lodging allowance will be paid to the householder with whom they go to stay.

In the evacuation areas outside Greater London, mothers with children under five years of age who make their own arrangements to stay in Northern Ireland will be eligible for a free travel voucher and lodging allowance. If mothers are taking children under five they may also take other children of school age with them.

Application should be made to the London County Council Divisional Offices or, outside the L.C.C. area, to the local education offices, producing evidence that arrangements for lodging in Northern Ireland have been made.

The lodging allowances paid to the householder will be 5s. a week for each mother, 5s a week for each school child of 14 and over, and 3s a week for each child under 14. It will be necessary for mothers to maintain themselves and their children. No permission is required for the sending of money to Northern Ireland by postal order, money order or cheque.

While travel vouchers will be issued, mothers will be responsible for their own arrangements for the journey.

Mothers will not be allowed to travel to and fro between this country and Northern Ireland, and local authorities will therefore make it clear to all applicants that they will be required to remain in Northern Ireland with their children. Passports, travel permit cards or exit permits will not be required for mothers travelling to Northern Ireland under this scheme.

The arrangements made do not apply to Eire, but the details of a similar scheme for Eire are being worked out with the High Commissioner. As there are at present no arrangements in Eire for the payment of billeting allowances, it is necessary to institute a special machinery for the purpose and this must take a little time.



Air Ministry News ServiceSPEECH BY THE SECRETARY OF STATE FOR AIR AT A LUNCHEON  
GIVEN BY THE SHEFFIELD CHAMBER OF COMMERCE ON 6TH NOV.

Mr. President, My Lord Mayor, let my first words be of thanks to you, not only for the honour of your invitation to lunch with you and so many citizens of Sheffield today, but also for all the kindness and consideration which you have been showing me during my short visit. But I know that you have shown me this favour because I have the honour and good fortune to represent to you, not only His Majesty's Government but also that glorious Service whose miraculous achievements have won the gratitude of their fellow-countrymen and the admiration of the world.

We have been passing through perilous times, but there is much to encourage the upholders of democracy in their struggle against the dark forces of Nazidom. The splendid resistance of the Greek people is one thing and another is the fact that the American people have once more honoured with their confidence that paladin of democracy Mr. Roosevelt.

The country has been generous in the tributes of praise which it has paid to the Royal Air Force but few people yet know the full measure of its achievement. In the future, when you look back in the light of history into the abyss of danger out of which we have been climbing since the collapse of France, you will feel giddy. Then you will appreciate better than you possibly can now our debt to the Royal Air Force.

The huge German Air Force greatly outnumbered our own, and do not underestimate its quality. Their pilots are brave, well-trained, of splendid physique and high morale. It adds to our pride in the Royal Air Force when we realise that it is over such foes and against great numerical odds that our pilots have established their individual ascendancy. The German aircraft too, are good - are very good - but ours are even better. To the Air Staff which took the big and keenly contested decision to adopt the 8-gun fighter, now for a year the master of the skies; which planned the training system now proved in action to be the best in the world; which has thought out the strategy, tactics and ancillary organisation of air warfare, not merely as an adjunct of land and sea warfare, but as a separate means of warfare with distinctive characteristics of its own, the country will one day realise its debt. It is the supreme quality of the work of our Air Staff, our scientists and advisers, our pilots and air crews and our workmen and factory executives which, under God's providence, has enabled us to resist and repel the powerful and deadly attacks of our enemies.

Four months ago Europe lay prostrate at Herr Hitler's feet. None could resist the march of his armies. He boasted that he would finish off Britain in a few weeks. True that our gallant Army stood waiting for him on the beaches, but it was sadly short of those munitions of war which it has since obtained. True that the Royal Navy, so fortunate as to have as its First Lord your distinguished Member of Parliament, Mr. Alexander, held firmly the mastery of the seas against any conceivable combination of foreign fleets.

But the Germans relied on their crushing numerical superiority in the air to shake the life out of our smaller air force and to smash up our munition factories without the products of which we could not resist Nazi domination. They thought that they would have invaded Britain and won the war before the end of September. So the world thought too, but they were wrong. Against the cool courage of the civilian population of Britain and especially of London which has borne the brunt of the onslaught, against the skill and daring of our fighter squadrons brilliantly handled by the commands and staff, forestalling and outwitting every swift change in the enemy's strategy and tactics, against the dogged determination of the British workmen not to be intimidated by German frightfulness but to go on working and giving our Air Force of their best workmanship - which is the best in the world - against this steadfast and united nation the German attacks, pressed home with courage, resolution, complete disregard of life, and unscrupulous brutality, have beaten in vain, and the Royal Air Force today is stronger both in aircraft and pilots than on the 8th day of August when the attacks began.

It was our Fighter Squadrons which bore the shock of the attack and hurled it back. No praise is too high for them. They have been worked hard - much too hard - for there were too few of them. They have fought by day and by night. They have fought till their ammunition was gone and then sometimes a pilot, his ammunition all fired away, meeting a German bomber, has rammed him rather than let him pass on his errand of destruction. One pilot was made by his brother officers to tell me how he was flying home over the sea, having used up all his ammunition, when he saw a German bomber making for home.

/He



He charged straight at him but the German pilot put the nose of his machine down and dived straight into the sea. The Germans fight bravely but they are no match for our pilots and they don't like these head-on attacks with eight machine guns spurting bullets out of every one of our fighters. On one occasion a formation of eighteen Heinkel bombers turned away from a single Hurricane charging at them head-on.

Nor must you ever forget the splendid pilots of the Coastal Command, ceaselessly patrolling off the enemy's coasts, guarding our trade, attacking submarines, bombing enemy ships and invasion ports and engaged in the difficult and dangerous task of photography.

Then there are the Balloon Sections; the gun and searchlight crews; the Observer Corps - all performing tasks which are sometimes monotonous, always arduous - but at the same time vital to the Air Defence of Great Britain.

But it would be a great mistake to think that we are only concerned to defend ourselves against German attacks. That is not all. We are doing much more than that. We are attacking with our bomber squadrons the very roots of Nazi power and giving the Germans in Berlin and other German cities a strong taste of their own medicine. The weight of our bombing attack has increased, is increasing and will continue to increase. It is directed according to a carefully thought out plan. There in those factories where the Nazi's refine their oil and make their guns and tanks and ships and aircraft and so forge the chains with which to bind the oppressed peoples of Europe, we shall seek them out and so, science and truth marching hand in hand, will break the power of tyranny and barbarism.

These daring bomber, fighter and coastal pilots have belied all the silly talk about the decadence of British youth. Now that our training organisation has been expanded, we have room for more young men who want to be pilots, observers, wireless operator/air gunners. We want active young men who are keen to strike a blow at the enemy. Those who join up now can either delay their actual entry into the Service for a few weeks or enter for ground duties until vacancies arise for crew training.

We also want wireless mechanics, radio mechanics and technical officers in our engineer, armament and signals branches. To those who have been crowded out when the Force was smaller - I say - come along and try again. To others who want to join this gallant band of volunteers whose deeds will shine with glory in the history of our country - I say, now is your chance to come forward.

It's not only good companionship, not only adventure, not only glory that we offer you - but also toil, danger, sacrifice, the opportunity of high service to your country and to the cause of freedom - and to that call I know that the youth of Britain will continue increasingly to respond.

That indeed is the call to which we are all responding, Navy, Army and Air Force, the A.R.P. workers, the workers in the factories and naturally I have today especially in mind the workers in Sheffield who produce the cream of the Alloy Steels to enable Lord Beaverbrook and the aircraft industry to go on producing at an ever increasing rate aircraft and aero engines for the Royal Air Force.

A modern aircraft costs from three to seven times more than a comparable type in 1918. A battleship costs two or three times more than in the last war. A division of troops costs twice as much to equip and munition. Not every one can be in the fighting forces. Not every one can make munitions. But everyone can make his money fight for victory by saving every penny he can and lending it to the Country.

Sheffield is now taking its rightful place in the van of the Savings movement. Sheffield is determined to play its part in providing the money to finance our colossal war effort.

/Cardiff



Cardiff has raised over £1,300,000 or nearly £6. a head.

Leicester has raised over £1½ millions or £6.7.0d. a head.

Leeds has raised £3¾ millions, or £7.12.1½d. a head, and the question I put to you this afternoon is, can Sheffield raise four million pounds or £7.13.0. a head. If so, it will be bad news for Mr. Hitler and a message of good cheer to all who are fighting for liberty - in the skies of Britain, on the sea, in Egypt or in that gallant little country of Greece. In peace we drew inspiration from the history, literature and art of Greece. In war we draw fresh inspiration from the spirit and courage of its people. We shall do all we can by force of arms to help the Greeks against the cold-blooded aggression of Italy. Let your money fight for them too and swell the yield of this War Weapons Week.

When I had the honour to receive the Lord Mayor's invitation to this luncheon, my eye was drawn to the corner of the notepaper by the handsome crest of the City of Sheffield and there I read these words -

"Deo adjuvante, labor proficit"

"With God's help the work goes on"

Let us all, you the people of this famous city, and I your guest, draw courage and inspiration from those words. At grips with a powerful enemy, we are bound to suffer personal losses, the loss of home, of private treasure, of little personal things hallowed by sentiment, the far more poignant loss of those we love. As we stand at the bench in the workshop, or sit at our desk at the office, we hear the bombs falling and the guns barking. At any moment they may hit our workshop or our office or they may hit the homes where we left our families a few hours before - but the men who are fighting our cruel and brutal enemy under the scorching desert sun, or six miles up in the sky, or down in the depths of the sea are relying on us to see that the work goes on.

This is a total war - you and the whole civilian population are in the fighting line. Not only must our trenches and our aircraft and our ships be kept manned under the enemy's fire, but our offices and workshops too.

So, with God's help they will be. But we must not lightly assume God's help. We keep our purpose pure. We are seeking, and we must continue to seek, no selfish ends. We must strive to make ourselves the humble and imperfect but conscious instruments of His will. We are fighting the powers of cruelty, oppression and brutality - the powers of evil. Our victory must be a victory for those ideals which are common to men and women who by many and various paths seek to draw closer to His throne - the ideals of freedom, brotherhood, gentleness and peace.

We shall win because we have faith which is moral energy.

We must endure all things. We must remember that war is in essence a conflict of wills and our will to defeat the enemy must be firm, ruthless and hard as Sheffield steel. The Government, to which I have the honour to belong, regards the attainment of victory as the sole reason and purpose of its existence - and just as the names of Cromwell and Marlborough and Pitt rang out across the world like trumpet calls to free men everywhere to resist the oppressors of their day, so rings out the name of our Prime Minister whom we are proud to follow - Winston Churchill,

We shall follow him through storm and stress, through reverses and successes, firmly resolved to win, conscious of our strength, our growing strength - growing because here in Sheffield and in the towns and cities and in the fields of Britain and throughout the Empire - with God's help the work goes on.

#### AIR MINISTRY

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N.B. The speech should be checked against delivery, especially the reference to the election of Mr. Roosevelt.

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6/11/40. - No. 8.

HONG KONG EVACUATION

It is understood that His Majesty's Government does not at present contemplate the need for further compulsory evacuation of British women and children from Hong Kong.

There is no question of the return to the Colony of those already evacuated.

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ISSUED BY COLONIAL OFFICE, PRESS SECTION



6/11/40 - No. 9.

MR. NEVILLE CHAMBERLAIN AND POLAND

An interesting exchange of letters between General Sikorski and Mr. Neville Chamberlain took place on Mr. Chamberlain's resignation from the War Cabinet. General Sikorski in the name of the Polish Government paid tribute to Mr. Chamberlain's high qualities of courage with which he always upheld his convictions.

"Your name, wrote General Sikorski, is bound with the declaration of war on Germany when - seeking a pretext to create a world conflict - - she wantonly attacked Poland. The more deeply you desired peace, the more difficult it was for you to take the decision. But you took it - and by this action alone your name will always be remembered in the course of history. We Poles, - whilst we remember all that was at stake from the very commencement of the struggle, will for ever be grateful to you for the loyal fulfilment of the Treaty of Alliance between our two countries."

In his reply Mr. Chamberlain said:

"As you know, I have been often criticised for having given a guarantee to Poland, though not, I think for having fulfilled it. But I wish to say to you that I have never regretted either step. If we had stood aside and saw Poland overrun without having lifted a finger to aid her, we should have failed in our duty to humanity. As it was, we were unhappily unable to save Poland from the invader, but I am convinced that her new martyrdom will not have been made in vain.

"We have made her cause our own, and I rejoice to think that under your wise and courageous leadership Polish forces in all three arms are fighting beside us and are daily winning fresh laurels in the struggle,

"I trust that we may both live to see the victory which I am confident will be won by our countries and that a free and independent Poland may then take her place once more among the nations of Europe."

MINISTRY OF INFORMATION.



AIR MINISTRY COMMUNIQUE.

Last night attacks were carried out by aircraft of the Bomber Command on petroleum sheds at Emden, and ship-building yards at Bremerhaven and Bremen. At Emden thirty fires were caused in the target area.

Other operations were directed against the NeuhoF electricity power station at Hamburg, and the submarine building yards at Vegesack near Bremen. At Hamburg a number of fires were started.

The ports of Boulogne, Calais, Dunkirk, Antwerp and Flushing were also heavily bombed, together with a number of aerodromes in enemy occupation.

Two of our aircraft are missing.

Yesterday an aircraft of Coastal Command was attacked by two enemy twin-engined fighters, and in the course of the ensuing combat one enemy fighter was shot down into the sea.

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6.11.40 - No.12.

ELEVEN ITALIAN AIRMEN CAPTURED.

S. AFRICAN TRIUMPH

Further details of the fight which resulted in the capture of eleven Italian airmen after the shooting down of two Savoia and one Caproni planes, have just been received from Nairobi.

Two South African Air Force fighters were patrolling over the Turkana wilderness when they saw three Savoia bombers flying in arrowhead formation.

One of the South Africans put a burst into the leading Savoia and then attacked another. Meanwhile a second South African attacked the third bomber.

The leading Italian lost the use of his engine and crashed a couple of miles away. The wireless operator was the only survivor of the crash. The second bomber although still under control was out of action and crashed into a dry river bed twenty miles from the scene of the fight.

All the crew were uninjured and were taken prisoner.

It is considered improbable that the third bomber was able to reach its base.

Three Capronis were spotted at Garissa going home at dusk at a height of 2,000 feet by two South African fighters. Their presence was only detected of reason of the report of bombs they dropped and it was with the greatest difficulty that they were kept in sight in the failing light, but the machine dropping the bombs was found ultimately and attacked.

Three assaults upon it resulted in its guns being silenced and later it crashed.

The officer in charge and the crew of four were taken prisoner but none of the South Africans sustained any casualty.

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MINISTRY OF INFORMATION.



AIR MINISTRY NO. 2187

6/11/40 - No.13.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

Later reports of last night's raids on this country are now available.

In one town in East Scotland a public house was demolished and a number of persons sheltering there were killed.

Shortly before dawn a town on the Welsh coast was attacked. Some buildings were demolished but casualties were few, though a small number of people were killed.

In London though damage to houses was more wide-spread than at first thought, the general scale of damage in the capital during the night was not heavy and it is confirmed that the number of casualties was not large.

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6/11/40, No.14

AIR MINISTRY BULLETIN No.2186

AIR MINISTRY NEWS SERVICE

HUDSON'S VICTORY OVER TWO ENEMIES

A Hudson aircraft of the Coastal Command, when attacked by two Messerschmitt 110's, shot one of them down into the sea and drove off the other.

The Hudson was about seventy miles off the Danish coast when the pilot sighted two Heinkel floatplanes, almost at sea level; but as he came down to attack them, his rear gunner saw two Messerschmitt 110's about a mile away and coming up fast.

While one Messerschmitt came in to fight, the other circled some distance away, watching.

As soon as the attacking Messerschmitt came within range, the Hudson gunner opened fire. Almost immediately the German burst into flames, rolled over, and dived under the tail of the Hudson straight into the sea.

The Hudson then prepared to deal with the second Messerschmitt. However, it kept at extreme range and then flew off. The Hudson then went on with its job.

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6.11.40 No. 15.

OFFICIAL CAIRO COMMUNIQUE

The following official communique was issued today from General Headquarters in Cairo:-

Egypt: Yesterday (November 5) enemy patrols South East of Sidi Barrani were successfully engaged by our artillery and forced to withdraw.

Sudan: Our mechanised patrols have again been active in the Kassala Sector where casualties were inflicted on a party of the enemy who hastily withdrew without returning our fire,

Kenya and Palestine: Nothing of importance to report.

MINISTRY OF INFORMATION



6.11.40    No. 16.

CASUALTY LIST No. 82: Amendment

Page 2, Column 2. -

Delete under heading "Previously reported wounded, now  
reported Died of Wounds" -

R.A., Bell, Private J.

MILITARY AFFAIRS



AIR MINISTRY No. 2188

6/11/40 - No.18.

AIR MINISTRY COMMUNIQUE

A Coastal Command aircraft this morning shot down a Dornier flying boat which was escorting some enemy ships off Brest.

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6/11/40 - No. 19.

SPEECH BY HIS ROYAL HIGHNESS PRINCE

BERNHARD OF THE NETHERLANDS.

(To be broadcast in Dutch to South Africa at 7.45 B.S.T. 6th November 1940. Not to be released for publication until after delivery).

If, in the name of H.M. the Queen, I address you personally, to thank you ~~all for~~ the generous way in which you in South Africa have granted your highly valued support for our good Dutch cause, I immediately think of the proverb "A friend in need is a friend indeed."

The ties of loyal friendship which connect South Africa with the Netherlands, especially with H.M. Queen Wilhelmina, are strong and close. This has been clearly proved on many occasions; but now that the occupation by the enemy has brought heavy trials on our country, we Dutch people have only now realised to the full the extent of South Africa's affection for our country.

The important sums, which you all, fellow-countrymen and South Africans, have collected for the Queen Wilhelmina Fund, the Pienaar Fund, the South African Fund and similar institutions, and the generous way in which you have entrusted them to our Queen to use them for a charitable purpose, express your feelings towards us.

Let me assure you that the news of your help has not only been received with gratitude by every Dutchman living in freedom, but has also reached the Dutch people who live in the territory occupied by the enemy.

The certainty that you will not fail them in the common struggle for our liberty, will strengthen them in their resolve to fight on together with their allies, until victory has been achieved.

Our beloved Queen said in one of her broadcasts to the Dutch nation, that this is a war between the powers of good and evil. On her 60th birthday, when all over the world the Dutch people came together to honour their Queen, who, for more than forty years ruled the Netherlands in accordance with the laws and needs of the country, we deeply realised that we owe it to her courageous and fine example that we are able to continue the struggle, though our territory in Europe is in enemy occupation.

We all, and the Queen in particular, were moved by the message which the Government of South Africa sent Her Majesty on August the 31st; the earnest sympathy of the Government and the people of South Africa, and the conviction expressed in their message that spiritual powers are stronger than the force of arms, moved us deeply.

/Over.



The fervent prayer of your Government and the people of South Africa, that Queen Wilhelmina's life may for a long time to come be spared for the welfare of the country and nation, and that she may experience shortly the restoration of the liberty and the independence of the Netherlands, touched us greatly.

We have also been deeply touched by the reception, indeed brilliant, which you gave to our cruiser "Sumatra", when it visited Capetown recently. This event gave you an opportunity to get an impression of the Dutch Navy's equipment and readiness to fight. This Navy has to a great extent been saved to work on the side of our Allies for the ultimate liberation of our country. In other respects too, military and economic, we continue the struggle. The able-bodied Dutch subjects in England have been called up to be trained in the Netherlands Legion. In addition to this the Dutch Government has decided to form a Dutch Legion in the large Dominion of Canada, and the training of this second Legion is already in an advanced stage. Our pilots in Europe, those that remained after the heavy losses our air force suffered in the heroic struggle on our own soil, now fight side by side with the Royal Air Force.

Our large merchant navy as well is engaged in the war. Every day our ships sail the oceans and our brave seamen give great service to our common cause.

They do not hesitate to stake their lives, and several times already they have come to grips with the enemy, thereby giving proof of the old intrepid spirit of the Dutch.

Besides expressing my gratitude to all those who, with their financial aid, have shown their sympathy for the misery of those struck by the war, I should like to say a word of thankfulness and appreciation for the work of the women's committees in all the larger towns of South Africa. What these women have done on behalf of our poor fellow-countrymen, and the diligence with which the Dutch women in South Africa have given themselves to the task of knitting comforts for our brave sailors, deserve the warmest thanks of us all.

Shoulder to shoulder our people stand in the struggle for humanity and civilisation and against the enslavement of the world by one nation. Together we shall achieve victory which will make of this world a place in which freedom, so dear also to the people of South Africa, will rule.

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FOREIGN OFFICE NEWS DEPARTMENT  
ON BEHALF OF  
THE NETHERLANDS GOVERNMENT PRESS SERVICE

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6.11.40      No. 20.

NOT TO BE PUBLISHED BEFORE THE MORNING NEWSPAPERS OF THURSDAY  
7TH NOVEMBER OR TO BE BROADCAST BEFORE 7 a.m. ON THAT DATE.

PRESS NOTICE

The Treasury announce that a further Order has been made under the Defence (Finance) Regulations, 1939, and comes into force on the 7th November. This is the Regulation of Payments (Hungary) (No. 3) Order 1940 (Statutory Rules and Orders 1940 No. 1944). It applies the Sterling Area Account System to Hungary.

TREASURY



6/11/46. No.21

BRITISH FINANCIAL ASSISTANCE TO GREECE

In response to a request from Greece for financial assistance, His Majesty's Government have assured the Greek Government of their readiness to provide such assistance as may be required to meet their needs in the sterling area. Meanwhile His Majesty's Government have at once placed the sum of £5,000,000 at the disposal of the Greek Government by way of an advance for this purpose.

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FOREIGN OFFICE NEWS DEPARTMENT



6/11/40. No.22

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

A number of enemy aircraft approached the Southampton area this afternoon. They were intercepted by our fighters and the majority did not penetrate over land. Bombs were dropped in Southampton damaging some houses and public buildings. A number of persons were injured and a few killed.

Three enemy aircraft have been destroyed to-day, two of our fighters are missing, the pilot of one is safe.

It is now known that one of our aircraft reported yesterday as missing is safe. Our losses were therefore five aircraft and two pilots.

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R.A.F. LAUNCH HEAVY ATTACKS ON GERMAN SHIPYARDS

Explosions of such violence that they could be heard above the roar of the engines by a bomber crew several thousand feet up, marked a heavy attack on ship building yards at Bremerhaven which was carried out early last (Tuesday) night. The raid began shortly after 7.15 p.m., and for over an hour the Saebeck shipyards were bombed from a cloudless sky by relays of aircraft. Sticks of heavy-calibre bombs repeatedly straddled the yards, and others were seen to strike the quayside and explode near dock buildings in the Columbus Bauhafen.

fires,  
More than thirty separate, some of which were described by a pilot as "diamond shaped areas of flame", were started in the shipyards and, for some time after the attacks had ceased, their red glow could be seen through the curtain of haze and smoke which lay over the dock.

Petrol storage sheds in the naval dockyards at Emden were simultaneously attacked by a second raiding force and many large fires were started in the course of fifty minutes of almost incessant aerial bombardment. Tons of heavy explosive bombs and nearly a thousand incendiary bombs were dropped on the target in a series of high-level attacks and in shallow-dives which, at times, brought the raiding aircraft down to less than one thousand feet.

The naval dockyards at Bremen and Vegesack were also attacked by smaller forces. Three large red fires were started near a ship building yard at Bremen, and at Vegesack heavy-calibre bombs were seen to burst on and around the Vulcan shipyards.

Hamburg had one of its earliest raids when, at 7.50 p.m., a heavy attack was opened on one of the city's principal electrical power stations situated in the Neuhoof. The explosions of heavy-calibre bombs started many fires in the vicinity of the power station which were soon blazing fiercely. Later in the attacks, which continued for nearly an hour, a whole street was lit up by the flash of a bomb of the heaviest calibre, the dull red glow of its explosion lasting for fully three minutes.

A number of aerodromes in Germany and occupied territory was also bombed during the night and several enemy aircraft caught taking-off or landing were attacked by machine-gun fire. Bombs dropped on the Den Hoorn seaplane base at De Mok were followed by a series of heavy explosions and outbreaks of fire. Shortly after leaving this target, the raider was intercepted by three enemy aircraft which, approaching from astern, climbed 5,000 feet above the bomber and then dived to the attack in line to port and when the fighters, regaining height, launched a second dive attack the British rear-gunner caught the leader with several short bursts at less than one hundred yards range. The second fighter immediately rolled clear to starboard while the pilot of the third aircraft, pulling out of his dive, passed over the top of the British bomber, rejoined his companion and both aircraft made off. The aircraft which had been hit disappeared from view, and a few minutes later the flash of a heavy explosion was seen on the ground in the vicinity of the seaplane base.

Other aircraft, prevented by low cloud from locating their primary objectives bombed searchlights and anti-aircraft concentrations near Kloppenburg, Magdeburg, and Oldenburg, and scored a direct hit on a large warehouse near a main railway junction.

Potential invasion bases on the Channel coast received more attention than of late and, starting soon after dark last night, a series of attacks was launched against docks and shipping at Boulogne, Flushing, Antwerp, Dunkirk and Calais. Fires were started among the harbour basins and at Flushing and many hits with heavy-calibre bombs were scored along the sides of the main shipping bases. Heavy bombs straddled the waterways at Antwerp, and incendiary bombs which fell across dock buildings at Boulogne were followed by outbreaks of fire.



6/11/40. No. 24

OFFICIAL ADMIRALTY COMMUNIQUE

H.M. Submarine Taku (Lieutenant J.F.B. Brown R.N.) reports having sunk a large enemy tanker on 2nd November, which was proceeding towards an occupied French port. The tanker sank in eight minutes.

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ADMIRALTY, S.W.1.



AIR MINISTRY COMMUNIQUE

Further reports show that four enemy aircraft were destroyed in attacks on this country to-day. Four of our fighters have been lost, the pilot of one being safe.

It is now known that an enemy bomber was destroyed during last (Tuesday/Wednesday) night.

Note: The Dornier flying boat destroyed by a Coastal Command aircraft this Wednesday morning (see Issue No. 18, Air Ministry No. 2188) is in addition to the above.

As the enemy bomber was destroyed after midnight the total number of enemy aircraft destroyed to-day Wednesday November 6th, is six.

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Wednesday November 6, 1940.

MINISTRY OF INFORMATION

NEWS BULLETIN No. 165

LETTERS AND PARCELS TO PRISONERS OF WAR

The attention of all interested in the despatch of letters and parcels to Prisoners of War in enemy (or enemy occupied Countries) is drawn to the leaflet Number P. 2280 E issued this month by the General Post Office and entitled "Communications with Prisoners of War interned abroad". Copies of this leaflet may be obtained from all principal Post Offices.

Next-of-kin should seek information from the Regimental Record Office concerned (other Ranks) or R. Casualties Branch of the War Office (Officers) if they have reason to believe that a relative is a Prisoner of War.

War Office

M.O.I. 1.

MILK SUPPLIES IN ULSTER

On behalf of the Ministry of Food, the Ulster Ministry of Agriculture has taken control of all milk supplies in Ulster to ensure its use to the best advantage. Everyone producing milk must place it at the disposal of the Ministry, but it is not intended that this shall interfere with the normal marketing channels. Producers will continue to sell to distributors and manufacturers as before, and producer-retailers to their customers in the ordinary way.

During the winter months farmers will receive guaranteed prices for their milk, and these will amount to an increase of sevenpence a gallon above the prices ruling in November 1938 and in February and March last year. Retail prices have not been advanced by the full amount of the increased price to the producer, and the maximum retail price which may be charged is three halfpence a quart above that of the winter 1938-39.

Dominions and Colonial Offices Press Section.

M.O.I. 2.

GIFTS FOR AIRCRAFT

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

In memory of Sergeant-pilot Dennis Noble, from his	
colleagues at Vibrant Works.....	£3. 5.
From a R.A.F. sergeants' mess.....	£20
Village of Murton (County Durham).....	£153. 6.
Staff and workpeople of Austin Motor Co.....	£1,112.18. 6.
Weston-super-Mare Spitfire Fund.....	£5,000.
Madras Governor's War Fund.....	£15,000.
	(making £322,454 to date).

Ministry of Aircraft Production.

M.O.I. 3.