

October 8, 1940.

MINISTRY OF INFORMATION.

NEWS BULLETIN NO.131.

EAST LONDON, S.AFRICA, SENDS £8,000.

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

Mr. and Mrs. Teague, Johannesburg, (Mr. Teague is an old soldier of the last war) ...	£1.
South Kensington Hotel Air Raid Shelter ...	£15.
St. Peter's Clergy House Canteen and Emergency Feeding Centre (contributed by the people of Wapping after an air-raid on the docks)...	£26. 7s. 5d.
Directors and employees of International Alloys ...	£180.13s. 4d.
Municipality of East London, South Africa, ...	£8,000.

- Ministry of Aircraft Production.

M.o.I. 1.

The spirit of our Norwegian Allies is well demonstrated by the action of the crew of a torpedoed Norwegian ship who landed yesterday at Newcastle after spending five days at sea in an open boat. They immediately went to the Norwegian Consul, just as they were after their arduous journey, and laid down £100 on his table for the local Spitfire Fund. - Ministry of Shipping.

M.o.I. 2.

DRIED FRUIT SUPPLIES

Dried fruits, unlike some other foods, cannot with safety be stored for lengthy periods. In order to ensure that the fruit is distributed in good condition, stocks are normally cleared within a year of production.

Over 65% of our annual consumption of currants, sultanas, and raisins, comes from the Mediterranean i.e. Greece, Turkey and Spain. In peacetime the new season's fruit from these countries begins to arrive in September and the bulk of it is here in time for distribution before Christmas.

While purchases from these countries are still likely to be made, it is improbable under present conditions that any substantial quantities will be imported before January or February, 1941. This means that currants, sultanas, and raisins will not be as plentiful as usual at Christmas. This position was foreseen and every opportunity has been taken to buy available fruit from Australia and South Africa. These Empire fruits will be on sale at Christmas and although the quantity will be limited, prices will be no higher than they have been since the beginning of the war.

Supplies of dates from the Persian Gulf may arrive just before Christmas. Other types of dried fruit such as prunes, apricots and pears, will be scarce. These come mainly from the United States where our available financial resources are being used for the purchase of essential war materials.

Figs will not arrive in time for Christmas, but should be plentiful in the New Year. Ministry of Food.

M.o.I. 3.

LEMON IMPORTS.

Importers of lemons with established businesses in the Ports of London, Liverpool, Bristol, Cardiff, Southampton, Newcastle, Hull, Glasgow and Belfast, who wish to be considered for inclusion in the panel of agents appointed to sell shipments of this fruit consigned to the Ministry of Food, are invited to make application to the fresh fruit and vegetables branch, Ministry of Food, St. John's College, Oxford, not later than 15th October, 1940.

Applicants should submit particulars of their lemon imports in cwts. (stating the figure used for conversion) during each of the three years ended 31st August, 1939, stating the countries of origin.

Before appointment applicants will be required to satisfy the Ministry that they have been importers in accordance with the following definition:-

"The Importer is deemed to be the firm in whose name the entry for the clearance through the customs has been made, unless the firm passing the entry does so in its capacity as forwarding or other agents of the actual purchaser or salesman in the first instance after landing, in such circumstances the purchaser may be deemed to be the importer."

The price of lemons will be controlled by means of a Maximum Prices Order.
Ministry of Food.

M.o.I. 4

MALAYA AND MALTA.

Having already distributed over £200,000 for the relief of suffering due to the war, the Malaya Patriotic Fund has sent an additional cheque for £2,500 to the Lord Mayor's Air Raid Distress Fund.

Lieutenant-Colonel A.V. Agius, Trade Commissioner for Malta, has remitted to the Governor, as a first instalment of donations for the Relief Fund contributed by the Maltese community and the many friends of Malta in the United Kingdom the sum of £1,000.

Malta has been bombed over 150 times, and heavy casualties and damage have been caused. Nevertheless the spirit of the people is indomitable. Many have had to be evacuated from the dangerous areas, and have been made destitute by the war.

To assist these, the Relief Fund was opened under the auspices of the War Charities Committee, of which the Governor is chairman.

Donations should be sent to the Honorary Treasurer, the Malta Relief Fund, care of Barclay's Bank (Dominion, Colonial and Overseas), Cockspur Street, S.W.1, or to Malta House, 23, Panton Street, S.W.1. - Colonial Office Press Section.

M.o.I. 5

Tuesday, October 8, 1940.

MINISTRY OF INFORMATION

NEWS BULLETIN No. 132.

LOCAL AUTHORITIES TO GROW CROPS.

Much of the land belonging to local authorities is being cultivated as allotments. In putting it to this use, authorities are acting under a special Defence Regulation and they have now been notified by the Minister of Agriculture of further powers which enable them to undertake the direct cultivation of such portions of their own land as are not likely to be used for allotments and to grow thereon certain approved crops.

The Minister is of the opinion that the cultivation of such lands as allotments should be the primary aim of local authorities but it has been represented to him that, after satisfying the demand for allotments, there will remain considerable areas of land suitable for direct cultivation. Many councils have expert staff at their disposal and it is with these considerations in mind that the new powers have been procured.

Crops approved by the Minister under the amended regulation include wheat, barley, oats, rye, mangolds, sugar beet, beans and peas for fodder, potatoes, turnips, and swedes for cattle feeding and vetches. Approved market garden crops cover carrots, Haricot beans, gherkins, onions, red cabbage for pickling and shallots and permission is also given for the cultivation of any farm or vegetable crop for seed purposes for which a definite contract can be made.

The vegetable crops named are those of which the supply may be short owing to the loss of imports. Other non-perishable vegetables such as turnips, garden swedes and beetroot are normally produced in sufficient quantities, and there is no particular reason for local authorities to add to their production unless there is a definite need of additional supplies for use in institutions under their control. If a local authority desires for special reasons to grow crops other than those specified, application should be made for the Minister's approval.

The question of putting their land to this use is entirely one for local authorities to decide but Mr. Hudson has expressed the hope that, having regard to the urgent needs of the situation, each Council with land to spare will give favourable consideration to the exercise of its new powers.

As regards the disposal of crops grown by local authorities it may be presumed that a substantial part would be utilised in institutions under their control, but if there is a surplus, it will be disposed of in the open market on terms that will be fair to commercial producers of similar commodities. The Regulation does not, of course, give authorities any power to trade in vegetables not of their own production.

-- Ministry of Agriculture.

M.O.I. 1.

MILLIONS OF SHELLS - CANADA'S FINE EFFORT.

Though in the Great War Canada made millions of artillery shells, much of the material had to be imported. Canada is again turning out shells by the car load, but this time the bulk of their raw material - copper, steel, lead, zinc and explosives - comes from Canadian plants.

From October 1, the Dominion arsenals will be taken over and administered by the Department of Munitions and Supply.

One firm alone, in Hamilton, Ontario, ships to England 65,000 shells of four different sizes weekly. This capacity will shortly be doubled. On July 30 there were 14 plants in Canada turning out shells. Besides this orders were being filled for fuses, traces, primers, cartridge cases and everything necessary to complete all types of projectile.

On present orders, Canada is producing at least a million shells a month, and orders for shells or ammunition amount to over £20,000,000. New shell-filling plants are being built, one at an estimated cost of nearly £2,000,000. The finished product will be shipped abroad or delivered for use in Canada.

New investments in ammunition plants amount to £6,000,000, most of which is for the British Government. Production of small arms ammunition is being rapidly expanded, and the capacity of one arsenal has been multiplied sixfold to an output of over 300,000,000 rounds a year. Another small arms plant will have more than double that capacity.

-- Dominions Office Press Section.

M.O.I. 2.

CANADA PULLS HER GUN.

Canada is now producing anti-aircraft guns of a type which the British War Office considers to be the most effective in existence - modern rapid fire weapons to combat low flying aircraft.

At first, the necessary equipment had to be acquired. This has now been done and the anti-aircraft weapons will flow steadily from the factories. The principal product is a gun of Swedish design, selected by Great Britain after exhaustive experiments. It serves as an intermediate defence between high altitude A.A. guns of heavier calibre and the various types of machine gun. Its rate of fire is 120 rounds a minute which, apart from heating of the barrel, can be maintained indefinitely. Since the barrel can be replaced in the space of a few seconds, it is obvious that the efficiency and fire power of the gun are high.

The output of one plant alone will have an annual value quarter of that of all Canadian production during the last war. - Dominions Office Press Section - M.o.I. 3.

AUSTRALIA REGRETS.

The Prime Minister of Australia has sent the following telegram to the British Government:-

"The Commonwealth Government has noted with much regret the message from the Secretary of State for Dominion Affairs that the Childrens' Overseas Reception scheme must be temporarily suspended during the winter months. Mr. Menzies wishes the United Kingdom Government to know that the Commonwealth Government fully appreciates the position, and has every sympathy with the people of Great Britain. The Government hopes that it will not be long before conditions will be such that resumption of sailings of parties of children to the Dominions will again be practicable. Childrens Overseas Reception Board - M.o.I.4.

NAWAB OF BHOPAL REPLIES TO LORD BEAVERBROOK.

His Highness the Nawab of Bhopal, Sir Hamidullah Khan, G.C.S.I., G.C.I.E., has sent the following telegram to the Minister of Aircraft Production in reply to a message of gratitude for the Nawab's gift of £54,000 for aircraft:-

"Your inspiring message deeply appreciated. Rest assured that my people and I are heart and soul with Great Britain in this struggle and will remain so till the end. We will follow with eager enthusiasm fortunes of the gallant men who are to pilot the Bhopal flight, confident under Providence of the ultimate victory of our cause.

Hamidullah".

Ministry of Aircraft Production. - M.o.I.5.

MORE COLONIAL GIFTS.

Lord Lloyd, Colonial Secretary, has conveyed to the Legislative Council of Northern Rhodesia the Government's most grateful acceptance of their munificent offer of a loan of £200,000 from surplus balances in the United Kingdom free of interest for the duration of the war.

The Colonial Secretary has telegraphed to the Governor of the Gold Coast his warmest congratulations on the splendid progress achieved by the Colony's Spitfire Fund.

The Governor of Nigeria has received an offer from an African Schoolmaster that one-third of his monthly salary be lent to the Imperial Government free of interest for war purposes. The amount involved is about £60 per annum, and the offer has been gratefully accepted.

The Governor of Bermuda has received from the firm of Messrs. H.A. and E. Smith, Ltd., £10,000 to be lent free of interest to the Government for the duration of the war. - Colonial Office Press Section - M.o.I.6.

THE FOLLOWING INDIA OFFICE ITEM IS NOT TO BE PUBLISHED BEFORE THE MORNING PAPERS OF WEDNESDAY, THE 9th OCTOBER, 1940, OR BROADCAST BEFORE MIDNIGHT 8th/9th OCTOBER, 1940.

(Simultaneous publication in India has been arranged).

PERMANENT JUDGE OF OUDH CHIEF COURT.

The King has been pleased to approve that Mr. John Reginald William Bennett, Indian Civil Service, at present an acting judge in the Oudh Chief Court, may be appointed a permanent Judge of that Court, with effect from 26th October, 1940, in the vacancy caused by the appointment of Mr. Justice Hamilton to the High Court of Judicature at Allahabad. - India Office - M.o.I.7.

SEVEN MORE GIFTS.

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

Crew of H.M.S. Campbell, (given from their comforts fund)	£ 1. 3. 0.
Staff of London Auxiliary Ambulance Station No.136	£20. 0. 0.
No.10 Maintenance Unit, R.A.F.	£20. 0. 0.
A Battalion Manchester Regiment	£30. 1. 0.
South Rutland Spitfire Fund,	£444. 5. 2.
Sir Harry and Lady Oakes, Bahamas, (second gift),	£5,000. 0. 0.
Staff in India of the Bombay Baroda Central India Railway Company	£5,000. 0. 0.

The attached Eagle Squadron Bulletin and Press Notes
are being issued to British and American Press at the Air
Minister's Press Conference this morning, Tuesday 8th October 1940.

Please note the publication embargo.

NOT TO BE PUBLISHED IN ANY COUNTRY OR BROADCAST
BEFORE 7 P.M. B.S.T. ON TUESDAY, 8TH OCTOBER, 1940.

FORMATION OF AMERICAN "EAGLE SQUADRON"

THE KING APPROVES SPECIAL BADGE

The Air Ministry announces:-

The King has been graciously pleased to approve the design of a special badge to be worn by the pilots of a new fighter squadron of the Royal Air Force which will shortly take its place as an operational unit of the Fighter Command.

The badge consists of a spread eagle surmounted with the letters "E.S." These letters represent "Eagle Squadron", the pilots of which will all be American citizens who have volunteered for service with the R.A.F. They will wear the badge and letters on the right arm of their R.A.F. uniform.

On the formation of this Squadron, the Air Council desire to record their keen appreciation of the spirit of the American volunteers who have made it possible.

The Commanding Officer will be Squadron Leader W.E.G. Taylor who was born in Kansas, the son of a former U.S. Army Officer. He has served in the United States Naval Air Service with the Fifth Fighting Squadron in U.S.S. "Lexington" and later became a pilot in the Air Line between New York and Chicago. He came to England in August last year, resigned from the U.S. Marine Reserve and was granted a commission in the Fleet Air Arm. He has been transferred to the Royal Air Force with the consent of the Admiralty.

Associated with the Administration of the Squadron will be Colonel Charles Sweeny who holds the rank of Group Captain in the Royal Air Force Volunteer Reserve. His name will be known as one of the organizers of the group of American volunteers who joined the French Army in 1914 and later formed the famous Escadrille Lafayette which, apart from daring reconnaissance work destroyed 199 German aeroplanes.

The pilots manning the Eagle Squadron will include American volunteers who have already seen active service in Royal Air Force squadrons and other experienced pilots who have arrived recently from the United States. They have been commissioned in the Royal Air Force Volunteer Reserve and the Flight Commanders will be chosen from within their ranks.

There will be many other American pilots who will wish to follow the lead of the first members of the Eagle Squadron and volunteer for service in the Squadron itself or in sister squadrons which will be formed later.

Volunteers should preferably be qualified pilots between the ages of 21 and 30. They can obtain full information about entry and conditions of service by applying in writing or in person to the Eagle Squadron, Royal Air Force, Mount Royal Hotel, Montreal.

On acceptance, they will be drafted to the United Kingdom where they will be commissioned as Pilot Officers and receive the pay and allowances of that rank. They will be given a special course of operational training in fighter aircraft and will then be posted.

American volunteers who are not already pilots, but who wish to serve in other capacities in the Royal Air Force should apply for information to Air Vice Marshal L.D. McKean, Jackson Building, Ottawa.

BIOGRAPHICAL NOTE ON COL. (G/CAPT. R.A.F.V.R.) CHARLES SWEENEY.

Honorary Commanding Officer, Eagle Squadron.

Born in San Francisco, California, and known since the Great War as "Sweeny of the Legion," Colonel Charles Sweeny is crisp, curt and vigorous, and a non-smoker. He looks a typical fighting man and military organiser.

Son of a father famous in the gold and silver mining world of America, Colonel Sweeny commenced his military career at West Point Military Academy - "Sandhurst" of the U.S.A. He was a class mate, in the 1904 class, with General George Strong, the U.S. Army Chief who has just returned from an official visit to this country.

His zest for adventure found expression in the wars in Mexico, Venezuela and the Honduras. Among other "scraps" he fought with Francisco Madero, who later became President of Mexico, against President Diaz.

When the Great War of 1914-18 broke out Col. Sweeny was in Paris. With three or four others he organised the group of American citizens there who joined the French Foreign Legion. Some of these dare-devil Americans subsequently formed themselves into the Lafayette Escadrille which fought for France under its famous insignia, the feathered head of an Indian brave.

Enlisted as a private of the line in the Foreign Legion he rose to Corporal, Sergeant, Lieutenant, Captain and finally to Colonel - the highest military rank accorded to foreigners in the Army of France. Wounded at the battle of Champagne in 1915 and again in 1916, Colonel Sweeny was awarded a number of French military decorations including the Croix de Guerre with six citations, and the Croix de Guerre (T.O.E.) with two citations. He was made an Officer of the Legion of Honour for his services at Chemin des Dames, and subsequently, for his services to France in Morocco, was created a Commander of the Legion. At Verdun, where his brother Sarfield Sweeny was killed, he served on Joffres' staff. After the United States entered the war he was transferred to the American Army with the rank of Major, and subsequently rose to that of Colonel.

After the war Colonel Sweeny went with General Weygand to Poland with a French Mission attached to the Polish Army. Then for a time, he acted as war correspondent for the "New York World," covering the Turko-Greek wars in Anatolia. He met and played poker with Kemal Ataturk.

In 1925 he re-formed the Lafayette Escadrille in which he had acted as an observer, to fight for France against the Riffs under Abdul Krim. He commanded the Squadron, which operated under extraordinarily difficult conditions, frequently flying over the enemy at a height of only 50 to 80 metres. He was granted the unique rank of "Chief of the Air Force of the Sultan of Morocco."

For the past few years Colonel Sweeny has lived with his family in France.

Returning to America before the break-up of France, Colonel Sweeny helped to organise the formation of the "Eagle" Squadron, destined to fight with the Royal Air Force in the tradition of the Lafayette Escadrille. From America he worked in collaboration with his nephew, Mr. Charles Sweeny, in London, to bring the "Eagle" Squadron idea to reality.

He came to England a few weeks ago, and has just been appointed Hon. Commanding Officer of "Eagle" Squadron, with the rank of Group-Captain.

BIOGRAPHICAL NOTE ON S/Ldr. W.E.G. TAYLOR.

Commanding Officer "Eagle" Fighter Squadron, R.A.F.

Squadron Leader William Erwin Gibson Taylor, who is to command the newly formed "Eagle" fighter squadron of the Royal Air Force, was born at Kansas, U.S.A. on Independence Day 35 years ago.

His father was an officer of the U.S. Army, and has now retired. S/Ldr. Taylor spent his boyhood at various army posts. Later he went to the New York University College of Engineering, but left about fifteen years ago, to go to Pensacola, the big U.S. Naval Air Base in Florida. After he had passed his tests, he went to the Fifth Fighting Squadron, attached to the aircraft carrier U.S.S. Lexington. He went back to Pensacola as an instructor and was then transferred to the U.S. Marines as a Reserve Officer.

Over.

Then followed years of civilian flying, including six months on the Air Line between New York and Chicago. "I did this to get bad weather flying" he said.

In August, just before war was declared, Squadron Leader Taylor was in England, and, to obtain a commission in the Fleet Air Arm, he resigned from the U.S. Marine Corps Reserve.

Whilst with the Fleet Air Arm S/Ldr. Taylor served in the aircraft carrier "Glorious", and had only left her shortly before she went down off Norway. Before that he was in the "Argus". He has also served in the "Furious" and has flown with naval fighter squadrons employed in the defence of Scapa Flow.

More recently Squadron Leader Taylor went to the United States with a British Mission which negotiated the purchase of new type Fleet Fighters for the British navy.

BIOGRAPHICAL NOTES ON PILOTS OF "EAGLE" SQUADRON.

American flyers who are forming the first all-American fighter squadron of the British Air Force are drawn from all parts of the United States, and represent many different callings and colleges. All of them are skilled pilots. Some have already been in action against the Luftwaffe, flying with regular R.A.F. Squadrons. Others were flying for France until recently.

Here are the names of the first batch of Americans who have volunteered for the "Eagle Squadron":-

	<u>Home Town.</u>	<u>Other Details.</u>
ANDERSON Newton	Chicago, Ill.	Journalist.
ANDERSON Paul Roger	Sacramento, Calif.	'Crop-dusting' flyer. (born: 1.9.13. Riddle, Oregon).
ALLEN Luke Elbert	Ignacio, Colorado.	University of Colorado.
AYRE John Butler	Milwaukee, Wisconsin.	Reserve Officer of U.S. Army (Resigned).
BATEMAN Charles Edward	San Gabriel, Calif.	University of California.
BONO Victor Robert	San Francisco, Calif.	Transport flyer - mountain district of California. (born: 16.1.14).
DONAHUE Arthur Gerald	St. Charles Minnesota.	Flyer in Texas. (born: 19.3.13).
DAYMOND Gregory Augustus	c/o U.S. Embassy London	19 years old. Youngest member of Squadron.
GODDARD Stanley Earl	Tampa, Florida.	Took course at Pensacola - U.S. Navy Air Base.
HAAREN Paul Joseph	Monterey, Calif.	48 years old. Doyen of Squadron
HOLTON Oliver Garfield	Greenfield, Mississippi.	---
KENNERLY Byron Fees	Pasadena, Calif.	Commercial flyer.
KEOGH Vernon Charles	Brooklyn, New York.	Professional stunt parachutist - flying circuses.
KOLENDORSKI Stanley Michel	Lakehurst, New Jersey	---
LECHRONE Philip Howard	Salem, Illinois.	---
LA GUARDIA Harry	North Ogden, D.R.	---
LUCZKOW Michael	Clifton, New Jersey.	Engineer from Wright engine works.
MCGINNIS James Leland	Hollywood, Calif.	Student flyer.

/MAMEDOFF Andrew

	<u>Home Town.</u>	<u>Other details.</u>
MATEDOFF Andrew	Thompson, Conn.	Professional stunt pilot.
MOORE Richard Arthur	Dunca, Oklahoma	'Crop-dusting' flyer Oklahoma.
ORBISON Edwin Ezell	Sacramento, Calif.	Sacramento State College Student.
OLSON, Virgil Wilson	Boise, Idaho	Student of Idaho State College. Member Naval Reserve (Resigned)
PROVENZANO Peter Benjamin	Chicago, Ill.	Stunt flyer. Middle West (b. 9.10.13).
PETERSON Chesley Gordon	Santaquin, Utah.	Graduate of Brigham Young University, Salt Lake.
SULLIVAN Ira Lee	Hillsboro, Texas.	'Crop-dusting' flyer Texas; Stunt flyer.
SATTERLEE Deon Herbert	Sacramento, Calif.	Sacramento State College.
TOBIN Eugene Quimby	Los Angeles, Calif.	Secretary of film star Marion Cooper, Hollywood.
SWEENEY Robert	New York	Member of a financial house. Amateur Golf Champion of G.B. 1937.
TAYLOR E.G. (Commanding Officer)	Kansas	(See separate note).
WHITEHEAD Charles Barnett	Brooklyn, New York.	Commercial flyer, New York district. b. 2.11.08. Atlanta, Ga.

NOTE: OFFICIAL PHOTOGRAPHS.

Official photographs of Group Captain Charles Sweeney; Squadron Leader W.E.G. Taylor and the Eagle Squadron badge are available at B.I.P.P.A., 89 Fleet Street, E.C.4.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

There were widespread raids over Great Britain during the night. Many bombs were dropped in London and in the suburbs and in towns in North West England, but reports so far received indicate that the damage and casualties caused in these areas were not heavy considering the scale of the attacks.

Bombs were also dropped in a number of other districts in England and at a few places in Scotland and Wales.

An industrial plant in one town in South East England was damaged, but otherwise little damage was done and the casualties were very few.

Later reports of yesterday's air fighting show that 27 enemy aircraft were destroyed and not 28 as previously announced. Sixteen of our fighters were lost, but the pilots of ten of them are safe.

8/10/40 - No. 3.

It is learned that during the night, attacks were made by the R.A.F. on military objectives in the Berlin area and on communications in various parts of Germany.

Other attacks were made on the Channel ports and on aerodromes in German occupied territory.

AIR AFFAIRS.

Totals to be adjusted as requisite.

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PRESS NOTICE

8/10/40 No. 4.

MERCANTILE LOS ES DUE TO ENEMY ACTION FOR THE WEEK ENDING 29/30 SEPTEMBER, 1940:-

British	10.	55,927 tons
British	10.	55,927 tons
Allied	4	12,119 "
Neutral	1 1	4,291 "
	1 5	72,337 "
	1 5	72,337 "

CORRECTIONS TO PREVIOUS WEEKS:

54th week (9-15 September) British amend to 11 ships of 44,603 tons

55th week (16-22 September) British amend to 20 ships of 134,975 tons

Neutral amend to 6 ships of 24,486 tons.

Totals to be adjusted as requisite.

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NOTICE
NOTICE

8/10/40 No. 4.

AIR MINISTRY COMMUNIQUE.

Yesterday R.A.F. bombers attacked barge concentrations on the Dutch coast and shipping at Le Havre. In the course of a routine patrol in the English Channel a Coastal Command aircraft shot down an enemy fighter in flames.

Last night strong forces of bombers made successful attacks on military objectives in Berlin. Over a hundred heavy bombs were dropped on three main power stations. A large fire was caused at the Templehof goodsyard. Several industrial plants were attacked among other key-points.

Other forces of aircraft heavily bombed the Fokker works at Amsterdam. Attacks were also delivered on the naval docks at Wilhelmshaven, on the goodsyards at Hamm, Soest, Mannheim and Gremberg and several enemy aerodromes.

Ports and shipping at Lorient, Cherbourg, Dieppe, Boulogne, Calais, Gravelines, Dunkirk, Ostend, Zeebrugge and Rotterdam, and the gun emplacements at Cap Gris Nez were bombed.

One of our aircraft is missing.

8/10/40 - No. 8

AIR MINISTRY BULLETIN NO. 1925

Air Ministry News Service

R. A. F. 'S LIGHTNING RAID ON LE HAVRE

Intense white flame from a *yesterday* burning storehouse lit up the dock at Le Hayre at dawn ~~this~~ morning after a lightning raid by aircraft of the Coastal Command.

The raiders dived out of cloud and took the German ground defences by surprise. They dropped many of their bombs before guns opened up with a terrific barrage.

The aircraft were over Le Havre for only eight minutes, but they straddled the harbour with three tons of high explosive bombs, and left fires burning among buildings on the quayside.

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SOLDIERS AND AIR RAIDS.
 "CANNOT THE ARMY HELP?"
The Importance of Training.

German air raids have thrown a heavy burden on the civil defence services of Great Britain. The question is being asked in some quarters, "Cannot the Army help?" The suggestion is made that soldiers should fight fires, move civilians from danger zones, build shelters for the homeless, and carry food to the hungry. There are, it is said, a million, a million and a half, or two million men standing idle until they are sent abroad on active service or until the Germans attempt an invasion. Why should they not be given something useful to do, especially when many desperately necessary things are waiting to be done? No demand could sound more reasonable. No policy could be more dangerous. Nevertheless the Army does as a temporary measure assist in meeting sudden demands for civilian labour until that labour is organised.

The British Army exists to defeat the enemy. Until the hour of battle arrives it must devote its thought, its energy, its time to making that defeat certain. The highly mechanised warfare of to-day calls for a training whose thoroughness and complexity go far beyond anything ever before required. In their accounts of their successes during the past year the Germans have repeatedly given much of the credit to the self-reliance, the initiative, the skill of the individual German soldier. His courage, endurance and discipline would not have been enough; he had to be master of his weapons, to understand the operations in which he was engaged, and to be ready always to act as a changing situation might demand. Germany owes her success not only to the heavy blows she has struck but also to the use she has made of the quiet intervals. She has filled the months when nothing has seemed to be happening with an intense unremitting labour of preparation. A main part of that preparation has been the training of her army. The British soldier is better human material than the German. But to fling him into battle less well trained than his opponent is to require him to redeem with his blood a desperate disadvantage.

Two years ago Great Britain had a small Army; to-day she has an Army many times as large. No army is ever perfectly trained. When the normal difficulties are multiplied by such expansion and at the same time the endless demands of war have to be met, the task becomes immense, and every available day must be spent in training. The results that are being obtained are remarkable. The Army is receiving raw recruits, and in a few months is inculcating a sense of military discipline, and esprit de corps, out of which come the physical well-being and the corporate spirit which in their turn produce team-work and comradeship. Simultaneously they are being turned into skilled workmen in half a dozen trades. A peace-time education service which could effect as much with a three years' course would be generally applauded. But the Army is not and cannot be satisfied. It needs every minute to train the soldier in the many things that help him to take care of himself and beat the enemy.

The new training has another side. To-day the soldier is called upon to use and to keep in order and to repair such a multitude of machines that he must be a mechanic. The many engines of his trade have made him an engineer. Rule of thumb is not enough. He must have a grasp of principles if he is to master quickly each new problem as it is presented to him.

To train the modern mechanically minded recruit in the use of new weapons and new machines is the easiest part of the task. The old task of making him into a soldier is harder and takes as long as it ever did. He has to be taught in barracks (or in other quarters) and on the parade ground to keep himself fit and his arms and equipment clean and serviceable, and to move and act quickly and exactly in concert with his comrades. A certain amount of barrack square work is still essential, but the modern recruit spends less time than his predecessor in marching, turning, wheeling and marking time. The soldier is out in the open country as soon as possible, playing his part in tactical exercises ingeniously approximated to real war. He is taught to watch, to note, to draw the right conclusion. Especially he is practised in night craft. He learns to find his way about in the dark, to approach unheard, to lie hid unsuspected. It must be remembered, too, that training of often interrupted by alarms which necessitate operational movements. It is not easy to produce the modern soldier.

The conclusion is clear. The Army can and does as a temporary measure assist in meeting sudden demands for labour until civilian labour can be organised for the purpose required, but the Army cannot without grave prejudice to its preparation for war allow its energies to be deflected from its military training.

Please check with actual broadcast.

LOOK OUT IN THE BLACKOUT

Following is a script of a talk to be broadcast in the B.B.C. Home Service this evening, from 6.45 to 6.55, by M. Frederick Montague, M.P. Parliamentary Secretary to the Ministry of Transport.

Following the example of the R.A.F., I am taking the air tonight with certain definite objectives in view. But once I have located the targets, so to speak, I shall leave it to other more able exponents of road safety to drive home the main points and cover the ground fully in the course of the series of talks you will be hearing from time to time during these blackout months.

I know you've heard a lot already about safety first in the blackout, I know you've seen advertisements and posters and so on. But I must ask you to forgive me if I repeat now what many of you have already heard; my excuse is that it is so vitally important.

Some of you will say, "What's the point of talking about accidents on the road when so many people are losing their lives through air raids?" On the contrary, it is more necessary than ever. It is more vitally necessary to keep the nation up to full strength now than it ever was; waste of life just now is more criminal than ever. And then, another thing. All this danger from the air makes people more careless about the ordinary risks of everyday life. They are apt to think less of them, they forget them in the face of what seems a greater danger. That's just what they must not do.

My first task, then, is to remind you that the blackout, which hides the towns and villages from the eyes of enemy raiders at night, also hides the pedestrian from the eyes of the driver on the road. And that task is rendered necessary because some of the road conditions created by the blackout are not yet fully understood.

The unforgettable happenings of the last few weeks have demonstrated beyond a doubt, the necessity of not showing one single glimmer of light which would help the enemy. During the air raid warning danger period, as you know, even the masked headlamps of motor vehicles must now be extinguished, leaving only the side lamps in use.

But if we are not going to pay for increased safety from air attack by increased casualties on the road, all classes of road users must adapt themselves to these new conditions far more successfully than they have done hitherto.

The point that I wish to emphasise tonight is that people are being killed and injured in the blackout because of a misconception which exists in the minds of pedestrians. The simple fact is that while the pedestrian can see the light of an oncoming car, the driver of the car cannot see the pedestrian.

This fact in itself is not the cause of accidents. The trouble is that the pedestrian does not realise the driver cannot see him.

Any night, after blackout, one can still hear people say, "We're on a crossing, we've got the right of way", - and ask, "Does he think he owns the road?" They would not look at it like that if they genuinely understood the fact that they are invisible to the driver until he is right on top of them.

This is an argument for more care on the motorists' part, but it is one also for a sensible co-operative attitude on the part of pedestrians.

The point mentioned may sound obvious, but in reality it is far from obvious. For twenty or thirty years we pedestrians (and I am a pedestrian, not a motorist) have taken it for granted that when we could see a car coming, the driver could see us. We have done so even after dark, relying on street lighting in towns and bright headlamps in the country.

With the arrival of the blackout we can still see, as well as hear, when a car is approaching, though it may be more difficult to judge its distance and speed. What we fail to understand is that conditions for the driver have radically changed, and that his seeing power has been greatly diminished.

The obvious retort of the pedestrian is, "Well, if the driver can't see me, he ought not to travel so fast that he can't pull up before hitting me." It is of course very important that drivers should always be able to pull up in the distance for which they can see the road to be clear and this advice, contained in the Highway Code, should be scrupulously followed even though the blackout greatly cuts down both the distance they can see and the pace at which they can go. At the same time we must remember that his vision is confined to a fairly narrow beam of light and that at any moment a person may enter that beam not at the extreme limit of his view, but from the side.

So there are misunderstandings on both sides. People who drive in blackout hours are inclined to assume that the pedestrian must know he cannot be seen. In most cases this assumption is quite incorrect. Relatively few people have driven cars in the blackout and therefore the great majority have no experience of the driver's range of vision.

I ask drivers to make the widest possible allowance for the pedestrian's failure to appreciate this difficulty.

Yet another misconception in the minds of large numbers of road users is the thought, seldom put into words, that death from road accident is something that happens only to "the other fellow." This idea arises from familiarity with traffic conditions and is sometimes wrapped up in a false philosophy.

At the present time when we count air raid casualties by the hundred one often meets a form of fatalism which goes, "If a bomb gets me it will have my number on it." Which is all very fine, but one might as well say, "If I am to be run over by an expresstrain, I am to be," and then make that an excuse for walking along the railway line. You may not be able to keep out of the way of a bomb, but with reasonable care you should always be able to keep out of the way of a car on the road.

Then again we bank too much upon our experience. Take some landlubbers and put them in a sailing boat in a rough sea, and they immediately fear death from drowning; therefore they are careful. Bring a savage who may have never before seen a motor car in a city and he will be scared of motor cars; he too will be careful. But we with our familiarity with traffic in going about our every day business may easily tend to become careless and unconscious of danger.

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And this trustful familiarity is the very thing that will let us down in this time of war. This is specially so in our cities and large towns, but it applies also to country districts. Owing to air raid damage the traffic often takes a new and unexpected route; the pedestrian gaily stepping out into his accustomed street-crossing finds a bus swerving down on him where no bus **ever** came before. He doesn't expect a bus there - he is off his guard. The bus driver is uncertain of his turning - he is off his guard too. Result - every chance of an accident.

At the moment when an accident happens, or rather at the moment just before it happens, the matter rests entirely between two persons - the driver and the pedestrian. Therefore it is only by some change of behaviour on the part of one or the other that accidents can be avoided. It's not a thing where any third party can help. If Mrs. Brown contributes an old aluminium saucepan to the scrap heap it may conceivably become part of a Spitfire which will one day help to save Mrs. Jones's house from being bombed. But Mrs. Brown cannot prevent Mrs. Jones from getting run over. It is up to Mrs Jones to do her part.

British people have a lot of things to remember these days, but I would like to leave with you three simple rules:-

Increase your visibility by wearing or carrying something light in colour.

Whenever possible cross the road at the traffic light signals.

Pause when emerging from a station or brightly lit house until your eyes are accustomed to the gloom.

One special rule: do not try to stop a bus by flashing a torch in the driver's face. This has the same sort of effect in its way as the beam of a searchlight in the eyes of a pilot.

I have mentioned tonight three common misconceptions. If we can clear our minds on these points we shall remove the fundamental causes of accidents in the blackout.

BRITISH BROADCASTING CORPORATION

8/10/40 - NO: 11.

PRESS NOTICE

The King has been pleased to approve that the Rt. Hon. Lord Tryon be appointed Parliamentary Secretary, Ministry of Pensions; and that Miss Ellen Wilkinson be appointed an additional Parliamentary Secretary, Ministry of Home Security.

10, DOWNING STREET, S.W.1.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE

This morning enemy aircraft which flew over London at a great height were engaged by our fighters and several were shot down.

Some bombs were dropped, but in spite of the fact that traffic was at its height casualties were not numerous. There were however some fatal injuries among railway passengers, a train being hit by debris. Another bomb on a main thoroughfare seriously damaged two omnibuses and a number of persons were killed and others seriously injured.

Later an attack was made by low flying aircraft in which a shelter and some industrial buildings were damaged. Particulars of casualties are not available.

A few bombs are reported to have been dropped in other parts of South Eastern England during the morning but no serious damage or casualties are reported.

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8/10/40 - No.13.

AIR MINISTRY BULLETIN No.1937.

Air Ministry News Service.

ATTACKS ON ENEMY SHIPPING.

The pilot of a Coastal Command Blenheim, attacking shipping in the harbour at Lorient on the west coast of France early this morning, said he had to fly through the biggest display of "flaming onions" he had ever seen.

"This A.A. barrage came up thick in front us", he explained, "and once or twice I could have sworn that our wing-tips were on fire and crackling".

He cruised for three-quarters of an hour over the harbour before letting go his bombs on a row of store-houses.

Others of his squadron distributed their bombs over ships in the harbour, and could tell by the explosions that they had found their targets.

Shipping at Rotterdam was also attacked by Blenheims of the Coastal Command. High explosive bombs and hundreds of incendiaries were dropped among ships in the docks and canals.

A red glare lit up the sky over the French Channel port of Gravelines after another Coastal Command attack had started great fires.

Air Ministry News Service

WOUNDED GUNNER SHOOTS DOWN FIGHTER

Although wounded and manning a useless turret, the gunner of a Coastal Command Blenheim bomber last night shot down one of three Messerschmitts in flames over the Channel.

The Blenheim was on patrol when three Messerschmitts 109 attacked together. One flew below the British aircraft and the others on either beam.

The first burst from the Messerschmitts' guns jammed the Blenheim's gun turrets. The gunner could fire only one side. Through his inter-communication telephone he shouted: "Turn to starboard," then a bullet hit him in the ankle and another wounded the observer in the back.

At that moment the pilot made a sudden turn which brought the guns to bear. Despite his wound the gunner put a long burst into the nearest Messerschmitt and the German tumbled headlong into the sea. There was a great crash and a cloud of smoke as it hit the water.

The other enemy fighters broke away and the Blenheim came home safely. It was riddled with bullets, and there was a hole "as big as a fist" in one of the air screws.

Not to be published until after the issue of
The London Gazette of 8th October.

AWARDS FOR GALLANTRY.

8th October, 1940

The King has been graciously pleased to approve of the award of the Medal of the Military Division of the Most Excellent Order of the British Empire to the undermentioned for meritorious service:-

Signalman Charles William OSTLER, No. 767027,

Royal Corps of Signals.

In May, 1940, Signalman Ostler was chosen to take an important message from Headquarters, to Rear General Headquarters, when the route was nearly closed by the enemy. He was the last to get through, completing the return journey in the same day. He was heavily bombed in ABBEVILLE and his motor-cycle was put out of action. The ABBEVILLE Bridge was destroyed but he managed to secure another machine and reach his destination by another route. He was thus able to deliver important messages from General Headquarters.

Sergeant Victory Joseph GUIVER, No. 105073,

Royal Army Service Corps.

Sergeant Guiver volunteered for a dangerous duty on May 18th, 1940; when it was reported that the non-commissioned officers at Arras were without means of evacuating, he volunteered to drive a lorry through. He did the journey and assisted in dismantling equipment retiring with it to Boulogne.

On the night of the 19th May, he was instructed by the Officer Commanding to proceed to Rouen, and despite the fact that German tanks were operating in the Abbeville district, where he had to pass, he did the journey and got his lorry and equipment safely back to Rouen.

During the retirement from Rouen he showed great resource and owing to his coolness during the bombing raids, was eventually made non-commissioned Officer in charge of Transport and Convoys.

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8/10/40 - No. 16.

THE POPE'S MESSAGE TO THE KING & QUEEN.

Permission has now been received to publish the full text of the Pope's message to the King and Queen on the occasion of the bombing of Buckingham Palace.

The text is as follows:

Apostolic Delegation,
16th September, 1940.

To the King's Most Excellent Majesty.

Sire, May it please Your Majesty,

His Holiness, Pope Pius XII, in a message dated September 14th, which has just reached me, bids me convey to Your Majesty and to Her Majesty the Queen his felicitations on the deliverance of Your Royal Persons from danger when the bomb struck Buckingham Palace.

I remain, with the profoundest veneration,

Your Majesty's most faithful subject and devoted servant,

(signed) WILLIAM GODFREY,

Archbishop of Cius,

Apostolic Delegate to Gt. Britain.

The following message was sent in reply:

Buckingham Palace,
18th September, 1940.

Dear Archbishop Godfrey,

I have laid before the King the letter which you were good enough to enclose with your letter to me of September 16th.

The King and Queen, who have received with much pleasure the message from Pope Pius XII, will be glad if you will convey to His Holiness an expression of Their Majesties' sincere thanks for his kind message of congratulations on their escape from the bombing of Buckingham Palace.

Yours very truly,

(signed) ALEXANDER HARDINGE.

The Most Reverend Archbishop Godfrey.

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8/10/40 - No. 17.

AIR MINISTRY BULLETIN No. 1939.

Air Ministry News Service.

BELGIAN AIRMEN'S VICTORIES.

Belgian pilots flying Blenheim fighters of the Coastal Command shot down two Heinkel 60 seaplanes in the Channel before breakfast this morning.

This is the first time that the Heinkel 60, a single engined bi-plane, has been encountered off the French coast. Both were easy victims for the Blenheims.

The two pilots, both of whom were in the Belgian Air Force before King Leopold's capitulation, met the first Heinkel between the Isle of Wight and Cherbourg.

"It was painted black and bore the Swastika markings. The German pilot didn't seem to know what to do and we shot him down", said the air gunner of one of the Blenheims. "The Heinkel fell in the sea, wing first, and broke up."

They met the second seaplane off Portland Bill.

"This Heinkel fired a little burst at us", said one of the Belgian pilots. "We went round it three times and then shot it down. The Heinkel crashed on its back in the sea. We never saw any of the crew."

The air gunner in this Blenheim had an eye slightly injured by one of the bullets from the Heinkel.

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8/10/40 - No. 18

General de Larminat, who was recently appointed by General de Gaulle to the supreme executive control of the Free French Colonies, paid an official visit yesterday afternoon to M. Ryckmans, Governor General of the Belgian Congo.

The streets of Leopoldville, the Congo capital, were beflagged and lined by an enthusiastic population.

General de Larminat and M. Ryckmans exchanged friendly speeches which expressed the determination of the Belgian and Free French Colonies to remain united in supporting the allied cause for the freedom of their respective motherlands.

The visit will be returned shortly.

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MINISTRY OF INFORMATION

AIR MINISTRY BULLETIN No.1940.Air Ministry News Service.GERMAN DECOY BOMBERS.

Disguised bombers were flown in an enemy attack on London today. Messerschmitt 109 single seater fighters have been used by the Germans for some time to carry one or two bombs apiece.

During this morning there have been three attacks on the London area. Each attack has been in two phases.

First a force of Messerschmitt fighters with a small number of bombers mostly Junkers 88 would cross the Kent coast, flying very high and straight north. When that force had turned back after either reaching London or being driven off by our fighters, another similar force would cross the coast.

The effect was almost continuous raiding from 9 a.m. to 1 p.m. the waves of Messerschmitts most of them from 20,000 to 30,000 feet high were not what they seemed - merely escorts for the heavy bombers. Some of them were themselves bomb carriers.

Pilots of a Spitfire squadron, who destroyed one Messerschmitt and probably two more, saw Messerschmitts spread out over two square miles of sky. There were three layers of them flying north, one layer at 16,000 feet the next 20,000 feet and the highest at 25,000 feet.

The Spitfires led by a Flight Lieutenant attacked the middle layer. The Flight Lieutenant seriously damaged one of the Messerschmitts which dropped out of formation.

"I followed him down", he said, "and then I drew alongside and pointed to the ground. The German pilot waved back. He threw back his hood and made signs that he was going to land. I watched him crash land in a field and flew around until I saw that he had been taken prisoner."

One Messerschmitt was caught by the first round fired by a heavy anti-aircraft gun at Dover. It crashed in shallow water and the pilot waded to shore.

The Spitfire pilots saw fifty Messerschmitts diving in different directions over a Kentish aerodrome. They sent one dropping vertically through the cloud with black and white smoke pouring from it.

One of the Junkers 88 was destroyed. The Hurricane pilot who shot it down dived 800 feet through a blinding rain storm after him.

Three raiders were destroyed during the morning and several more were thought unlikely to reach home.

Two of our fighters are missing.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

Further particulars are now available of the enemy's attacks on this country today.

In the attack on London by low flying aircraft this morning little damage and few casualties were caused, but some of these were fatal.

Enemy aircraft unable to penetrate inland have again dropped bombs indiscriminately on coastal towns in Kent and Sussex, damaging houses and commercial buildings and killing and injuring a number of persons.

Three enemy aircraft have been shot down in these attacks by our fighters. Two of our fighters are missing.

Aircraft of Coastal Command without loss to themselves shot down two enemy aircraft today in the English Channel.

In the attack yesterday afternoon in the South-West of England some damage was done to a number of houses and to a factory. The casualties were not heavy but included a number of persons killed.

8/10/40 - No. 21

It is learnt in official quarters that Sir Stafford Cripps, H.M. Ambassador in Moscow, called on M. Molotoff towards the end of last week and discussed the general situation with him.

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MINISTRY OF INFORMATION

Air Ministry News Service.BERLIN BOMBED FOR FOUR HOURS.

Berlin suffered its heaviest air bombardment since the war began, when for close on four hours last (Monday) night relays of R.A.F. bombers kept up an almost continuous assault on military objectives in the German capital and its suburbs.

Power stations and other important targets in the city were bombed and set on fire. Factories and a gas works were hit by high explosive bombs and a big blaze followed the bombing of a central railway yard.

The first raider to penetrate the Berlin defences after its 600 mile flight from England arrived over the city about 9 p.m. - considerably earlier than on any previous raid, and nearly two hours in advance of the "curfew" when all Berlin theatres and restaurants must close down.

Twenty minutes later the raider had located its target, and the first bombs were falling on the MOABIT POWER STATION, within a mile of the Reichstag.

To launch his attack, the pilot of this aircraft dived 5,000 feet and dropped his bombs in a stick across the target.

A vivid white flash was seen after the bombs had burst. Then a fire broke out which, after dying away for a while gained a fresh hold and blazed up with great intensity.

Following raiders, concentrating on this target, dropped bombs among a group of tall chimneys beside the power station, and started new fires accompanied by explosions in many parts of the target area.

In another attack, which began five minutes before midnight, military objectives in the city were heavily bombed by relays of aircraft which made repeated runs over the target in the face of an intense barrage from the city's many powerful gun batteries.

High explosives of heavy calibre, followed by numerous fire bombs, were dropped in the course of an attack lasting an hour, and many fires were seen to break out amid the bomb explosions.

The WEST POWER STATION, an important COAL-GAS PLANT AT TEGEL in the north-west suburbs of Berlin and the ELECTRIC POWER STATION AT WILMERSDORF were the objectives of other sections of the raiding force.

Aircraft attacking the West Power Station scored direct hits with heavy bombs on some large sheds adjoining the power plant.

The explosions which immediately followed was accompanied by great clouds of black smoke and the report could be plainly heard in the aircraft, at 10,000 feet, above the roar of its engines.

Another salvo of bombs which overshot the power station straddled a railway yard to the south-west of the target.

Two great fires, started in the attack on the Tegel Gas Works, were confirmed by two separate bomber crews.

The BRANDENBURG AERO ENGINE works at Berlin-Spandau and an ELECTRICAL EQUIPMENT FACTORY AT GARTENFELD were other targets located and attacked by the Berlin bombers.

The MAIN LINE AT RUMMELSBERG four miles from the city centre, and the RAILWAY YARDS AT CHARLOTTENBURG were also bombed. A long line of fires broke out in the Charlottenburg yards.

An even more spectacular fire followed the opening of an intensive attack on the RAILWAY YARDS AND GOOD SIDINGS AT TEMPELHOF, less than two miles from the Unter den Linden. A great blaze started by one of the early sorties was still raging when the last of the attacking aircraft left the scene an hour and a half later.

"We were right over the city before the defences opened up on us", said one of the pilots engaged in this attack. "When we arrived shortly after 9 o'clock there was not even a searchlight to greet us, and we could hardly believe we had got to Berlin. Then suddenly everything started to come up at us."

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"The bomb-aimer could clearly make out the huge Tempelhof railway yards, which are between three and four miles long. We made use of the moon to attack, crossing the city and coming in so that we had the moon in front of us shining on the target.

"We bombed right across the yards at a point where they are about a mile wide, and my rear gunner saw our bombs burst on the tracks and sidings. Small fires and minor explosions broke out.

"Then, about 15 minutes later, there was a very heavy explosion and as this colossal fire started we could see the flames leaping up when we were 20 or 30 miles away.

"It was about then, just as we were feeling rather pleased with ourselves", continued this pilot, "that a German fighter suddenly came tearing in at us, firing as he came - it was a Messerschmitt 110.

"A cone of searchlight which we just couldn't shake off was holding us at the time, and lighting up the whole aircraft. The fighter had to come through the lights to get at us, but almost as soon as he attacked they were switched off.

"My rear gunner getting a glimpse of him as he came through the lights swung his turret, and he and the enemy opened fire at about the same time. My gunner said he could not possibly have missed. Our tracers were going all round him as he dived underneath, swung away to port and disappeared. He couldn't have been more than 15 yards away from us.

"Incidentally he got in one or two hits on us, damaging our starboard wing. One bullet - or it may have been a shell fragment - whizzed across in front of the wireless operator's legs, and another hit the navigator's table, but none of the crew were injured, and we got back without any more excitement."

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BERLIN BOMBED FOR FOUR HOURS.

Berlin suffered its heaviest air bombardment since the war began, when for close on four hours last (Monday) night raids of R.A.F. bombers kept up an almost continuous assault on military objectives in the German capital and its suburbs. Power stations and other important targets in the city were bombed and set on fire. Factories and gas works were hit by high explosive bombs and a big blaze followed the bombing of a central railway yard. The first raid to penetrate the Berlin defences after its 600 mile flight from England arrived over the city about 9 p.m. - considerably earlier than on any previous raid, and nearly two hours in advance of the "curfew" when all Berlin theatres and restaurants must close down. Twenty minutes later the raiders had located its target, and the first bombs were falling on the MOBIT POWER STATION, within a mile of the Reichstag. To launch his attack, the pilot of this aircraft dived 5,000 feet and fired a salvo of incendiaries at the target, and we could hardly believe we had got to Berlin. Then suddenly everything started to come up at us.

8/10/40 - No.25.

The Board of Admiralty regrets to announce that H.M. Tug SAUCY (Lieut. A. Paton, R.N.R.) has been sunk by an enemy mine.

The next of kin of casualties have been informed.

Admiralty

S.W.1.

AIR MINISTRY BULLETIN No. 1944.

8/10/40 - No. 28.

Air Ministry News Service

NEW CZECH SQUADRON'S VICTORY.

A newly-formed Czecho-Slovak squadron of Hurricanes had their first victory today - in their first engagement.

Three of them were ordered up to intercept a Junkers 88 bomber making for Liverpool. Within eleven minutes of taking off they were back home again and the enemy had been shot down.

The squadron was trained alongside another Czecho-Slovak squadron which has been in action for some time now and which has shot down about 40 enemy aircraft.

AIR MINISTRY BULLETIN No. 1945

8/10/40 - No. 29

AIR MINISTRY COMMUNIQUE

Two more enemy bombers are known to have been brought down in attacks on this country to-day.

The total number of enemy aircraft destroyed to-day is therefore seven.

(Note: The seven includes two seaplanes announced earlier to-day.)

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8/10/40 - No.30.

The following latest list of British Prisoners - of - war
has been received from a German source:-

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|------------------------------|--|
| 1. Midshipman A.O. Atkins | 4, Third Avenue, Hove, Sussex. |
| 2. Lieutenant M. J. Hanrahan | 27, Denby Road, Douglas, I.O.M. |
| 3. A. R. Purchase | 283, Clapham Road, Stockwell,
London S.W. |
| 4. Sergeant W.H. Mercer | 6, Beechwood Gardens, Mossend,
Lanarkshire, |

MINISTRY OF INFORMATION

N.B. Next of Kin if able to identify the men from the
information published, are requested to advise the
casualty branches of the services concerned forwarding
regimental or other details.

STATEMENT BY THE CENTRAL PRICE REGULATION COMMITTEE

PURCHASE TAX

The Purchase Tax is to come into operation on October 21st. On and after that date certain goods will bear a tax of one-third of their wholesale value and certain goods will bear a tax of one-sixth of their wholesale value. A list of the goods subject to the tax at each of these two rates is given in the Seventh Schedule to the Finance (No. 2) Act, 1940 (copies of which can be bought at H.M. Stationery Office, Price 9d.) and complete details are given in Notice No. 78 issued by the Commissioners of Customs and Excise.

The tax is charged on the wholesale value of the goods and is collected at the stage when the goods pass from the manufacturer or wholesaler to the retailer. The retailer therefore has to pay a higher price for goods which have borne the tax and for such goods he will have to recover this by charging a higher price to the public, but he must not make any profit on the tax.

The Central Price Regulation Committee has carefully studied the relation of the tax to retail prices and issues the following statement for the guidance of traders:-

1. Any writing up of the prices of stocks in the hands of retailers which have not borne the tax to the prices of goods which have borne the tax is not permissible in any circumstances under the Prices of Goods Act, and any such writing up would render the retailer concerned liable to severe penalties. It is the duty of the retailer to give the public the benefit of the lower prices appropriate to his untaxed stocks of goods so long as such stocks last, and it is believed that they are considerable.
2. The Central Committee and the Board of Trade are of opinion that the Purchase Tax should be excluded in any averaging of the costs of stocks bought at different prices and also of the cost of stocks in hand with the cost of goods which are the subject of firm contracts for future delivery done by traders under the First Schedule to the Act as amended by Order No. 296 of 1940.
3. Whether or not from the point of view of the public it might be most satisfactory if retail selling prices showed the amount of tax, it appears reasonably clear that such a separate statement would in many cases be impracticable. The retailer may therefore treat the tax as part of the cost to him of the article in question.
4. As a temporary measure, the Table given at the foot of this statement has been worked out showing what reduction should be made in existing percentage margins (i.e., the margins which have resulted from the proper application of the Prices of Goods Act up to the time of the coming into operation of the tax) so as to leave the retailer the same cash margin as formerly, except that the percentages have been rounded up so as to give the retailer a slight benefit to compensate him for the fact that he will be out of pocket between the date on which he pays the tax to the wholesaler and the date when he recovers it from the public. If it is found that the result of the Purchase Tax is to reduce the total number of goods sold by any retailer, adjustments for such loss of turnover can properly be made later, in accordance with the Pricing Formula issued by the Retail Trade Organisations and approved by the Central Committee.
5. There are several special points in regard to branded price-maintained goods for which permitted prices have been approved:
 - (a) For the present there will be, in most cases, two sets of permitted prices - one for goods which have not borne the tax and the other for goods which have borne the tax. The Central Committee thinks that the public as well as traders will accustom themselves to such a condition of affairs.

- (b) In some cases manufacturers propose to put a mark on their branded articles which have borne the tax. In some cases also manufacturers propose to show the amount of the tax separately from the rest of the price. The Central Committee favours both these practices but realises that they cannot be universally applied, particularly during the period immediately following the coming into force of the tax. The public must therefore realise that in many cases there will be no such special mark or label on articles which have, in fact, borne the tax and for which the retailer is consequently entitled to charge the higher price.

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Table showing the new rate of percentage margin on returns resulting from inclusion of Purchase Tax in the price, to give the same cash margin as the old rate of percentage margin resulting from the proper application of the Prices of Goods Act immediately before the operation of the Tax.

Old rate of Margin	New rate of margin when Purchase Tax is :	
	33 $\frac{1}{3}$ %	16.2/3rds
%	%	%
20	16	18
22	17 $\frac{1}{2}$	19 $\frac{1}{2}$
24	19 $\frac{1}{2}$	21 $\frac{1}{2}$
26	21	23 $\frac{1}{2}$
28	23	25
30	24 $\frac{1}{2}$	27
32	26 $\frac{1}{2}$	29
34	28	31
36	30	32 $\frac{1}{2}$
38	31 $\frac{1}{2}$	34 $\frac{1}{2}$
40	33 $\frac{1}{2}$	36 $\frac{1}{2}$

8th October, 1940.

IT IS REQUESTED THAT NONE OF THESE ITEMS SHOULD BE PUBLISHED BEFORE THE DATES INDICATED IN THE RESPECTIVE SECTIONS.

AIR MINISTRY WEEKLY NEWS LETTER.

Note:- The information contained in this News Letter may be used by the Press without acknowledgment. If it is desired to refer to the Air Ministry as the source of the information, the expression "The Air Ministry announces -" is NOT to be used.

CONTENTS.

Section A. Items in this section are available for first publication in EVENING newspapers published on October 9th and in WEEKLY newspapers published on Wednesday and Thursday, October 9th and 10th.

AN ANSON'S "FINEST HOUR".

PRISONERS A SECOND TIME.

SCHOOL FOR R.A.F. POLICE

"A GIANT'S KICK".

POLES WANT BOOKS.

OVER-GOOD GERMAN AIM.

Section B. Items in this section are available for first publication in MORNING newspapers of Friday, October 11th, and in WEEKLY newspapers published on Friday, October 11th.

200 HOURS OVER ENEMY TERRITORY.

"LIKE A GERMAN BAND".

PILOT TIMES FALL IN SEA.

"THANKS FOR THE LIFT".

FLYING SQUADS FOR R.A.A.F.

AIR FORCE NEWS IN BRIEF.

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

October 9th, 1940.

AN ANSON'S "FINEST HOUR"

An Anson aircraft of the Coastal Command patrolling off Calais, fought in succession two Henschels 126, one Messerschmitt 109, and three Messerschmitts 110. All were driven off, though the pilot and navigator of the Anson were wounded.

The two Henschels (German Army Co-operation aircraft) attacked the Anson as it approached the French coast.

The British pilot was wounded in the first exchanges, but fire from the Anson quickly silenced one of the German rear gunners. Both Henschels then withdrew.

A Messerschmitt 109 had dived to their assistance, and the navigator of the Anson was shot through the knee before this aircraft also broke away after a fusillade.

A minute or two later the Anson found a formation of at least 70 Nazi fighters flying above. Three of them - Messerschmitts 110 - detached themselves to deal with the comparatively slow but sturdy Anson.

As usual, the Anson fought back much harder than the enemy expected. One of the Messerschmitts, after receiving a burst from the Anson, made off smoking, quickly followed by its two companions.

The wounded pilot and navigator brought the Anson safely back to its base.

PRISONERS A SECOND TIME.

Members of the crew of a Heinkel 111 which made a forced landing in Kent recently, are now prisoners of war for the second time.

They were shot down in France and taken prisoner, but released by the French five days after Armistice. After some time in hospital and on leave, they returned to their unit early this month.

Their aircraft was leading a flight which operated from a French base to attack the London docks. The starboard engine was hit by A.A. fire and as oil escaped, the engine seized. The aircraft lost speed and fell behind the formation. It was chased by Spitfires and the steering was put out of action.

The pilot said that they would have baled out but one of the crew had been wounded. So he force-landed and immediately threw an incendiary bomb into the cabin. Soldiers arrived in time to pull the bomb out and the aircraft was saved.

SCHOOL FOR R.A.F. POLICE.

At the R.A.F. Police Headquarters and School hundreds of young men are being trained to become Service policemen.

Before they can be accepted for the course they must have attained a high degree of physical fitness and intelligence and be of sterling character.

The average age of entrants is between 22 and 28. Many of the recruits have had previous police experience at home or abroad, although chartered accountants, bankers, actors and farm labourers have all successfully passed through the school.

The course is intense and concentrated. First of all the recruits learn the law and its application to Service requirements. Air Force law must then be studied, and finally the recruits are taught how to investigate crime and offences, court martial procedure

traffic and convoy control, first aid, ju-jitsu and self-defence, and the use of weapons.

For practical purposes they are set problems to solve which increase their ability to sift evidence and produce results. Mock trials are arranged to enable them not only to give evidence in the proper way, but also to judge and sum up a case on its merits.

All the recruits are under the personal supervision of instructors from the time they arrive until they leave on the completion of the course.

They are then posted to various R.A.F. stations where they are able to deal with any emergency that arises, from minor matters of discipline to the activities of enemy agents.

The Commanding Officer of the school has had 20 years' experience of Service police work and instruction. His staff is specially selected for instructional duties, and is composed of men who themselves have had to pass a course considerably higher in standard to that which they have to teach.

One of the Flight Sergeant instructors served 14 years in the Metropolitan Police, including 10 years in the C.I.D. branch and the flying squad.

It has been found that at the end of every course the intellectual standard of each man has been considerably increased. When a recruit arrives he may suffer from an inferiority complex and be shy of hearing his own voice. The instructor tells him to stand up in the class, and if he is inaudible he is sent to the back of the room and told to speak louder. If he still cannot be heard he turns about and talks to the wall. He must then raise his voice until he can be heard clearly by everyone. This method soon enables the recruit to regain confidence in himself.

The R.A.F. Police Headquarters and School is the only training centre for Service Police in the Royal Air Force. Since the beginning of the war there has been a fivefold increase in the numbers being trained.

"They are extraordinarily good material to work on", said the C.O. "You find the same spirit among them all - that of helping one another. This spirit of esprit-de-corps is very important, and I can assure you that we get very good policemen out of them all".

"A GIANT'S KICK"

After 40 minutes concentrated attack by Blenheims of the Coastal Command on the harbour at Le Havre, fires which had been started on the previous night over most of the harbour area were rekindled to double strength. The dock became a cauldron, at least 13 separate and spreading fires following scores of explosions.

One of these explosions was perhaps the most remarkable that has taken place in the bombardment of the invasion ports.

When a salvo of bombs burst on the target, the ground became sheeted with white flame.

"Then", said one of the pilots "something volcanic seemed to happen. The concussion could be felt like a giant's kick a mile and a half high. At 8,000 feet I thought my aircraft would be upset. We were in cloud at the time, but the sky around us suddenly became clear. The cloud, even at that height, had actually been blown away by the force of the explosion. Night became like day.

"I never saw such a fire before. Its brilliant reflection glowed in the clouds far above us. It warmed the cockles of our hearts".

POLES WANT BOOKS.

Bombs dropped by Polish aircrews frequently have messages inscribed on them, some abusive, others pathetic. One read, in English, "Good morning, you - ", followed by the Polish equivalent for one of canine parentage.

Another was "Revenge for my aunt killed at Warsaw".

The Polish news paper printed in this country is widely read, but Polish books are scarce. Poles living in England who could send books to their countrymen at R.A.F. stations would be doing a great kindness.

OVER-GOOD GERMAN AIM.

A Coastal Command aircraft was reconnoitring Le Havre when a Messerschmitt 109 dived to attack.

One of the British gunners had the enemy in his sights. He was just about to fire when he saw the Messerschmitt drop vertically seawards, out of control.

It had been hit by German anti-aircraft fire.

200 HOURS OVER ENEMY TERRITORY.

Two hundred hours flying over enemy territory in just over three months is the record of a 21 year old Canadian pilot officer. He has packed so much adventure into that short period - and won the D.F.C. - that he finds it difficult to decide which was the most exciting trip.

He joined the R.A.F. two years ago, and one night in June undertook his first operational flight as navigator and second pilot.

"I don't think I shall ever forget that first trip", he said. "Our target was supply trains and railway lines south of Liege.

"As this was to be my baptism of fire the pilot wanted to let me down gently, so he kept the aircraft fairly high. My first impression of the 'ack-ack' was that it was pretty. It didn't strike me then that it was even dangerous, and I persuaded the pilot to go down a bit lower. I told him that this would give me a better opportunity to aim my bombs properly.

"The bombs hit the target fair and square and large pieces of twisted metal were thrown high into the air. The track for many yards was completely wrecked.

"This first journey was soon followed by 15 others and on each of these trips I was second pilot and navigator. On one occasion, just before we made our bombings, the pilot turned too quickly and we found ourselves in a spin. At the time we were only 800 ft. up and had our bomb doors open ready to make our attack.

"I rushed from my perch in the nose to the centre of the aircraft and unfused the bombs. We were then only a few feet above the treetops but the pilot managed to regain control in time.

"We then flew back to our target, whilst I fused the bombs again, and I am glad to say that after that almost spiral dive we had the pleasure of seeing some more railway lines blown sky high".

Other operations in which this pilot has taken part have been against enemy shipping, oil refineries, aircraft factories, Channel ports and objectives in Berlin and Stettin.

Twice he has had to abandon his aircraft over the North Sea, but on both occasions no lives were lost. The second "dip in the ocean" occurred when he was returning from Stettin. The bomber came down half a mile from the coast and within 200 yards of a friendly minesweeper, which picked the crew up and brought them safely to port.

"Then we were attacking Leuna chemical works" he said, "we flew so low that we only just missed the chimneys, and I noticed that there were only 10 of them. There were certainly 13 before the attack started."

"LIKE A GERMAN BAND"

Fighter pilots coin some apt descriptions when telling their Intelligence Officers just what happened. One who landed safely after being hit by a cannon shell, was asked what it felt like.

"You know how a German band starts off," he said immediately, "There's a little 'chuff-chuff-chuff' and then 'bang' goes the big drum and the band is playing. It was just like a German band when the drum kicks off."

Another, who had baled out, said: "It was lovely -- so peaceful. I had a good look round as I came down. Then when I landed, I could find no-one. It was with a shock that I realised there was an air raid on and I'd been in it!"

Then there was the squadron leader who described a formation of enemy aircraft, stepped up in the sky, as making him feel "like looking up the escalator at Piccadilly Circus". Another said a formation looked like "a big black carpet in the sky".

One pilot who landed with his Spitfire riddled with holes was asked: "Where'd you get that piece of lace?"

But one of the best, perhaps, was provided by a Polish pilot who speaks little English. He had shot down a Messerschmitt, and said: "It was so seemple. I shoot --- So ... Whoomph! Then I go Whoomph once more. The Messerschmitt --- he catch fire and goes down ... boom. He is so surprised."

PILOT TIMES FALL IN SEA.

With cool precision, a fighter pilot made mental notes of his instrument readings and of the exact time before his Spitfire plunged into the sea.

Peering through smoke from his damaged engine, he checked up on his altimeter, oil pressure, and radiator. A few minutes later he was struggling to free himself under water. He broke surface and struck out for a lightship, the position of which he had noted as he was coming down.

The Spitfire pilot had shot down an enemy aircraft. As it fell crashing to the sea it missed the Spitfire's starboard wing tip by about six feet. Meanwhile the wind screen of the Spitfire had become covered with black oil.

"Then my radio-telephone became silent and the engine began to belch white smoke", the pilot reported. "In about 45 seconds the engine seized."

"I looked at the altimeter, which was reading 4,000 ft., oil pressure nil and the radiator temperature about 200°. As I could see a lightship below", (the pilot gives its position and number) "I decided to land on the water. I landed at 1727 hours, 200 yards South East of the lightship. The aircraft sank before I could release my harness, but I managed to free myself under water and swam towards the lightship.

"The lightship lowered a boat and picked me up".

"THANKS FOR THE LIFT".

A motorist who frequently gives pedestrians a lift in these days of transport uncertainty has thought of a way to increase the number of beneficiaries from his action.

He has placed in a prominent position in the car a collecting box labelled "R.A.F. Comforts Fund".

His passengers seem to welcome the hint and many leave in the box sums which represent their usual fare.

The result is a welcome addition to the fund, which provides wool for knitting parties as well as games, books, tobacco, and other comforts for the R.A.F.

Motorists who think of adopting the same idea can earmark their collection for tobacco or wool if they choose or leave it to be devoted to the general Fund. The donations will in any case be well spent in a worthy cause, the needs of which are constantly growing with the rapid expansion of the Royal Air Force. When these collections reach a reasonable sum they may be sent to the Officer in Charge, Royal Air Force Comforts, 20, Berkeley Square, London, W.1.

FLYING SQUADS FOR R.A.A.F.

Instead of recruits for the Royal Australian Air Force coming in from remote country districts to central recruiting centres the Air Force now goes to the men.

Since the summer "flying squads" of recruiting officers from the capitals and mobile recruiting centres have been touring the Commonwealth to look for air crews and fitters, the recruits most needed by the R.A.A.F.

The squads travel from town to town, spending about a week in each and interviewing as many candidates as present themselves during that time. When the flying squad moves on to the next town it leaves behind a voluntary committee of local business and professional men which it has set up to carry on the work. These Committees form permanent local recruiting centres and can deal with all new applications from the district as they arise.

Over 60 towns, in all the States of the Commonwealth, are covered by the scheme.

AIR FORCE NEWS IN BRIEF.

More Chance of Flying.

As the result of recent publicity a large number of men of high type have come forward to be trained as wireless operators in the Royal Air Force. The facilities for training are now expanding so rapidly that educated men who are intelligent and quick can rely on being accepted if suitable in other respects.

More opportunities can now be offered to men to fly. Those who volunteer for flying duties during their training as wireless operators and are accepted are given a course in air gunnery. Pay during training is 2/6 a day; for wireless operators (ground) it is 4/- a day and for wireless operator/air gunners 8/3 a day.

NOT TO BE PUBLISHED BEFORE THE MORNING NEWSPAPERS OF

7th OCTOBER, 1940.

OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

WAR OFFICE CASUALTY LIST No. 58.

The Army Council regret to announce the following casualties.

The next-of-kin have already been notified.

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OFFICERS.

PRISONER OF WAR.

IRISH GUARDS.

ELLIOTT, Capt. H.A.V. 30352.

ROYAL SUSSEX REGIMENT.

WORTHAM, A/Capt. S.B. 74657.

DURHAM LIGHT INFANTRY.

BEAUMONT, 2nd Lt. J.W. 95522.

DIXON, Capt. J.H. 49712.

GOODENOUGH, Capt. F.W.E. 50085.

MANN, Capt. E.H. 52321.

SCOTT, Lieut. M.S.S. 70629.

STALLARD, Maj. T. 28308.

WRIGHT, Lieut. G.B. 49977.

RIFLE BRIGADE.

FELLOWES, 2nd Lt. Hon. J.D.C. 68116.

TRYON, Lieut. R.G.L. 23835.

ROYAL ARMY SERVICE CORPS.

FARROW, A/Capt. G.D. 66131.

HAMILTON, Capt. G.W. 100173.

HARRIS, Capt. D.W. 113248.

MACMILLAN, A/Capt. N.J. 92764.

REID, A/Capt. P.R. 58974.

THOMAS, Capt. T.D. 72324.

THURLEY, Capt. E.C. 108039.

PREVIOUSLY REPORTED MISSING, NOW
REPORTED PRISONER OF WAR.

AUXILIARY MILITARY PIONEER CORPS.

CHANCELLOR, Lieut. F.B. 43013.

PREVIOUSLY REPORTED MISSING, BELIEVED
KILLED, NOW REPORTED PRISONER OF WAR.

ROYAL ARTILLERY.

GOLDNEY, Lt. Col. R.M. 8336.

ROYAL ARMY SERVICE CORPS.

GRAYSON, W.S./Lieut. J.E.B. 71407

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DIED.

ROYAL ARTILLERY.

BATTYE, Maj. J.C.A. 17921.

ROYAL NORTHUMBERLAND FUSILIERS.

TITTLE, W.S./Lieut. J.M. 103440.

WARRANT OFFICERS, N.C.O's AND MEN.

KILLED.

ROYAL ARTILLERY.

BEARD, W/Bdr. F.R.A.

BROWN, Gnr. R.J.

CLARKE, Gnr. J.

FOKES, Gnr. H.

HENSHAW, Gnr. Dvr. i/c. T.

MITCHELL, Gnr. W.

RICE, Gnr. J.

THOMAS, Gnr. M.

WILLIAMS, Gnr. J.

EAST LANCASHIRE REGIMENT.

McCURLEY, L/Cpl. W.

ESSEX REGIMENT.

GRIDLEY, Pte. A.C.

KING'S SHROPSHIRE LIGHT INFANTRY.

PARRY, Pte. H.

KING'S ROYAL RIFLE CORPS.

DONLON, Rfn. T.P.

YORK AND LANCASTER REGIMENT.

LEAPER, L/Cpl. J.F.

ARGYLL AND SUTHERLAND HIGHLANDERS.

COLHOUN, L/Cpl. T.

GAITENS, Pte. R.

McPHAIL, Pte. R.

WILSON, Cpl. J.

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DIED OF WOUNDS.

ROYAL WELCH FUSILIERS.
DAVIES, Fus. W.H.D.

SOUTH LANCASHIRE REGIMENT.
WILLIAMS, Pte. J.

QUEEN'S OWN ROYAL WEST KENT REGIMENT.
OAKES, Pte. T.H.

DURHAM LIGHT INFANTRY.
CORNEY, Pte. J.

GORDON HIGHLANDERS.
HOUSTON, L/Cpl. S.

ROYAL ARMY SERVICE CORPS.
CROSS, Dvr. W.C.
FREEAR, L/Cpl. W.
FROST, L/Cpl. L.R.
GRANT, Pte. J.
HILL, Pte. D.W.
PERRING, A/L/Cpl. R.S.H.
RITSON, Dvr. D.H.
SANDERSON, A/S/Sjt. J.E.
WADDELL, Dvr. D.F.

AUXILIARY MILITARY PIONEER CORPS.
PERRIN, Pte. H.G.

WOUNDED.

ROYAL ARTILLERY.
BASHAM, Gnr. G.E.
LATCHFORD, Gnr. H.
PUGH, Gnr. H.A.

ROYAL ENGINEERS.
CROWLE, Spr. J.H.
THOMPSON, Spr. H.

ROYAL CORPS OF SIGNALS.
FLOWER, Sigmn. I.H.
MORLEY, Sigmn. J.H.
WILLIAMS, Sigmn. J.

GRENADEER GUARDS.
FEEBERRY, Gdsmn. C.
GEORGE, L/Cpl. J.A.L.
KINGTON, L/Sjt. A.
SMITH, Gdsmn. L.

QUEEN'S ROYAL REGIMENT.
HIDE, Cpl. W.J.

EAST SURREY REGIMENT.
ADAMSON, Pte. A.F.
FRY, Pte. L.H.

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WOUNDED (CONTD.).

HAMPSHIRE REGIMENT.
DAVIS, Bdsmn. W.C.

NORTHAMPTONSHIRE REGIMENT.
GILLET, Pte. L.

ROYAL BERKSHIRE REGIMENT.
DOLLERY, L/Cpl. A.
HUTCHINS, Pte. F.

YORK AND LANCASTER REGIMENT.
HOPKINS, Pte. W.
IBBOTSON, Pte. N.
KENDALL, Pte. A.W.
KILBURN, Cpl. E.

QUEEN'S OWN CAMERON HIGHLANDERS.
RITCHIE, Pte. J.B.

ARGYLL AND SUTHERLAND HIGHLANDERS.
COLLIHAN, Pte. F.
DONKIN, Sjt. J.
FRASER, Pte. D.
KENNEDY, Pte. J.
McGUINNESS, Cpl. J.
McKAY, Pte. R.
MARTIN, Pte. J.
NEVILLE, L/Cpl. J.
PURDON, Pte. D.
ROSE, Pte. D.
WHITE, Pte. J.

ROYAL ARMY SERVICE CORPS.
LAMB, Dvr. J.C.
PARNSLEY, Dvr. A.
ROBINSON, Dvr. E.A.
SOUTHCOTT, Pte. G.
TORRY, Dvr. B.
WEIR, Cpl. M.
WILLIAMS, Dvr. W.M.
WILLIE, L/Cpl. D.P.

ROYAL ARMY MEDICAL CORPS.
ANDERTON, Pte. J.
CASTELLAN, Pte. J.
DAVIES, Cpl. R.
DAVISON, Cpl. E.
DOWDS, Pte. H.
MARTIN, Pte. H.
STEVENSON, Pte. G.
WILLIS, Pte. H.

WOUNDED. (Contd.)ROYAL ARMY ORDNANCE CORPS.

BAKER	Pte.	C.A.
BURGESS	Pte.	H.V.
DALE	Pte.	H.
GRAY	Pte.	J.R.
HOWE	Pte.	R.
KEARNEY	Pte.	J.
LOWE	Pte.	R.D.

AUXILIARY MILITARY PIONEER CORPS.

TEALE	Pte.	H.
WOODCOCK	Pte.	L.F.

CORPS OF MILITARY POLICE.

MILTON	L/Cpl.	N.
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PRISONER OF WAR.DEVONSHIRE REGIMENT.

PARKER	Pte.	A.
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SHERWOOD FORESTERS.

PHILLIPS	A/Sjt.	F.L.
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PREVIOUSLY REPORTED MISSING, NOW
REPORTED PRISONER OF WAR.GREEN HOWARDS.

TALBOT	Pte.	H.
BURNETT	Cpl.	W.J.

SHERWOOD FORESTERS.

SIMONS	Pte.	H.
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YORK AND LANCASTER REGIMENT.

PATTISON	Pte.	G.A.
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DIED.ROYAL ENGINEERS.

LOBBAN	L/Cpl.	A.
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LEICESTERSHIRE REGIMENT.

GALBLE	Pte.	F.J.A.
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ROYAL ARMY SERVICE CORPS.

ALEXANDER	Dvr.	R.
FARR	Dvr.	H.
JACKSON	Dvr.	F.
MOSS	Pte.	W.S.
STILL	Cpl.	J.