

16/5/40 - No.1.

THE FOLLOWING IS ISSUED TO THE PRESS BY NAVAL AFFAIRS  
FOR SUCH USE AS THEY MAY WISH TO MAKE OF IT.

---

SECRET WEAPONS

Talk of new and secret weapons is part of the stock in trade of the German Propaganda Ministry. It has been very noticeable, however, that when the German armed forces want to try out anything, they select as victims for their experiments civilians unable to retaliate.

So it was in the case of the fishing trawlers RUSSELL and EROICAN.

The RUSSELL was fishing in the North Sea when a German aircraft appeared. The aircraft circled the trawler to make sure that she was defenceless. Then the aircraft raked the little ship with machine gun fire and began dropping bombs. The crew of the RUSSELL got their small boat out in spite of the machine gun fire and the heavy sea which was running. The boat was damaged in the process and was half waterlogged when they got it away from the trawler. The German aircraft continued to bomb, using incendiary bombs, and also dropped showers of steel darts about 3 inches long. Having tried out the new weapons against those who could not hit back, the German aircraft flew off. Fortunately the waves put out most of the fires on board the RUSSELL and the crew were able to return to her from their waterlogged boat.

On the same day the trawler EROICAN was fishing in the North Sea when she was attacked by a German aircraft. The Germans raked the fishing vessel with machine gun fire. Most of the crew took cover in the galley, and the Germans at once concentrated their fire upon it. Then the German aircraft began to try out a new type of incendiary bomb. The British fishermen, however, were equal to the new weapon. Immediately after they had been dropped they rushed from their cover and poured buckets of water over the burning bombs or picked them up and threw them overboard. They had rather less than two minutes to do this before having again to take cover from the machine gun fire, and at one time there were about twenty incendiary bombs burning on the trawler's decks. Finally the aircraft flew off, and the fishermen brought the EROICAN safely into port.

---



16/5/40 - No.2.

The Netherlands Legation in London tonight  
issued the following communique: -

Her Majesty the Queen of the Netherlands has appointed Rear Admiral van der Stad commander of all the Dutch military and naval forces in the Province of Zeeland. When announcing this appointment over the wireless to the forces concerned, Her Majesty added: "I know that my people in the Netherlands as well as in the overseas territories are looking towards you with hope and admiration for the way in which you are carrying out your duties. I know I can have confidence in you. I am constantly with you in thought."

FOREIGN OFFICE NEWS DEPT.

16/5/40 - No. 3

The War Office,  
S. W. 1.

OFFICIAL COMMUNIQUE ISSUED BY G.H.Q.

The B.E.F. after hard fighting have today successfully held serious German attacks.

Since the German offensive started the Air Component with the B.E.F. has destroyed at least 124 enemy planes. Our anti-aircraft artillery have shot down at least 23 in rear areas.

Many others have been shot down by forward troops; at least seven by a Territorial formation.

-----



16/5/40 - No. 4.

(AIR MINISTRY BULLETIN NO. 693)

BIGGEST R. A. F. AIR ATTACK OF THE WAR

The Air Ministry announces:-

The Royal Air Force last night carried out, east of the Rhine, a big offensive against the enemy's road and rail communications which are supporting his forces in their invasion of the Low Countries and Luxembourg.

The attacks lasted throughout the night and many tons of bombs were released. The road and rail communications were attacked at many points, fires broke out, and heavy explosions were caused.

This was the heaviest attack yet made by the Royal Air Force during the war.

+++++



16/5/40. - No. 5.

FRENCH OFFICIAL COMMUNIQUE (MORNING)

Following is the official text of the communique issued from French G.H.Q. this morning:-

From the region of Namur to that of Sedan, the battle has taken on the characteristics of open warfare with the participation of both sides of the motorised units and of the aviation.

The higher interests of the conduct of operations compel us not to give at the present moment any precise information as to the actions which are now taking place.

+++++++



16/5/40 - No.7.

PRESS NOTICE

The Home Secretary has as a further measure of precaution directed the temporary internment throughout Great Britain of all male Germans and Austrians over the age of 16 and under the age of 60 whose present classification as a result of examination by a local tribunal or Regional Advisory Committee, is B; that is to say, who, though exempted hitherto from internment, have been required to comply with special restrictions.

HOME OFFICE



NOT TO BE RELEASED BEFORE 2 p.m. TODAY

Text of Speech delivered by Sir Andrew  
Duncan, President of the Board of Trade,  
to the Belfast Chamber of Commerce, in  
Belfast, May 16, 1940.

---

Our industrial areas often feel that the amount of attention paid by the Government to their difficulties decreases in proportion to their distance from London. You might be willing to put up, here in Ireland, as they do in Scotland, with inadequate appreciation of your merits and achievements, but in war-time you can rightly claim that recognition of your difficulties is essential.

I can understand that attitude. And my object in visiting you is to find out at first hand and by personal contacts what the difficulties are that confront your export trade and how we can best help you to overcome them. I emphasize the phrase "how we can best help you to overcome them;" for we do not propose to displace if we can help it, the ordinary channels of industry and commerce but rather to ease the way to enable them to work to the fullest advantage for the increase of overseas business, and, in so far as it may be necessary to add to them.

We are very conscious that Northern Ireland's activities make as valuable a contribution to our national war effort as those of almost any other region. I am not of course restricting the term "war effort" to direct production of armaments, though in that field I am glad to note the success with which your worldfamous firm of Harland and Wolff have added the production of aircraft to their building of ships. Your engineering works and your great rope factory are also helping greatly in the service sector. These things are indeed of the utmost importance, but they are not all.

Since Northern Ireland is primarily an agricultural country, sheer weight of numbers might entitle the farmers to claim first place.

Their response to the ploughing-up campaign should ensure that they can send even more food to Great Britain than in the past, and so reduce the strain on our resources of shipping and foreign exchange. They have also made a great effort to increase the output of flax, about which I shall say more in a moment.

As President of the Board of Trade, however, I hope I may be forgiven for devoting my remarks today to the contribution which

/your



your activities make to our export trade. The importance of this side of our war effort cannot be stressed too often or too forcibly. Modern war requires vast quantities of raw materials, many of which must be imported. We can partially off-set this by cutting down our non-essential imports, and indeed we have done so. But, on the other hand, in war we have to buy increased supplies of many goods.

The result is that a larger bill for imports must inevitably be met, and we can only meet it by increased exports or by drawing on our reserves of gold and foreign assets. It is right that we should use these reserves to make our war effort more effective, but they must not be dissipated unwisely or too rapidly.

If we can increase our exports, that enables us to add to our war potential even more directly. We have the advantage over the enemy of being able to trade at large, whether it is raw materials or finished articles we want. Many countries, in particular the United States, can supply us with armaments in finished or in semi-finished form, instead of sending raw materials provided that we can pay the cost.

When our own armaments industries are working to capacity this is an economical way of adding to our supplies. But our export industries must produce additional exports with which to help to pay for these munitions, as well as for our foodstuffs and essential raw materials. The carriage of the additional exports should present little difficulty, since our inward trade always requires far more tonnage than the outward.

In brief, export industries are part and parcel of our defence industries. They have the advantage over other defence industries that their expansion will not have to be painfully undone at the end of the war. The transition back to peace conditions will be difficult enough in any case, without our adding to the problems by losing our foreign markets.

The ideal export trade would have to fulfill many conditions, of which I can only mention a few. It should call for as little raw material as possible in proportion to the value of the finished product, if that material has to be imported or if it is scarce on account of defence requirements.

/Similarly



Similarly it should not need labour or plant of a type which conflicts too much with the defence service requirements. It should be directed to a market capable of absorbing increased quantities at reasonable prices. And it should be directed as far as possible, to countries whose money is most useful for buying the things we want.

On an examination conducted on these lines and taking up these points in their reverse order, the exports of Northern Ireland score high marks. A very substantial proportion of your linen exports goes to the United States. Even in 1938 when the American market was suffering from a severe recession in trade, linen goods held their traditional second place amongst the United Kingdom exports to that country.

As the principal centre of the linen industry Northern Ireland supplies the great bulk of our linen exports. Through inherited skill in craftsmanship your product is pre-eminent in quality.

The exports of linen to the United States are not only large but they should be capable of great expansion without breaking the market. We have not yet got back to the 1937 level, and though that might well be made the first objective, it certainly should not be the final one. In 1937 we did not enjoy the advantages secured by the Anglo-American trade agreement, and we had to compete with over a million pounds worth of linen goods exported from enemy territory. Most of these came from Czechoslovakia, so that the Irish linen industry can make an act of oppression recoil on the tyrant's head.

The linen trade can also register good marks on the score of plant and labour requirements, which do not seriously conflict with those of defence industries. Its weakest point is the reliance on imported raw materials, and here I am glad to see that Northern Ireland is taking steps to improve the position. The measures adopted provide a good illustration of co-operation between the Government and private enterprise - the Ministry of Supply had laid in the necessary seed, and is guaranteeing the farmers a good price for their flax.

We appreciate the farmers' efforts to increase production in the face of great difficulties, even though the objective of 50,000 acres has not quite been reached. I appeal to all concerned in Northern Ireland to re-inforce the efforts of the farmers to produce this important material. The possible interruption of Belgian supplies clearly makes it all the more necessary to regard this only as a first step, and I may remind you that in the last war the area under flax was increased from 40,000 acres in 1914 to 110,000 in 1918.

The/



The linen industry is to be congratulated on its good fortune in being presented with a favourable situation on which to work. Although your export group has just been formally completed, in effect the industry has been organised and co-operating with the flax controller since the very early days of the war. It soon gave an earnest of its intentions by agreeing that all flax allocated would be used to produce either for the Government or for export. Now that sales to the home market have been definitely restricted for all producers I hope that manufacturers will export more from the large stocks which they built up before war brought its inevitable rise in costs. You have a full opportunity of rendering a very great service to the national need - indeed an unique opportunity.

Your shipbuilding industry cannot in wartime make its normal contribution to the export trade for we need nearly all the ships we can produce for our navy and our mercantile marine. Clearly, however, the activities of the shipbuilders are indirectly helping it very greatly, for trade would be impossible without merchant ships to carry the goods and warships to preserve our mastery of the seas.

Linen and Shipbuilding are the industries which one naturally associates with Belfast, but I must emphasize that the Government does not overlook your other industries, which can also make a substantial contribution to our task. For them it is particularly necessary to organize into groups. If I may borrow a slogan from the National Savings Movement, "Teamwork Tells."

These groups are an essential part of the machinery by which we hope to overcome the difficulties with which war confronts the exporter. The Government necessarily has to assume supreme control of many parts of the economic system, so as to reshape it in accordance with the needs of war.

The problems of economic warfare, foreign policy, raw materials and shipping cannot be overcome without the aid of the Government, for the Government must be in supreme control on all matters of national policy and stringency. But this is very far from meaning that the Government can, or wants to, tackle all the problems of the export trade without the aid of industry. Guidance and support must come from the centre, but the actual day-to-day work must be done in the work-shops and the offices scattered throughout the length and breadth of the country. We wish to rely on existing manufacturing and trading



organisations and are loath to contemplate the disturbance which would be caused by undue interference. But existing channels must prove their mettle by the greatest possible expansion of export sales.

The export groups are needed to supply a vital link between the Government and the individual exporter. The Government has supplied a link at its end in the shape of the Export Council, in which experienced business men co-operate with the various Government Departments concerned. But the Export Council cannot hope to deal with a whole mass of unorganised producers. If the task is to be made manageable and effective contact established there must be organisations covering groups of producers, and it is obviously much better that these should be established by the people whom they are to represent, and who have full knowledge of local conditions.

The procedure is in accordance with the best traditions of our country. We are faced with a task of great magnitude, about the importance of which all are agreed. We do not seek to impose a rigid and stereotyped plan from the centre for we know that local conditions and temperaments vary, and what is suitable in one case will be unsatisfactory elsewhere. We are not even adhering to one formula in calling for the establishment of export groups, for these can take many different forms; especially for firms in industries which are scattered it may be better to form a group with neighbouring firms in other industries, perhaps under the auspices of a local chamber of commerce, rather than stick to the industrial classification. But we do recognise that individual genius must be harnessed if it is to be effective.

Many of our groups have been actively at work and the trade figures published to-day show a very appreciable advance in our export trade, being for April almost £7 million higher than in March. If you take March and April together - since Easter fell in March this year and April last year - we have for these two months this year an average figure of £45 million against an average figure of £38½ million last year.

This is an encouraging improvement, but the national need is so imperative that we must not do more than regard this progress as a stimulus to greater effort. Events in recent weeks have brought a further loss of markets, at least for the time being, but our Export Groups will, I am sure, accept these events as a challenge to the greater development of the markets that still remain. I feel we can rely on Northern Ireland to play her part in this sphere of national service, for the industrial and manufacturing life of Ulster has been built up largely on the production of goods for consumption outside her own borders and the volume of her overseas export trade although now substantial, can by her efforts be still greatly increased.

-----



16.5.40

No. 9.

PRESS NOTICE.

The Prime Minister has sent the following message to the Fleet and the Merchant Navy:-

On leaving the Admiralty I desire to convey to all officers and men of His Majesty's Fleet an expression of my personal admiration for the work which they have accomplished during these first eight months of war.

The ever-increasing demands made on personnel and ships have been and I am convinced will continue to be met with unrelaxing devotion to duty. The several gallant actions which have been fought are a source of inspiration; but I understand the ceaseless toil of those many to whom the chance of battle has not come, but who daily face danger and strain in carrying out their duties.

The kindness and help of the Navy has been a comfort to me.

I was proud after many years to come again to the Admiralty in the hour of peril and the sorrow which I feel on leaving is tempered by feeling I shall not be far away. I leave you in good hands both afloat and ashore. As Prime Minister and Minister of Defence it will be my duty to watch over your interests and your proceedings.

To all in His Majesty's Fleet and Auxiliaries and the Merchant Navy I wish God-speed, victory and peace.

WINSTON S. CHURCHILL.

NAVAL AFFAIRS.

-----



16/5/40 - No. 10

PRESS NOTICE

The German wireless has already announced to Dutch listeners that the panic and fear of invasion is so great both in Britain and in France that the King of England and the French Government are preparing to leave for Canada. The public both in Britain and France will know how fantastic are both these statements.

At the same time they should take mental note that stories of this kind - that is, intended to undermine confidence - are in the next weeks bound to be launched in greater volume even than hitherto by the German propaganda machine. The Germans are putting forth their maximum effort during these coming days and the public should be prepared to withstand their words as staunchly as they would withstand their fire.

MINISTRY OF INFORMATION



16/5/40 - No 11

PRESS NOTICE

The Commander-in-Chief, Home Forces, requests owners of rifles who are willing to lend them to the Local Defence Volunteers, to notify the Police Station nearest to their homes giving details of type and any ammunition available.

WAR OFFICE





# MINISTRY OF LABOUR & NATIONAL SERVICE

## Press Notice

### NATIONAL SERVICE (ARMED FORCES) ACT, 1939. REGISTRATION ON 25TH MAY, 1940.

As already announced, the next registration under the National Service (Armed Forces) Act will be held on Saturday, 25th May, 1940. It will relate to men, not already registered, born between 1st January, 1912 and 25th May, 1920, both dates inclusive. Posters setting out the classes of men required to register on 25th May and the procedure to be followed at the time of registration will be displayed at all Ministry of Labour and National Service Offices, Municipal Offices, Post Offices and Police Stations on and from 18th May.

Unnecessary waiting and delay have sometimes occurred at certain Local Offices owing to men not attending at their allotted times. In their own interests as well as in the interests of good organisation men are, therefore, particularly requested to attend at the following times according to the initial letter of their surname:-

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

The Local Offices will be closed between 11 a.m. and 12.30 p.m. and no registrations will be taken during this period. The Offices will, however, be open between the hours of 9 and 11 in the morning for the purpose of registering men who are unavoidably prevented from attending at their allotted time in the afternoon. It is particularly emphasized that this does not mean that any man who finds himself free to register in the morning may do so. Only men who will be at work during the afternoon or men who for good reasons find it quite impossible to attend during the afternoon will be allowed to register between the hours of 9 and 11. It will be appreciated that this restriction is necessary in order to avoid congestion and delay at the Local Offices at a time when their normal work must be proceeding.

The procedure for registration, medical examination and calling up will be the same as when the last registration under the Act took place on 27th April.

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

Telephone: Whitehall 6200.

16 MAY 1940

H.Q. 300-500 E.J.



16/5/40 - No. 13.

CANNED SALMON PRICES

The maximum retail price of canned salmon of the varieties "Sockeye, Red Alaska, Siberian and Japanese Red", in the sizes known as  $\frac{1}{2}$ 's flats, will be reduced from 1/1d. to 1/- on the 20th May. Effect is given to this change by an Order dated 9th May amending the Canned Salmon (Provisional Maximum Prices) Order, 1939.

MINISTRY OF FOOD



Air Ministry News Service.

Air Ministry Bulletin No. 694.

R.A.F. PILOT'S ADVENTURES IN HOLLAND.

After bring down three German aircraft and being attacked by 27 Messerschmitts, a Royal Air Force pilot officer had 24 hours of adventure in Holland.

He jumped from his blazing cockpit, landed by parachute on a Dutch island, swam 200 yards, rowed in a small boat, was carried on the back of a bicycle, was mistaken for a German, and was nearly shot with a Dutch Fascist.

Now he has returned to England to tell his story.

"The formation with which I was flying" he said, "encountered seven Junkers 87 south west of Rotterdam. I got into position on one of them and my rear gunner shot it down. Another Junkers 87 which was coming up behind us was also shot down.

"Then about 27 Messerschmitt 109's joined in the combat, and I heard my air gunner" (who was afterwards killed) "give a cheer, and I think that this meant that he had got a Messerschmitt 109 which had been trying to get on my tail.

"My starboard tank caught fire and a stream of bullets came from the rear and shot away the dashboard and part of the control column. I lost control for some time, but eventually managed to turn the aircraft on its back to facilitate baling out (making a parachute jump). I baled out when the flames were coming right up to the cockpit.

"I landed on an island south west of Dordrecht among some tall reeds. I explored the island, which appeared to be uninhabited, and then went towards a house two miles away. I had to swim two channels, approximately 100 yards wide.

"The house was empty. I found a small boat, and rowed for about 200 yards until I came to a high dyke. I climbed this and saw another house, from which a farm labourer and his wife came to meet me. I managed to make them understand that I was English and I was carrying my tunic over my arm."

The farm labourer rowed the pilot officer to another island from which they were able to communicate with the nearest Dutch military post. He then carried him on the back of his bicycle until they met a party of Dutch soldiers with whom the pilot officer was delighted to find a fellow R.A.F. pilot who had also taken to his parachute.

"We were taken to a place called Sleewyk," the story goes on. "There we were interrogated by Dutch intelligence officers who seemed to think we were German - by this time I had lost most of my uniform.

"After being detained for some time in a room with some civilians we were marched to a boat and taken across to Goringhem, which had apparently just been bombed. We were escorted by two guards and interrogated at police headquarters by a police officer who could speak good english.

"We explained that we were British airmen but were not believed when we said we could not speak Dutch. We were taken to a military barracks and questioned by another intelligence officer.

" /This



"This Officer took us by car to The Hague. On the way we ran into a large motorised column of Dutch soldiers. They searched the party in the car and discovered that the Intelligence Officer, our escort, was a Fascist. At this point I thought we were all going to be shot out of hand. But eventually we were taken on to The Hague".

There the two pilots at last managed to persuade a Dutch Officer that their story was true.

AIR AFFAIRS.

-----oOo-----



16/5/40 - No.15.

TO BE PUBLISHED BEFORE THE MORNING PAPERS OF MAY 17 .  
TO BE ISSUED ON CLUB TAPES, OR BROADCAST BEFORE 12(MIDNIGHT)

### MILITARY APPOINTMENTS

The War Office announces that His Majesty The King has been pleased to approve of the following appointments:-

to be Colonel Commandant, Royal Horse Artillery.

General Sir Robert Gordon-Finlayson, K.C.B., C.M.G., D.S.O., Colonel Commandant, Royal Artillery, with effect from the 3rd November, 1940, in succession to Major-General G.H.A. White, C.B., C.M.G., D.S.O., retired pay, who attains the age limit for the appointment on that date.

to be Colonels Commandant, Royal Artillery.

Lieutenant-General R.H. Carrington, C.B., D.S.O., (at present Governor of Edinburgh Castle) with effect from the 21st February 1940, in succession to Lieutenant-General Sir Charles A. Anderson, K.C.B., C.I.E., A.M., retired pay, deceased.

Lieutenant-General Sir Ronald Adam, Bt., C.B., D.S.O., O.B.E., with effect from the 5th September, 1940, in Succession to Major-General E.H. Willis, C.B., C.M.G., retired pay, who attains the age limit for the appointment on that date.

Major-General F.A. Wilson, C.B., C.M.G., D.S.O., retired pay, with effect from the 3rd November 1940, in succession to Major-General G.H. A. White, C.B., C.M.G., D.S.O., retired pay, who attains the age limit for the appointment on that date.

Major-General Sir Horace de C. Martelli, K.B.E., C.B., D.S.O., retired pay, with effect from the 25th December 1940, in succession to Major-General H.D. De Pree, C.B., C.M.G., D.S.O., retired pay, who attains the age limit for the appointment on that date.



The following is the text of the messages exchanged between Mr. Winston Churchill on his assumption of the office of Prime Minister and the Premiers of the Overseas Dominions:-

From Mr. R.G. Menzies, Prime Minister of Australia:

My colleagues and I congratulate you on your appointment as Prime Minister. We wish you fullest measure of success. I need hardly assure you that Australia will co-operate to the utmost in the war effort directed by your Government.

Mr. Churchill replied:

On accepting His Majesty's invitation to fill the office of Prime Minister I send you my warmest greetings and my grateful thanks for your cheering message. The responsibility which has fallen to me in this solemn hour is lightened by the fact that it is shared by you and the other Prime Ministers of the Overseas Dominions. The peoples of the British Commonwealth, once again united in arms against a cruel barbarism, are resolved to wage this righteous war to the end.

-----

From Mr. Mackenzie King, Prime Minister of Canada:

On your assumption of office today I desire to assure you of a continued whole-hearted co-operation and strong support of my colleagues and myself in all that pertains to the vigorous prosecution of the war effort of the British Commonwealth. May you be given the strength and the endurance so necessary to the duties of your high office and never more needed in the guidance of public affairs than at this critical hour.

Mr. Churchill replied:

On accepting His Majesty's invitation to fill the office of Prime Minister I send you my warmest greetings and thank you so much for your most kind message. The responsibility which has fallen to me in this solemn hour is lightened by the fact that it is shared by you and the other Prime Ministers of the Overseas Dominions. Our personal friendship, built in the course of many years, is now strengthened by associating in a common task. The peoples of the British Commonwealth, united once more in arms to resist the terrible scourge of barbarism, will not flinch or weary till duty is done and justice reigns.

-----

To General Smuts, Prime Minister of the Union of South Africa, Mr. Churchill sent the following message:

To you, my friend of so many years, and faithful comrade of the last war, I send my heartfelt greetings. It is a comfort to me to feel that we shall be together in this hard and long trek, for I know that you and the Government and peoples of the Union will not weary under the heat of the day and that we shall make a strong laager for all beside the water at the end.

/General Smuts replied:



General Smuts replied:

I am deeply moved by your message for which I thank you. In sending you my cordial greetings I wish to add that my best wishes accompany you in the task you have undertaken and to assure you of my whole-hearted co-operation in our common endeavour.

-----

To the Prime Minister of New Zealand Mr. Churchill sent the following:

On accepting His Majesty's invitation to fill the office of Prime Minister I send you my warmest greetings. A great responsibility has fallen to me at this critical hour, but its weight is lightened by the sure knowledge that I can rely upon your whole-hearted support and that of the other Prime Ministers of the Overseas Dominions. The peoples of the British Commonwealth are once again united in arms against tyranny and barbarism. Together we shall suffer and strive - together we shall persevere, and the gates shall not be shut on freedom and justice.

The Prime Minister of New Zealand replied:

I have to acknowledge and to thank you for your message of 13th May and I most cordially reciprocate your message of greetings. I have noted with great interest your message of assumption of office of Prime Minister and the formation of a new Government on a wide political basis, and I wish at once to assure you of the fullest measure of co-operation from the Government and people of New Zealand, European and Maori alike. The responsibilities that will devolve on you and your colleagues in this critical stage of the great struggle upon which we have entered together will be most onerous, but you may rely entirely on our sympathetic understanding and our whole-hearted support in all measures necessary to bring this struggle to an early and successful conclusion. At this time particularly, when enemy forces have at last been unleashed, we can confidently rely on the determination of our people throughout the British Commonwealth, which is never stronger than in a crisis such as this, on the justice of our cause and on our efforts, undertaken as they are by our own free will, to release ourselves and the world for all time from the threat of domination by brutal force directed with unrelenting cruelty.

-----

To the Government of Eire, through Mr. de Valera, Mr. Churchill sent the following:

On accepting His Majesty's invitation to fill the office of Prime Minister I send you my greetings. I look forward with confidence to continued friendship between our two countries and you may rely upon me to do my utmost to ensure this.

Mr. de Valera replied:

I thank you for your message of greeting which I cordially reciprocate.

10, Downing Street,  
S.W.1.



16.5.40. - No. 17

MINISTRY OF SUPPLY APPOINTMENT

The Rt. Hon. Herbert Morrison, M.P., Minister  
of Supply, has appointed Mr. John Jagger, M.P. to be  
his Parliamentary Private Secretary.

MINISTRY OF SUPPLY

-----



HEADDRESS IN THE ARMY.

The Army Council have recently issued instructions regarding the types of headdress to be worn by all ranks on occasions other than when the steel helmet is worn. The principal alterations of policy announced are:-

(i) With certain exceptions e.g. in horsed units, the khaki service dress cap (with peak) at present worn by officers is replaced by a drab field service cap; this policy is adopted in order to bring both officers and men of the regiments concerned into line as other ranks already wear a cap of this type. It is not the intention that service dress caps already in possession of officers shall be replaced forthwith. They may be retained in wear until replacement is necessary in the normal course.

(ii) A coloured field service cap may be worn by all ranks, when not on duty, with either undress, service dress or battle dress. The regulation headdress will always be worn when on duty. The use of the coloured caps will be entirely optional; they will be of regimental patterns and will be provided by the individual. A free issue will not be made.

2. No change is being made in the case of those regiments e.g. R.T.R., Scottish Regiments, which wear a distinctive type of headdress, whilst officers of Household troops will continue to wear their coloured forage caps when on parade in service dress.

WAR OFFICE.

S.W.1.



Pilot Officer Robert James HILL.

During April, 1940, Pilot Officer Hill was the captain of one of six aircraft which had been sent to attack enemy transports and shipping in Granvin Fjord. Whilst returning to his base, after completing his task, he encountered two Dornier 18 flying boats which he immediately attacked. One Dornier alighted on the sea and Pilot Officer Hill resumed the attack with his front gun, several bursts being seen to hit the fuselage. While he was continuing this attack, the second Dornier attacked his aircraft but was beaten off and it eventually dived at the water where its bows submerged. During this last phase Pilot Officer Hill was wounded in the face and hand but throughout the engagement he displayed great courage and initiative.

AWARDED THE DISTINGUISHED FLYING MEDAL.

631726 Aircraftman 1st Class, John Henry WATERFALL.

This airman was the rear gunner of an aircraft attacked by a superior number of enemy fighters, but by cool, deliberate and accurate fire he shot down one Messerschmitt 109 in flames and severely damaged one Messerschmitt 110. His actions were undoubtedly instrumental in securing the safe return of his aircraft to its base.

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

18th May, 1940.



NOTES ON CAREERS.

Flight Lieutenant Timmerman was born in 1913 at Kingston, Ontario. He was educated at Kingston Collegiate Institute and Queen's University, Kingston. He received a short service commission in the R.A.F. in 1936, was promoted Flying Officer in 1939, and Acting-Flight Lieutenant in February last.

Flying Officer Warner was born in 1917 at Indanagar, Sylhet, India. He was educated at Cowley School, St. Helens, Lancs, and Dublin University. He was given a short service commission in the R.A.F. in 1937 and promoted Flying Officer in 1939.

Pilot Officer Hill, who is aged 26, was born at Crosshaven, County Cork. He was educated at Bective College, Buenos Aires, and Dean Close School, Cheltenham. He was granted a short service commission in the R.A.F. in 1937.

Aircraftman Waterfall was born at Kings Lynn, Norfolk, and before joining the R.A.F. in 1939 he assisted on his father's farm at Kings Lynn.



NOT TO BE PUBLISHED IN ANY COUNTRY  
BEFORE THE MORNING NEWSPAPERS OF  
SATURDAY, MAY 18TH, OR BROADCAST  
BEFORE 7 A.M. ON THAT DATE.

Royal Air Force Awards No.29.

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

AWARDED THE DISTINGUISHED FLYING CROSS.

Flying Officer Newell ORTON.

During March, 1940, this officer was the leader of a rear section in a patrol of nine aircraft, and in that position was allotted the important task of guarding the rear of the formation. Whilst two enemy aircraft were being pursued into Germany, he noticed other enemy aircraft at the left rear. After warning the leader of the formation, he proceeded with his section to attack the enemy, which proved to be three Messerschmitt 109's, one of which he shot down in flames. Later, during the same patrol, the formation again came in action with 12 enemy aircraft and during this engagement Flying Officer Orton attacked a Messerschmitt 110 and, it is believed, destroyed it. This officer has displayed skill and determination in a number of previous combats.

NOTE ON CAREER..

Flying Officer Orton was born at Warwick in 1915. He was educated at King's High School, Warwick, Coton End School, Warwickshire and Leamington Technical College. He enlisted in the Royal Air Force Reserve in 1935, was promoted Sergeant, and became a Pupil Pilot in 1936. He was given a short service commission, and was promoted Flying Officer in 1939.

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

18th May, 1940.



NOT TO BE PUBLISHED IN ANY COUNTRY  
BEFORE THE MORNING NEWSPAPERS OF  
SATURDAY, MAY 18TH, OR BROADCAST  
BEFORE 7 A.M. ON THAT DATE.

ROYAL AIR FORCE AWARDS No. 30.

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

AWARDED THE DISTINGUISHED FLYING CROSS.

Acting Flight Lieutenant Robert Edward CRAVEN

This officer was captain and pilot of a flying-boat which proceeded on a special journey to Norway, in very bad weather in April, 1940. On arrival at his destination, he handled his aircraft with great skill and gallantry, and disembarked his passengers in the face of persistent enemy bombing attacks. The return journey was successfully accomplished on the following day in spite of adverse weather conditions. Flight Lieutenant Craven displayed great determination, courage and perseverance in carrying out this hazardous mission.

Pilot Officer Lawrence Latham JONES

This officer was second pilot and navigator of a flying boat engaged on a special journey to Norway in April, 1940. During the temporary absence of his captain, after a landing had been made, Pilot Officer Jones assumed command and successfully manoeuvred his aircraft on the water to avoid the intense bombing attacks by enemy aircraft. Subsequently it became necessary to take off, but he was attacked by an enemy fighter shortly afterwards. By skilful tactics he brought his tail guns to bear and the enemy was shot down. This officer showed skill and gallantry of a very high order.

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

18th May, 1940.



NOTES ON CAREERS.

Acting Flight Lieutenant Craven was born at York, January 10th, 1914, educated at Scarborough College High School and Mornington School of Commerce, Edgeware, and became a pupil pilot in 1937 and a pilot officer on probation in the same year. He was promoted acting Flight Lieutenant in April, 1939.

---

Pilot Officer Jones was born on June 21st, 1917 at Saskatoon, Canada where he was educated at Carwell School and Bedford Road Collegiate School. He became a pupil pilot in November 1937, acting pilot officer in the following year and was confirmed in his appointment as pilot officer in February, 1939.



NOT TO BE PUBLISHED IN ANY COUNTRY  
BEFORE THE MORNING NEWSPAPERS OF  
SATURDAY, MAY 18TH, OR BROADCAST  
BEFORE 7 A.M. ON THAT DATE.

ROYAL AIR FORCE AWARDS NO.32.

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

AWARDED THE DISTINGUISHED FLYING CROSS.

Acting Squadron Leader Duncan Charles Frederick GOOD. Pilot Officer Walter George GARDINER.

Squadron Leader Good and Pilot Officer Gardiner were respectively pilot and navigator of an aircraft engaged on special night reconnaissance early in May. When flying low over the objective, the aircraft was subjected to heavy anti-aircraft fire, one shell bursting in the pilot's cockpit, wounding Squadron Leader Good and damaging the controls and instruments. Although severely wounded, the pilot completed his reconnaissance, manoeuvring his aircraft to avoid searchlights and anti-aircraft fire, but then collapsed from loss of blood. In the darkness with the aircraft at a low altitude and still in the danger zone, Pilot Officer Gardiner succeeded in extricating the wounded pilot from the cockpit. He brought the damaged aircraft back across 450 miles of sea, making a perfect landfall and landing under difficult and harassing conditions.

NOTES ON CAREERS.

Squadron Leader Good was born in 1916, and was educated at St. Peter's College, Adelaide, S. Australia. He received a short service commission in the R.A.F. in 1937, was promoted Flying Officer the following year, Acting Flight Lieutenant in March 1939, and Acting Squadron Leader



in November last.

---

Pilot Officer Gardiner was born in 1914 in Jersey. He became an apprentice in the R.A.F. in 1931, was promoted Sergeant in 1938, and received a commission in March this year.

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

18th May, 1940.



NOT TO BE PUBLISHED IN ANY COUNTRY  
BEFORE THE MORNING NEWSPAPERS OF  
SATURDAY, MAY 18TH, OR BROADCAST  
BEFORE 7 A.M. ON THAT DATE.

ROYAL AIR FORCE AWARDS NO. 33.

The KING has been graciously pleased to approve the under-mentioned awards for gallantry and devotion to duty in the execution of air operations :-

Awarded the Distinguished Flying Cross.

Squadron Leader Walter Philip SUTCLIFFE  
Squadron Leader John Nicholas Haworth WHITWORTH  
Acting Flight Lieutenant Richard BICKFORD  
Acting Flight Lieutenant Allan Smith PHILLIPS  
Acting Flight Lieutenant Brian Stirling TOMLIN  
Flying Officer George Oldfield LINGS  
Flying Officer Gordon Learmouth RAPHAEL

Awarded the Distinguished Flying Medal.

Sergeant William George BRINN  
Sergeant William Cordil McARTHUR  
Sergeant Robert Francis WYNESS  
Corporal Alan Glynder RICHARDS

---

These officers and N.C.Os have made a large number of reconnaissance and bombing raids over enemy country and over enemy air and naval bases. One officer, compelled to land owing to shortage of petrol after a flight over Warsaw found he was in Germany. Despite the smallness of the field and petrol shortage he managed to take off again and save both aircraft and crew.

Another officer pressed home a low bombing attack on the German cruiser Admiral SCHEER in SCHILLIG Roads last September.

One of the N.C.Os obtained a direct hit on a submarine in Heligoland Bight. Two others did valuable work in attacks on enemy submarines.

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

18th May, 1940.



Notes on Careers.

S/Ldr. Sutcliffe was born in 1910 at Carlisle and educated at Durham School. He became a Cadet at Cranwell in 1930 and was granted a permanent commission in the R.A.F. in 1931 and he was promoted Flying Officer in 1933, F/Lt. three years later, and S/Ldr. in March of last year.

S/Ldr. Whitworth was born in 1912 at Buenos Aires and was educated at Oundle. He was a Cadet at Cranwell from 1930, was granted a permanent commission in 1931, promoted Flying Officer in 1933, F/Lt. three years later and S/Ldr. in 1939.

F/Lt. Bickford is aged 29. He was born at Wimbledon, was educated at Eastbourne College and Sidney Sussex, Cambridge, and also studied at St. Thomas's Hospital. He was granted a short service commission in the R.A.F. in 1936, was promoted Flying Officer in 1938, and Acting F/Lt. in May of last year.

F/Lt. Phillips was born in 1912, at Goodmayes, Essex, and educated at Brentwood School. He enlisted as a private in the 14th London Scottish in 1933 and received a short service commission in the R.A.F. in 1936. He was promoted F/O. in 1939 and Acting F/Lt. in September last.

F/Lt. Tomlin, who was born at Barnes, is aged 25. He was educated at St. Paul's School, and enlisted as a private in the 28th London Regt. (T.A.) in 1933. He was granted a short service commission in the R.A.F. in 1935, promoted Flying Officer in 1938 and Acting Flight Lieutenant in October of last year. He was mentioned in despatches in February, 1940.

F/O. Lings was born in 1918 at West Didsbury, Manchester, and educated at Felstead School and Cranwell. He was granted a permanent commission in the R.A.F. in 1938 and promoted Flying Officer in January last.

F/O. Raphael was born in 1915 at Brantford, Ontario, and was educated at Quebec High School and the College of Aeronautical Engineers, Chelsea. He enlisted as an Aircraftman in the R.A.F.



Reserve in 1935, was promoted Sergeant a month later and was given a short service commission in 1936. He was promoted Flying Officer in 1938 and was mentioned in despatches in February this year.

Sergeant Brinn was born in 1913 at Cardiff. He is married, and his home is at Ipswich. He joined the R.A.F. as an apprentice in 1929 and was promoted Sergeant in 1939.

Sergeant McArthur was born in Brisbane in 1912, became an apprentice in the R.A.F. in 1928, and was promoted Sergeant in 1936. His wife lives at Driffield, Yorkshire.

Sergeant Wyness was born in 1912 at Canterbury. Before joining the R.A.F. in 1930 he was a seaman. He was promoted Sergeant in 1939. Sergeant Wyness's home is in Crumlin, Northern Ireland.

Corporal Richards who was born in 1919, is a native of Bridgend, Wales, where his father still lives. He joined the R.A.F. in 1936. Previously he was a switchboard operator. He was promoted Corporal in 1939.



PRESS NOTICE.

Many hospitals throughout the country urgently require Volunteer Stretcher Bearers.

These Volunteers should be over forty years of age, and they need have no previous experience of First Aid.

They will be required to work after air raids or at other times or emergencies when patients may have to be dealt with in large numbers.

Volunteers should apply for registration at the nearest Divisional Office of the British Red Cross Society, the St. John Ambulance Brigade, the St. Andrew's Ambulance Association, or at the hospital at which they wish to serve.

It is important to note that this service is quite distinct from the A.R.P. Casualty Services.

BRITISH RED CROSS SOCIETY.



WAR REFUGEES FROM BELGIUM AND HOLLAND.

A large number of refugees is expected to arrive in the Metropolitan area tomorrow from our allies Holland and Belgium, and during the end of this week and the beginning of next, substantial numbers will arrive daily via France. These refugees will be accommodated in the Counties of London, Middlesex and Surrey. It is hoped that accommodation will be found for them in private houses, and householders living in these areas who are in a position to offer accommodation are urgently requested to give full particulars to their local authorities without delay.

Further batches of refugees will be sent in due course to this country and the areas in which accommodation will be required for them are:-

All Boroughs in the County of London, except Bermondsey, Bethnal Green, Deptford, Finsbury, Poplar, Shoreditch, Stepney, Southwark and the City of London.

In the following parts of Essex:- Barking, Chigwell, Chingford, Dagenham, Leyton, Ilford, Waltham Holy Cross, Walthamstow, Wanstead and Woodford.

In the following parts of Kent:- Beckenham, Bromley, Chislehurst, Orpington and Penge.

In the following parts of Surrey:- Banstead, Barnes, Beddington and Wallington, Caterham and Warlingham, Carshalton, Coulsdon and Purley, Epsom and Ewell, Esher, Kingston, Malden and Coombe, Merton and Morden. Mitcham, Richmond, Surbiton, Sutton and Cheam, Wimbledon.

In the whole of Middlesex.

Householders in all these places are asked to offer what help they can immediately. Offers should be made, if possible in writing, to the Town Clerk of the District in which the householder resides.

Householders who are in any doubt whether they live in a receiving area for Dutch and Belgian refugees or not, should make enquiries at the Town Hall or Council Offices in their own area.

In addition to lodging, clothes, bedding and household utensils will also be needed. Gifts of this nature, and particularly of blankets, will be welcomed by the Local Authorities. Such offers should be made if possible in writing.

The present influx affects the London area, but other parts of the country may in due course be asked to receive refugees. In that case a similar appeal to those areas will be made.

MINISTRY OF HEALTH,  
WHITEHALL, S.W.1.

-----



16.5.40 No 27

MINISTRY OF AGRICULTURE ANNOUNCEMENT

The Minister of Agriculture and Fisheries, (the Rt. Hon.. R.S. Hudson, M.P.) has appointed Mr. H. Meadows to be his Principal Private Secretary, and Mr. A.C. Sparks and Mr. R.A. Hughes to be his Assistant Private Secretaries.

The Parliamentary Secretary of the Ministry (Mr. T. Williams, M.P.) has appointed Mrs. D.Y. Wormald to be his Private Secretary.

+++++



16.5.40. - No.28.

MINISTRY OF AGRICULTURE ANNOUNCEMENT.

GRASSLAND PLOUGHING GRANTS.

The first announcement of Mr. R.S. Hudson, the new Minister of Agriculture and Fisheries, concerns the extension until 31st March 1941 of the £2 per acre grants for the ploughing up of seven year grassland for the 1941 harvest.

These grants started last May and the period for ploughing for the 1940 harvest ended yesterday, (15th May). The extension now announced will cover grassland broken up for summer fallowing in preparation for autumn sowing, and for direct re-seeding to grass as well as normal autumn and spring ploughings. The grants are conditional on the County War Agricultural Executive Committee being satisfied that the lands have been properly ploughed and have been, or will be, brought into a state of cleanliness and fertility and capable of producing satisfactory arable crops for the 1941 harvest, or, where the Committee approves, the land may be re-seeded to grass. It will be for the Committees to decide, in the light of their knowledge of local conditions, whether particular fields should be ploughed for fallow, whether a hay crop should be taken before ploughing, or whether the fields should be grazed until the autumn and then ploughed.

It should particularly be noted that the extension of the grant period does not in any way affect a farmer's liability to comply with directions given to him by his County Committee to plough up within a certain time. The ploughing grant will not be paid where a farmer fails to comply with such directions.

Applications for the grant should not be made, as heretofore, to the Ministry of Agriculture and Fisheries, but to the appropriate County War Agricultural Executive Committee.

-----000-----



BROADCAST BY THE MINISTER OF INFORMATION 16.5.40.

I thought it would be a good thing if, on taking over the duties of Minister of Information, I were to tell the public what I conceive those duties to be. To put it shortly, I feel that it is the job of the Minister of Information to give to the people of this country the maximum of information in the minimum of time. Accuracy and speed should be our two objects. The one often interferes with the other, but accuracy must come first. I am sure you will agree with me that it is better to get your information a few hours late and get the truth than get it a few hours early and be either unduly depressed or unduly elated by news that subsequently turns out to be false. There is a very good saying of our Commander-in-Chief in the last war, Lord Haig, on the subject of news. In the midst of the great German offensive of March 1918, that last mad attempt of defeated Germany to win the war, when news was brought to the Commander-in-Chief that the enemy had succeeded in breaking through the line and dividing the British Army from the French, he replied "No news is ever so good or so bad as it sounds when you first hear it". I would advise all listeners to remember that saying as often as they can in the days that lie before us, when sensational news is reported to them. I would also give them one other piece of advice; and that is do not allow there to be added to the anxieties and horrors of war all the wealth of mischief that can be produced by rumour. The poet Homer, who wrote 2 or 3 thousand years B.C., has a wonderful passage in which he personifies rumour and draws a picture of it striding across the world with incredible rapidity, doing harm wherever it goes. He said then it was the most swiftly moving of all evils, and that was in an age when no news could travel faster than a sailing ship or a galloping horse. In these days of telegraphs, telephones and the radio, rumour, like everything else, has been speeded up and is a million times more swiftly moving than ever before and still as evil as it was 4,000 years ago. I would ask you therefore not only to refuse to believe rumour yourselves, but also to discourage those who spread rumour and to see in them the enemies of public confidence, people who should be reproved and even punished.

/What



What could be more absurd and fantastic, for instance, than the rumour with which the Germans are feeding their hungry people to-day? They are telling that wretched enslaved nation, who are as hungry for good tidings as they are for bread and butter that H.M. the King is packing up his trunks and is leaving for Canada immediately. Such rumours make us laugh, but other rumours only a little less absurd might make some faint-hearted people tremble.

We are engaged now in a great battle, perhaps one of the greatest in the history of the world. It will be a long and fierce battle and there are bound to be bad moments, there is bound to be bad news. We at home should be as well prepared to receive bad news as those in the battle line are prepared to receive the bullets of the enemy. Let us realise to the full how serious the position is and having realised it let us go about our business without attempting to magnify or to minimise it. There is one thing more valuable in warfare than battleships or tanks, than bombs or machine guns, and that is the character of the men in charge of those weapons and of the men and women who wait behind. At this very moment all the agonies of war are being inflicted upon the soil of Flanders and of France, - soil which is not only sacred to the inhabitants of those countries, but which is also sacred to us the people of the British Commonwealth of Nations because so many of our dear comrades lie within it, who fell there, fighting for the same cause for which we fight today. But although fearful scenes are now being enacted within a few miles of this beloved island and although some of her bravest sons are at this moment meeting their death in her defence we need not go about with long faces as though we were at a funeral.

Let each one of us throw 100% of all our energies into whatever task we have to perform in the service of our country. Let us at the same time keep our hearts gay and our spirits high, confident as we must be in the justice of our cause and in our own ability to win through to victory, as in all our long and glorious history we have never failed to do.

MINISTRY OF INFORMATION



16.5.40 No 30

REDUCTION IN SUPPLIES OF SUGAR AND BUTTER TO  
CATERING ESTABLISHMENTS

As already announced by the Ministry of Food the forthcoming reduction in the butter and sugar rations is to be accompanied by a corresponding reduction in the quantities of these foods available for catering establishments such as hotels, canteens, etc.

From 27th May, 1940, the sugar used by a catering establishment in any week is not to exceed an amount calculated at the rate of  $\frac{1}{10}$ th oz. per person per meal served, plus a further amount calculated at the rate of  $\frac{1}{10}$ th oz. for each hot beverage served.

From 3rd June, 1940, the butter used by a catering establishment in any week is not to exceed an amount calculated at the rate of  $\frac{1}{6}$ th oz. per person per meal served.

MINISTRY OF FOOD



16.5.40. - No.31.

SEED POTATOES - 1940 CROP.

The Ministry of Food announce that sales of seed potatoes of the 1940 crop, where delivery is completed by 31st August, 1940, will be free from price control. After that date transactions and deliveries will be subject to price control and other terms of sale to be announced later.

MINISTRY OF FOOD.

-----oOo-----



16.5.40 No 34

PRESS NOTICE

Discussions between the Ministry of Economic Warfare and the Japanese Embassy on matters affecting Contraband control have been continued recently. Since the war began there has been no interruption in these discussions, which are concerned with the various problems as they arise from time to time.

MINISTRY OF ECONOMIC WARFARE



16/5/40 - No. 35.

The War Office announces that up to midnight last night the number of applicants for the Local Defence Volunteers totalled over a quarter of a million.

---oOo---

MILITARY AFFAIRS.

16/5/40 - No. 35.

The War Office announces that up to midnight last night the number of applicants for the Local Defence Volunteers totalled over a quarter of a million.



16/5/40

No. 36.

FOR PRESS AND BROADCAST.

The King has approved the appointment of Captain the Rt. Hon. David Luan Wallace, M.C., as Senior Regional Commissioner for the London Civil Defence Region. The other Commissioners for London, Sir Ernest Gowers and Admiral Sir Edward Evans, were appointed early last year. It will be recalled that when the Regional Civil Defence scheme was announced early last year it was indicated that there would ultimately be three Commissioners for the London Region.

+++++

MINISTRY OF HOME SECURITY.  
NO. 4.



16- 5-40.

No./38.

The War Office states that the minimum age limit of enlistment into the Auxiliary Military Pioneer Corps has been raised from 30 to 35 years from the 14th May, 1940.

MILITARY AFFAIRS.



16/5/40. No. 39

PRESS NOTICE.

There is now a risk that enemy parachutists may attempt to land in this country.

Should this occur it may be expected that they may attempt to make use of road vehicles that may be in the neighbourhood. It is important that all practicable steps should at once be taken to prevent the use of vehicles in such circumstances.

All owners of vehicles, therefore, should see that from dusk till dawn their vehicles cannot readily be taken away. Suitable steps such as the removal of distributor covers or the removal of distributor arms or sparking plugs, should be taken to prevent the use of the vehicle, and in addition, garage and car doors should be kept locked at night and ignition keys removed.

It is particularly important that adequate steps should be taken to inform garage proprietors to prevent the use of vehicles under their charge at night. They should also be prepared to give advice to owners of vehicles as to carrying out methods of putting them out of action.

MINISTRY OF HOME SECURITY.



BOMBING RAID ON GERMANY

The Air Ministry announces:

The success of our large-scale bombing attacks on military objectives in Germany is best shown by the attempt in to-day's German High Command Communique to minimise their importance. It is, however, noteworthy that strict orders were today broadcast to the German people to observe the blackout regulations in the interests of the whole nation which "must be spared any damage from the air".

The damage inflicted by last night's bombing operations was, in fact, extensive and covered a wide area.

Assistance by moonlight and a detailed knowledge of the country, learned from many previous reconnaissances, the largest force of R.A.F. Bombers yet employed in a single operation set out from aerodromes in France and Britain. Each crew was given specific military objectives and instructions that bombs were not to be dropped indiscriminately. A few aircraft failed to locate their objectives and did not drop their bombs, but the majority found and bombed their targets with great effect causing widespread damage and many explosions and fires.

Long-range heavy bombers of the Whitley, Wellington and Hampden types took part in the operation. No opposition was offered by enemy fighters but the ground defences were active. Large numbers of searchlights were encountered and the approach of our bombers was the signal for heavy anti-aircraft fire.

Despite this opposition our attacks were pressed home. One Whitley bomber made three separate runs over its target at varying heights. Two direct hits were registered, one on a main road and the other on a railway line, the four tracks of metals being plainly visible in the flash of the explosion. Other Whitleys successfully bombed roads leading to bridges, setting the adjoining woods alight and also attacked a military encampment whose position was revealed by the light of parachute flares. Another Whitley scored a direct hit in the centre of a mechanised column two miles long.

Railway junctions, main road crossings and an important "Autobahn" were among the objectives successfully attacked by a Wellington formation. One of these Wellingtons, coming down through a layer of cloud to bomb, emerged in the centre of a Balloon Barrage. By banking steeply, the aircraft just managed to escape collision with the cables.

Several direct hits were scored on another long mechanised column by Hampden Bombers. They also attacked road and rail communications. Four minutes after a direct hit had been registered on a railway junction, sheets of flame burst up out of the target. Another direct hit resulted in an explosion of such force that the aircraft, several thousand feet up, was rocked by the blast.

In spite of the size and diversity of the operation and the large force employed, only one of our aircraft failed to return.



Simultaneously, a night operation was carried out by Wellington and Whitley aircraft to assist Allied Infantry in countering an enemy attack in the neighbourhood of Turnhout and Dinant. These aircraft all returned safely.

Day bombing operations were also carried out yesterday in the neighbourhood of Montherme and Dinant by two squadrons of Blenheim aircraft. In these raids, heavy damage was caused to parked lorries and tanks. Two Blenheims have failed to return.

Our Fighter Pilots had a good day. There was no lack of targets and attacks were pressed home from dawn to dusk. A formation of six Hurricanes attacked twenty five Messerschmitts 110s and shot down five. In another case, two Hurricanes intercepted nine Messerschmitts 110s and shot down four. Four other encounters resulted in a loss to the enemy of twenty aircraft. In all, during the day, fifty enemy aircraft were destroyed.

The morale of our pilots and crews could not be higher. The daily toll inflicted on enemy aircraft is working out at more than three to one in our favour.

AIR AFFAIRS.



16/5/40 - No. 41

FRENCH OFFICIAL COMMUNIQUE.

(EVENING)

-----

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

The battle as a whole continues with  
the same intensity. Very sharp encounters  
have taken place at certain points. Our  
bombers protected by fighters successfully  
carried out vigorously led attacks on the  
enemy's column of armoured cars which have  
been located by our reconnaissance aeroplanes.

-----



16/5/40 - No. 42.

P R E S S     N O T I C E.

The Netherlands Legation has issued the following  
announcements:-

It is learned from an authoritative  
Dutch source that H.R.H. Prince Bernard of  
the Netherlands is now with the Dutch troops  
in Zeeland.

This afternoon the Secretary of State  
for Foreign Affairs, Lord Halifax, had an  
audience with Her Majesty Queen Wilhelmina of  
the Netherlands at Buckingham Palace.

---