

6/7/44 - No.5

Air Ministry News Service

Air Ministry Bulletin No.14570

BOMBER COMMAND ATTACKS FRENCH RAILWAYS

Lancasters of R.A.F. Bomber Command last night made a deep penetration through fighter-defended areas in France to attack the railway marshalling yards at Dijon, more than 250 miles from the nearest point on the coast.

This was to block yet another route which the Germans, faced with the disorganisation on the railways further north, could use to bring supplies and reinforcements from Germany in a long detour towards the battlefield.

A great weight of high explosive bombs was dropped.

Other heavy bombers attacked military installations in northern France.

Squadrons of Mosquitos were out over Germany to attack industrial objectives, including a synthetic oil plant in the Ruhr.

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6.7.44 - No. 7

S.H.A.E.F.

COMMUNIQUE NO. 61

Supreme Headquarters, Advanced  
Command Post, Allied Expedi-  
tionary Force, 11.00, 6 July 1944

Allied troops have taken the railway station at La Haye du Puits, and are pushing on to the South, with the enemy contesting every foot of ground. Our positions at Carpiquet have been held. Enemy attacks continue.

Fierce combats with strong formations of enemy fighters, which were engaged in varying weather over the battle area and to the South and East, marked our air operations yesterday afternoon and evening. Considerable numbers of our fighters and fighter bombers, vigorously supporting our ground forces, joined in the air battles which took place along the entire front.

Notable air victories were scored in the area bounded by Chartres, Rouen, Caen and Argentan, by our fighters out to attack road and rail transport. They also attacked tanks at Carpiquet airfield and special targets indicated by ground commanders close behind the enemy lines and at St. Lo, Vire, Falaise, Periers and Dreux.

At least 35 enemy aircraft were shot down during the day and 4 more were destroyed on the ground. 15 of our fighters are missing.

During the night heavy bombers attacked the railway yards at Dijon. All our bombers returned safely. Light bombers also hit railway junctions and bridges at Villedieu, Hyenville and Granville.

During Tuesday night a considerable force of enemy E-boats and R-boats attempted to enter the Eastern anchorage. The enemy was intercepted, brought to action, and finally driven off by light coastal forces. Two enemy R-boats were sunk and a third severely damaged.



6/7/44 - No. 8

CARPIQUET AERODROME

From an Officer Observer

Wednesday, July 5

Carpiquet airfield is now No Man's Land with the Germans doggedly fighting to hold the South perimeter and buildings on the West side.

As I came here this morning, I made my way through the ruins of Bretteville and across the railway running from Bayeux to Caen. Dead Germans lay around the tracks, and dead cattle lay in the adjoining fields. The roads were pitted with holes, and mortar-shells were dropping nearby, fired from the South side of the Aerodrome. A mile from the drome we were attacked by six Me.109s. Diving out of cloud they opened up with their cannons, but the attack lasted only a few seconds. A deadly barrage of anti-aircraft shells met them from our lines, hitting one and causing clouds of black smoke to pour from its tail. The formation broke up immediately and the Me.109s made for their own lines, chased by Spitfires which had been directed on to them.

The last few hundred yards to the troops is an open road, in full view of the German line. Each cloud of dust they shell, but they have been harassed in their firing so much by our own guns and rocket-firing typhoons/<sup>that</sup> it is very inaccurate.

Twice this morning squadrons of Typhoons have attacked the German-held sides of the aerodrome. Three sets of two huge hangars have been almost demolished by them on the south perimeter, and strikes have been made at control and administrative buildings on the Caen side.

The aerodrome has only one runway, running from North to South and only forty feet wide. This has escaped serious damage, but the rest of the airfield and buildings around show the accuracy of British bombs dropped here in the last few months.

Huge iron obstacles litter the actual field and so far there has been no major tank battle on it. German tanks can be seen moving among the remains of the hangars 800 yards away, and shells whistle from both sides of the aerodrome.

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MILITARY AFFAIRS



NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES  
BEFORE 0830 B.D.S.T. (i.e. FOR EVENING PAPERS) ON

THURSDAY, 6th JULY, 1944

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BLINDED ALSATIAN SOLDIER LED TO SAFETY BY A CHILD

( From an Officer Observer )

This is the story of little JEAN MARTON, six-year-old boy, who brought into the British lines in Normandy, a blinded Alsatian deserter from a Panzer regiment.

John now sits beside the fire in a peasant's cottage eating for the first time in his strange little life a piece of chocolate. He is draped in <sup>an</sup> overcoat belonging to a British corporal, and his new foster-mother, a stout, genial Frenchwoman, is busy washing the boy's tattered clothes.

Just before dark yesterday, a mortar crew in the outpost line of a Midlands Regiment, saw the tall grass bordering a shallow stream on their front move suspiciously, for there was no wind. The place was immediately covered by a Bren gun which was about to open fire when a little boy emerged carrying a paper Tricolour on a stick. He ran towards our men and began pointing back to the stream and indicating that he was not alone.

Whilst the lad was being questioned by a French-speaking officer, two Tommies dashed out to the stream, under covering fire from the mortar post, and returned with a blind Alsatian youth in German uniform.

A strange tale began to unfold, pitiful and courageous. Little John came to Normandy from Strasbourg as a baby when the French evacuated that Rhine-side city in 1939. His father was killed in 1940, and his mother died the following year in a village now just within the German lines. He was looked after by another Alsatian refugee to whose cottage came the Alsatian-German deserter a week ago, seeking an opportunity to escape into our lines.

The cottage was hit by shellfire, and John's foster-mother was killed and the soldier blinded by flying debris. Despite his suffering, the Alsatian was resolute in plan, and decided that he could not leave the boy behind homeless. In any case he would need the lad's eyes and, retrieving the toy French flag from the ruins, set out that evening in June to reach safety.

The pitiful couple, John leading Pierre by the hand, crept along the high hedge-rows towards the sound of machine-gun fire that must indicate No-Man's Land. Twice they hugged the ground as mortar-bombs whined overhead to the German positions a few yards behind them. Once they were challenged by a German sentry, the Alsatian responding in German.

All's well that ends well. Little John is now in a good home, a German bayonet at his side, and his blind friend on the strange journey is in a British hospital and will probably regain his sight. One can only thank God that our children at home **have** not had to endure the same terror, and trust that the memory of it will soon be swept from John's mind by the new happiness in which he dwells.

MILITARY AFFAIRS



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THE BUFFS IN ITALY (RECORDED TO JUNE 12TH)

During General Alexander's great offensive the Buffs have taken a conspicuous part in the fighting along HIGHWAY SIX. Their formation was engaged from the first, and on the 17th May gained a magnificent success when after a bitterly contested action it took 20 anti-tank guns and more than 300 prisoners of war. More than 150 of the enemy were killed in this operation.

Three days later the Buffs were among the troops who attacked in the AQUINO area, being temporarily halted by very heavy artillery and anti-tank fire. The Buffs were, however, soon driving ahead, and they crossed the MELFA on the 29th and fought their way forward along HIGHWAY SIX, capturing further batches of prisoners of war during the last days of the month.

Their advance was maintained in the face of constant rearguard actions and cunningly devised demolitions. By June 2 the regiment was sweeping up the FROSINONE - ALATRI road and by the next day had embarked upon what was to prove the successful struggle for ALATRI itself.

The Buffs have a long experience of fighting in Italy with both the Eighth and Fifth armies. They were in the line North of CASSINO during March and had previously taken part in many severe actions since their landing at TERMOLI in October, 1943.

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MILITARY AFFAIRS



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AIR MINISTRY NEWS SERVICEAir Ministry Bulletin. 14551.DOWN BUT NOT OUT - M.T.B. RESCUES HALIFAX CREW

A piece of wonderful luck saved seven members of a Halifax bomber crew in their water-logged, leaking dinghy when they had to ditch in the North Sea, 30 miles off Holland, and 70 miles from the English coast.

The rear turret of the aircraft was useless. The mid-upper turret had been holed, the engineer's compartment shattered and the wireless compartment hit. There was a fire between the port outer and inner engines and tanks were also on fire. The wireless set had fallen out bodily into the lap of the wireless operator, who promptly pushed it back, and tried to send out S.O.S. messages. But the set would not work.

The Halifax was part of <sup>a</sup> force detailed to bomb the oilworks at Sterkrade, in the Ruhr. Ten minutes after they had dropped their bombs their aircraft was attacked by a fighter. The rear-gunner, Sergeant D. Rogers of Bayswater, saw the Ju.88 coming. "It zoomed out from underneath," he said, "and gave us a burst. He wrecked one of my guns but I kept on firing with the others until he was only 200 yards off, when he broke away. The skipper gave the mid-upper gunner a chance, and he got in a long burst. The Ju.88 burst into flames, and exploded."

The pilot, Pilot Officer S.E. Judd, of Bexley, Kent put the Halifax into a long shallow dive for the English coast, but the fire on the port wing was gaining. "I ordered everyone to take up ditching positions," said Pilot Officer Judd, "and then tried to put the flaps down, but they wouldn't work: one had been shot after opening the emergency hatches. I came down on the water. We climbed out on the main plane to get into the dinghy but it had not come loose when we had pulled the release. The engineer climbed back into the bomber to pull the release again. The Fuselage was waist deep in water by then, and he had to be quick, but he made it and the dinghy came away. We got in with difficulty.

It was a dark, cloudy night, lit only by the pale glow of the northern lights. The rain swept over the boat in great gusts, and they were unable to get the mast in position because of the stormy seas. At this time the dinghy was south of the Hague and drifting

/towards the enemy



towards the enemy coast at about five knots.

"The dinghy was leaking and we had to keep it floating by constantly working the hand bellows. And then I looked up. There was a friendly aircraft overhead. We learned afterwards that it was a Wellington on patrol, the crew of which had actually seen us ditch. It dropped flares and kept circling round to keep our position while it wirelessly for help. We flashed our torches at it, and the crew answered by signalling 'Help coming'. That kept us going. We were so sick we could hardly keep in the dinghy. And then, as dawn broke, the Wellington disappeared. We thought it had lost us but it came back again and signalled 'O.K.'

"The dinghy rose on the top of a wave and Sergeant Rogers shouted 'there's a boat'. We thought he had been 'seeing things' said Pilot Officer Judd "but he was right. As our dinghy rode on the crest of the next wave we saw a boat, about a mile off. We fired our last cartridge. The Wellington was overhead again and was guiding the boat towards us. At last it came up with us, and the captain yelled from the bridge. I think everyone was almost in tears from relief when that M T B came up.

"The captain told us he was only too glad to help the R A F because, only the week before his M T B had been attacked by E-boats and a bunch of Beaufighters had come along and chased them off. So he was glad to return the favour so soon".

The Halifax crew had been in the water for three hours and twenty minutes, but after some rum inside their chilled bodies they were no worse for their adventure and are ready to fly again - after a spot of leave.

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KING'S SHROPSHIRE LIGHT INFANTRY IN ITALY

(Recorded to JUNE 12)

The King's Shropshire Light Infantry was among the troops who played an important part in the grand offensive of the Fifth Army, assisting in the advance on the right flank of the British line during the last days in May and the early part of June. Against stiff opposition the regiment fought its way some miles forward across the flat featureless ground on the east side of the ANZIO - FRASCATI road. Early in June it advanced to form a salient west of CAMPOLEONE.

The King's Shropshire Light Infantry had a considerable experience of action with the 5th Army, for, landed west of ANZIO on the 22nd January, it was engaged in its first major action in this theatre a week later when it mopped up pockets of the enemy to clear a way forward to the start line for a battalion attack. A single company captured 80 prisoners in a short and severe action on this occasion: and afterwards the K.S.L.I. advanced more than a mile to cut a railway line and take a heavy toll of prisoners.

The regiment offered an unflinching defence to very heavy attacks on February 3, and also to the later assaults of the 17th and 21st. In the last of these attacks the K.S.L.I. helped to repel a particularly hard-pressed assault backed with Tiger tanks.



ENEMY LIGHT NAVAL FORCES ATTEMPT AN ATTACK FROM LE HAVRE

On Tuesday night a considerable force of enemy light craft, operating from Le Havre, attempted to break through our patrols.

The first contact with the enemy was made off Cape De La Heve by coastal forces of the Royal Canadian Navy commanded by Lieut. Cdr. A. Law, R.C.N.V.R., and a brief engagement followed. Shortly afterwards a group of nine E-boats and R-boats was sighted by another patrol commanded by Lieut. Cdr. D.G. Bradford, D.S.C., R.N.V.R., the enemy was attacked with torpedo and gun-fire. Two R-boats were sunk and a third damaged in this action.

A further attempt was made by the enemy, who had by then been reinforced, to break out to the west, but he was again intercepted by Lieut. Cdr. Law's force. After a brief engagement the enemy retired to Le Havre.

About an hour later two enemy M-class minesweepers were intercepted by Lieut. Cdr. Bradford and attacked. Hits were observed on one minesweeper before the enemy made good his escape to harbour.

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6/7/44 - No. 15

Air Ministry No. 14572

AIR MINISTRY COMMUNIQUE

Last night, aircraft of Bomber Command were out in strength to attack flying bomb installations and other military objectives in Northern France.

Squadrons of Mosquitos attacked a synthetic oil plant at Buer-Scholven, near Gelsenkirchen, and other targets in the Ruhr. At Buer-Scholven smoke from large fires rose to a height of ten thousand feet.

Mines were laid in enemy waters.

From these operations, six of our aircraft are missing.

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6.7.44 - No. 17

AIR MINISTRY NEWS SERVICE

AIR MINISTRY BULLETIN NO. 14573

WELLINGTONS ATTACK SHIPPING OFF FRISIANS

Four German Merchant Vessels making their way down the coast towards the Frisian Islands were attacked by Wellingtons of R.A.F. Coastal Command early to-day. Bombs were seen to straddle one vessel. As the Wellingtons turned for home they could see dense black smoke coming from the merchantman.

"Soon after we attacked they put up intense flak, but it was inaccurate," said W/O Schofield of North Bluff, Cloverdale, B.C.

"I saw our bombs straddle the second vessel, and a thick column of dense smoke started to rise."

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6.7.44 - No. 21

S.E. ASIA COMMUNIQUE No. 185

S.E. Asia Command  
July 6, 1944

LAND: Manipur Hills: After burning the village of SIRUHI, four miles from UKHRUL, the enemy has evacuated the area under pressure from our troops. Some Japanese remain north of UKHRUL and a block on the track west of it is still held: operations to clear them are progressing satisfactorily. Japanese rearguards have withdrawn from SHONGPHEL, south-west of UKHRUL, after heavy fighting and also from DONGSUM. Fighting continues around SHORBUNG, east of KOHIMA-IMPAL road where isolated enemy remnants still hold ridges.

In BISHENPUR area the enemy has fallen back to the south of the village of NINGTHOUKHONG and has abandoned bunkers at KHOIROK and YOWYANGTEK, features to the west of BISHENPUR, leaving the dead behind. There was fierce hand-to-hand fighting on the night of July 4, when Japanese positions south of the SILCHAR TRACK were attacked. South-west of PALEL by successful ambushes we inflicted casualties on the enemy.

AIR: On July 5, Hurribombers of the Third Tactical Air Force scored three direct hits on the YA-NAN BRIDGE over the U RIVER, south-east of TAMU.

Army observers confirm that three spans at the eastern end are completely destroyed. The bridge is on a main Japanese supply route.

In the MYITKYINA area U.S.A.A.F. units successfully bombed gun positions and road targets, and damaged road and rail bridges at HOPIN.

Long-range R.A.F. fighters continued their sweeps over CENTRAL BURMA, damaging rolling stock and river craft.

Despite difficult flying conditions supplies continued to be dropped on our troops in the forward areas.

From all these operations no Allied aircraft is missing.

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6.7.44 - No. 23

SUPREME HEADQUARTERS ALLIED EXPEDITIONARY FORCE  
OFFICE OF THE SURGEON COMMANDER

STATEMENT BY GENERAL DWIGHT D. EISENHOWER

I have just returned from a visit of several days' duration in the battle area where I found the fighting men of air, sea and land in good heart and exceedingly fit for the difficult tasks they face. Upon arriving back in England I had the pleasant experience of reading in the British papers of July 4th many generous and understanding comments concerning United States forces in this theatre. For these expressions Americans here are particularly grateful because of a keen realization that our presence in this country has, for many months, necessarily caused to large numbers of citizens great inconveniences and real sacrifices.

The spirit that inspired these American Independence Day sentiments in the British press and radio is no different from that existing on the fighting front. Within the area of the Second British Army there is constantly evidenced an admiration for the work of United States forces, while throughout the American flank there is universal and grateful appreciation of the vital and important tasks the British troops have been so brilliantly performing. This fighting partnership expresses itself also in a similar admiration for the brilliant exploits of the great Red Army, for the gallantry of the French Forces of the Interior and for the devoted services of all combat contingents from the United Nations that are now engaged alongside of us in the battle.

I do not presume to speak for any individual except those that I have the honour to command. But I feel certain that the complete confidence that the American soldiers, sailors and airmen of this Theatre have in the courage, skill and singleness of purpose of their comrades of the British Empire and of other United Nations is representative of a similar conviction throughout public and private life within the United States.

By sea, air and land we are waging this campaign as a single combat team. Credit for every foot of ground we gain and every advantage we obtain over the enemy is justly shared by all.

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CANADIAN GUNNER'S GLORIOUS FIRST ACTION.

On the 8th June a local action was won by Canadian troops under fire for the first time against superior enemy forces in Normandy.

These troops held a small wood on the right flank of an infantry brigade. Their position was of great importance because its loss would have enabled the enemy to encircle the forward battalions from the flank. The troops consisted of a platoon of Canadian infantry supported by an anti-tank battery, one troop of another anti-tank battery, and a platoon of medium machine guns.

Shortly before 10 o'clock on the morning of June 8th the enemy attacked the wood. The German forces consisted of 9 tanks accompanied by infantry, and when 1,000 yards away from the wood these forces deployed and brought heavy machine gun and mortar fire down to bear on our troops. The fire was returned by two 17-pdrs and two 6-pdrs, and the shoot was so successful that four tanks were certainly and six possibly knocked out. One gun, which had knocked out two German tanks was itself knocked out during the action. The N.C.O. in command of it at once set about attending to his wounded and cleaning up his gun site.

Towards the end of the action, Lieutenant Blanchard in command of the A/T battery, observing that two guns had been knocked out among the artillery in the forward position, personally collected a 17-pdr and a 6-pdr and, in the face of intense fire, with the help of Driver Mechanic Hitchings and Lieutenant Ray brought these weapons to the front of the position. Since the detachment he was relieving consisted chiefly of casualties, Lieutenant Blanchard himself laid the gun under continuous machine gun and mortar fire.

Lieutenant Blanchard attempted to obtain help by his W/T, but due to the heavy machine-gun fire his set would not work. Lance Bombardier Bloomfield then volunteered to ride a motor cycle back under fire, and he duly reached Headquarters, where the decision was made to send a troop of mortars to the wood. When these arrived, Lieutenant Blanchard was found re-organising his position, re-siting his anti-tank guns and putting medium machine-guns into action, while others of his little force were attending to the casualties. Reinforcements were subsequently brought up, but the little outpost had done its job, and there was no further attack on this vitally important forward position. In the words of an eye-witness "a very hard battle had been won - due to inspiring leadership and the devotion to duty of all ranks exposed for the first time to very heavy fire in an isolated position."



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MESSAGE FROM MR. CHURCHILL TO PRESIDENT CHIANG KAI-SHEK

The following message has been sent by the Prime Minister to President Chiang Kai-Shek on the occasion of the eighth anniversary of the outbreak of the Sino - Japanese war:-

On this day when China embarks on the eighth year of her fight for freedom I send to you, Mr. President, and to the Chinese people whose spirit you personify, my best wishes and those of all my countrymen.

In the West the past twelve months have seen the overthrow of one of the three members of the Tripartite Pact, and an attack on another which I confidently believe will prove to be the beginning of its end. In the East we have subjected our common enemy to steady pressure, though we have not yet been able, with the other calls upon our strength, to bring to our Chinese ally the assistance we could wish. But when victory in the West is won - and victory now seems sure - we shall fulfil our pledge to bring our whole weight to bear on Japan, an enemy whose odious and barbaric conduct has filled the hearts of my countrymen with implacable and remorseless detestation.

Victory in the East will not be won without a hard struggle. But I am confident that the /long period of suffering which your people have endured with such steadfast courage will meet with its reward in the destruction of Japanese militarism and the establishment in the East, as in the West, of a system based on security, justice and mutual collaboration. When that day dawns, China, for so many years delivered to carnage and destruction, will once again be able to play her part as a leader in the civilised development of the world.

FOREIGN OFFICE NEWS DEPARTMENT

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6.7.44 - No. 27

S.H.A.E.F.

SPECIAL COMMUNIQUE No. 4

Supreme Headquarters,  
Advanced Command Post,  
Allied Expeditionary Force,  
1800, 6 July, 1944

From June 22 to July 3, 1944, the French forces of the interior have continued their attacks on lines of communication. Previous cuts have in almost all cases been maintained. During this period F.F.I. troops have been occupied in re-grouping and re-organising.

The VERCORS, part of the GERS, the DOUBS, the ARDECHE and the AIN have been liberated, in spite of violent reaction on the part of German troops, who were supported by fighter and bomber aircraft and armour. The enemy has suffered severe losses both in men and material. Two aircraft have definitely been destroyed, several armoured vehicles have been captured, and in one engagement alone 150 Germans were killed and 15 taken prisoner.

The destruction of lines of communications continues with considerable effect. In the MEURTHE ET MOSELLE, the F.F.I. have, in ten days, caused 24 derailments, thereby destroying five locomotives and 54 trucks. Traffic on the line NARBONNE-SETE-BEZIERS and BEDARIEU was interrupted as a result of numerous attacks, in particular the destruction of two tunnels. Derailments have been caused in the marshalling yards at LUNEVILLE and BLANCVILLE, causing serious dislocation in traffic. The movement of a train of trucks loaded with Tiger tanks was held up in AURILLAC station as a result of the destruction of bridges.

In the neighbourhood of the bridgehead, renewed sabotage of the railway lines and the enemy's telecommunications has been reported. The underground long distance lines have been cut in more than 100 places. In particular, the important German cable, used by the Luftwaffe in the HAUTE SAONE has been destroyed. The repeater station at LIMOGES has been rendered useless. In the ROUSSILLON on the PLATEAU DE MALMAISON, in the TOULOUSE area at CHOLET, in the GERS, many high tension cables have been cut. An important oil refinery has been put out of action by the F.F.I. There has been further sabotage of canals.

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6.7.44 - No.28.

BIOGRAPHY OF CAPTAIN NORMAN SEATON IVES, U.S. NAVY

Captain Ives was born in Chicago, Illinois, on March 5, 1897. He was graduated from the U.S. Naval Academy in 1919. He was awarded the Navy Cross for his work in the development and testing of submarine escape and rescue devices.

Captain Ives was assigned to transport duty soon after he received his commission and he served on destroyers during 1920-21.

For the next 22 years he was in the Navy's submarine service with the exception of a three-year period, from 1933-36, when he was assigned to the battleship, USS CALIFORNIA.

During the Jap attack on Pearl Harbour, Captain Ives was aboard the USS PLUNGER, a submarine. Two years later he saw further action aboard the cruiser, USS AUGUSTA, during the assault on Casablanca.

His wife, Mrs. Florence E. Ives, lives at 30 Georges Terrace, Portsmouth, N.H. His official address is Galesburg, Ill.

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S. H. A. E. F.



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### O N I O N S.

The Minister of Food has made the Home Grown Onions (Maximum Prices) Order and the Imported Onions (Maximum Prices) Order.

Home Grown Onions. The Home Grown Onions Order is substantially the same as last year's Distribution and Maximum Prices Order, except that the provisions relating to distribution have been dropped. The Home Grown Onions (1943 Crop) (Control)/<sup>Order</sup> is revoked.

The definition of onions now includes tree onions and potato onions (whether or not grown in Northern Ireland.)

The special prices of shallots, tree onions and potato onions for planting have been reduced, and apply only from December to March inclusive. During the remainder of the year the price for ware onions applies.

The maximum retail prices are as follows:-

<u>Description.</u>	<u>Area where Onions are grown.</u>	<u>Maximum Retail Price. per lb. net.</u>
<u>Section A.</u>		
All onions other than those to which Section B. applies.	Great Britain Northern Ireland.	4 $\frac{1}{2}$ d. 4 $\frac{1}{2}$ d.
<u>Section B.</u>		
Shallots, potato and tree onions sold between 1st December and 31st March for planting.	Great Britain Northern Ireland	1. 0 d. 1. 0 d.

Imported Onions. With the exception of new maximum prices, the provisions of the Imported Onions Order are substantially the same as those relating to imported onions in the 1943 Distribution and Maximum Prices Order as amended. The maximum retail price is 4 $\frac{1}{2}$ d per lb. net.

The new Orders will come into force on July 9th, 1944.

The Minister repeats his assurance that every endeavour will be made to ensure that imported onions will not compete with the home grown crop.



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### PLUMS

The Minister of Food has made the Plums (Maximum Prices) Order, 1944, which also includes transport directions.

The group classifications of plums and the maximum prices prescribed by the new Order are the same as last year.

The group classification of plums must now be shown on advices furnished by growers, and must be displayed by retailers in addition to the maximum price.

The following alterations have been made to the areas prescribed for the purpose of the price schedules:-

Area 1. Surrey, Hertford and Huntingdon are now included in Area 1.

Area 2 The boundary of area 2 has been slightly extended.

Area 4 Perth and Angus are now included in area 4.

### TRANSPORT RESTRICTIONS

The transport of damsons from Northern Ireland to Great Britain is prohibited throughout the season. In England the following transport zones are prescribed:-

Zone A: Kent, Sussex, Surrey, Essex, Suffolk, Hertfordshire, Middlesex and the Administrative County of London.

Zone B: Norfolk, Cambridgeshire (including the Isle of Ely), and Huntingdonshire.

Zone C: Worcestershire, Herefordshire, Gloucestershire (excluding the County Borough of Bristol, the Urban Districts of Mangotsfield, Kingswood, Warmley, Sudbury, and Thornbury).

Up to and including September 10th, 1944, road and rail movement to any places in any of Zones A, B, and C, from any place outside any such zone (including a place in any other zone) is prohibited; except that road transport is permitted between zones A and B provided that the distance over the border is not more than 5 miles.

The Order will come into force on July 9th, 1944, and the maximum retail prices are as follows:-

/Variety of Plums



Variety of Plums	Area	Maximum Retail Price per lb. net
<u>Group I</u>		
Yellow Egg Purple Pershore	(1)	4d
Gisborne Kent Bush	(2)	5d
Blaisdon Red	(3)	5d
Szar Mogul	(4)	5½d
	(5)	4½d
<u>Group II</u>		
Greengages	(1)	8d
Gages	(2)	9d
Dessert Victoria	(3)	9½d
	(4)	10d
	(5)	9d
<u>Group III</u>		
Damsons (including Bullace Damsons, Merryweather Damsons, Prune Damsons, Damascenes and Aylesbury Prunes.)	(1)	6½d
	(2)	7½d
	(3)	6½d
	(4)	8½d
	(5)	7½d
<u>Group IV</u>		
All varieties other than specified above.	(1)	5½d
	(2)	6½d
	(3)	7d
	(4)	7½d
	(5)	6½d

The following is a list of varieties which the Ministry considers to be covered under the head of "gages and greengages":

GREENGAGES AND OTHER GAGES

Braby's Gage  
 Bryanston,  
 Cambridge,  
 Coe's Golden Drop  
 Coe's Violet Drop  
 Coe's Crimson Drop  
 Comte d'Altham,  
 Denniston Superb,  
 Early Transparent,  
 Golden Transparent,  
 Greengage,  
 Guthrie's Late Greengage,  
 Jefferson's,  
 Early or July Greengage,  
 Kirke's Blue,  
 Late Transparent,  
 Laxton's Gage,  
 McLaughlin's Gage,  
 Old Greengage,  
 Old Transparent Gage,  
 Oullin's Golden,  
 Reine Claude de Bavay,  
 Washington.



6.7.44 - No. 39.

MEDITERRANEAN COMMUNIQUE No. 167

Allied Force Advance HQ.,

July 6, 1944

LAND Persistent enemy resistance has been encountered in most sectors of the Italian battle front, however progress has been made notably in the sector North West and North East of Siena.

On the Fifth Army front close fighting is in progress at Rosignano and in the area of Montecatini.

The spearhead of the Eighth Army is now threatening the main road to Florence West of Arezzo.

Indian troops after the recent heavy fighting at Monte Acuto have now reached the outskirts of Umbertide in the upper Tiber valley.

In the Adriatic sector Polish troops have made a further advance in the vicinity of Osimo.

AIR: Medium forces of heavy bombers yesterday flew to Southern France to attack submarine pens and harbour installations at Toulon and railyards at Montpellier and Beziers.

Although tactical operations were restricted by weather medium bombers attacked rail communications and a supply dump in Northern Italy, while fighter bombers maintained their continual assault on railways, roads and bridges in the area north of the battle zone.

Troop concentrations and shipping in an Adriatic harbour were also attacked.

In these operations three enemy aircraft were destroyed.

Ten of our heavy bombers and one other aircraft are missing. One of our aircraft is also missing from operations on the night of July 4/5.

M.A.A.F. flew approximately 1200 sorties.

Last night medium and heavy bombers attacked the railway yards at Verona.

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EVACUATION FACILITIES

The Ministry of Health issues the following statement on evacuation facilities:-

Facilities for mothers and children in the London Evacuation area who wish to go to friends or relatives in safer areas have been available since the beginning of the flying bomb attack. Since the attack began, evacuation has been offered also throughout the London Region to any mothers and children and expectant mothers who have become homeless. In addition, the evacuation of school children to official billets in safer areas began yesterday and will continue daily in accordance with the demand. This applies to the districts of Greater London which have always come within the evacuation scheme and is being progressively extended to those other areas which are most exposed to the attack. Arrangements are being made for the evacuation of mothers with children under 5 and expectant mothers from the same areas and movement will begin shortly. Facilities for private evacuation are being extended to all these areas.

In all the areas, including those which have not previously been evacuation areas, the facilities available are being made known through the Information Centres and schools and by means of official posters.

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6.7.44 - No.41

The Prime Minister announced in the House of Commons today that the Government has decided to open the deep tube shelters but that this cannot be done for a few days.

A Public Announcement will be made shortly as to how the places in the deep tube will be allotted. Do not apply to anyone till then and do not go to any deep tube in the hopes you will get in for you will not be able to.

MINISTRY OF HOME SECURITY

FOOT NOTE FOR EDITORS

The Ministry of Home Security is most anxious that this will receive prominence to prevent the public crowding into the entrances of the shelters before they are open and to avoid all risk of serious accident which this overcrowding might entail.

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MORE FLYING BOMBS DESTROYED

The Germans again lost a large proportion of the flying bombs which they despatched against this country yesterday and last night.

Aircraft operating under the control of Air Defence of Great Britain had numerous successes during the period, many pilots claiming more than one victim in single sorties. Anti-aircraft guns also continued to take toll of the flying bombs.

In daylight this morning, Lancasters and Halifaxes of R.A.F. Bomber Command, with fighter cover, attacked military installations in the Pas De Calais. The weather was clear and reports show that the bombing was well concentrated. One of our bombers is missing.

Large forces of B.17 Flying Fortresses, and B.24 Liberators of the 8th U.S. Air Force today attacked military installations, including flying bomb installations in the Pas De Calais, together with enemy targets in N. Germany and airfields in France.

In most instances, bombing was visual. Fortresses and Liberators were escorted by formations of P.51, P.47 and P.38 aircraft of 8th U.S. Fighter Command. Other formations of Fighters dive-bombed and strafed targets of opportunity.

An American fighter pilot, 1st, Lieut. Milford C. Peterson, 165 Grand Avenue, Ocean Park California, destroyed his first flying bombs while escorting light bombers home last night. He sighted the flying bomb shortly after reaching the English coast and left formation to attack it.

Wing-Commander A.D. Grace, D.F.C. 38-year old Australian, shot down two of the bombs. He comes from Adelaide and was in the Australian Citizen force for five years before he joined the R.A.A.F. as a cadet in 1930.

Another R.A.F. "hat-trick" in one patrol was scored by 1/0 Rodney Dryland of Coventry.

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6.7.44 - No.46

THE DEEP SHELTERS

The Ministry of Home Security requests the substitution of the following notice on the question of deep shelters for the previous notice (M.O.I. Issue No.41 of today):-

In accordance with the Prime Minister's statement the deep tube shelters will be opened shortly. A public announcement will be made as soon as possible as to the way in which places in the shelters will be allocated.

Until then do not make application or go to the deep tubes.

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6.7.44. No.47.

AIR MINISTRY NEWS SERVICE

Air Ministry Bulletin No.14579.

COASTAL AIRCRAFT ATTACK E-BOATS

No fewer than 28 attacks were made against enemy E-boats and R-boats in the channel area early this morning by Albacores and Beaufighters of R.A.F. Coastal Command and Swordfish of the Fleet Air Arm, operating under Coastal Command.

It is estimated that four E- and R-boats, which were operating chiefly off Boulogne, Dieppe and Ostend, were probably sunk, and nine others possibly damaged. None of our aircraft is missing.

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6.7.44 - No.50

ELECTORAL REGISTRATION OF SERVICE VOTERS

The Home Secretary, the First Lord of the Admiralty, the Secretaries of State for War and for Air, and the Parliamentary Secretary of the Ministry of War Transport, received a deputation of the following Members of Parliament:

Mr. Hubert Beaumont  
Mr. F. J. Bellenger  
Flight-Lieut. C. Challen  
Mr. W. Dobbie  
Mr. T. E. N. Driberg  
Major E. Everard Gates  
Commander Stephen King-Hall  
Hon. Quintin Hogg  
Mr. L. Roberts  
Mr. R. E. Turton

The deputation represented that concern is felt lest the new system may result in many members of the Forces and Merchant Seamen failing to qualify for a Parliamentary vote, either because they are not given proper facilities to make the requisite declarations or because they do not avail themselves of such facilities.

The practical difficulties of substituting any automatic or compulsory system were discussed. Information was given of the extent to which - so far as can be shown by sample checks - the declarations are being made, and as to the measures which are being taken to ensure that the responsible officers bring the matter to the attention of those under their command. The Ministers concerned with each of the Services explained what is being done to remove misunderstandings and to emphasise the importance of electoral registration.

It was agreed that further consultation between the Ministers and the Members of Parliament might be useful in about three months' time, when the results are known of the steps which are being taken for these purposes.

HOME OFFICE

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6/7/44. No. 51.

THE ORDER OF BATTLE TODAY.

From Stanley Burch, representing Combined British Press.

Advance Command Post, Supreme Allied Headquarters, Thursday.

The number of Allied troops and vehicles now in the French bridgehead is reaching an astonishing total.

Shipment of vehicles on a mass scale has progressed to a point at which the proportion of vehicles to men in the Allied armies to-day is probably the most remarkable ever known in amphibious operations.

Even in normal conditions, the number of men and vehicles poured into Normandy in a single month would have been an impressive achievement. Without a deep-water port, and in the light of the phenomenal weather, rain and mud, it will stand as one of the greatest feats of military transportation in the history of war. The "impossible" has been performed.

The order of battle to-day - the central secret of the war picture - would be a surprise to the German high command. Both in the number of divisions in the line and in the volume of base troops, engineers and signals and other men who make up the packed rear of the bridgehead, the Allied picture is a remarkable and confident one.

General Montgomery never orders the big attack without the assurance of superiority. While the ratio of Allied to German armour and artillery cannot even be hinted at, it would be under-statement to call it - "adequate."

MINISTRY OF INFORMATION.



6.7.44. No.53.

NOT FOR PUBLICATION, BORADCAST IN OVERSEAS BULLETINS OR USE ON CLUB  
TAPES BEFORE 2330 B.D.S.T.ON JULY 6 (i.e.FOR FRIDAY MORNING PAPERS).  
NOT TO BE BROADCAST IN THE MIDNIGHT NEWS OF JULY 6/7.  
THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY MESSAGES  
FILED WITH THE EMBARGO.

ENEMY TRAWLERS FIRED

H.M.C.S. Qu'Appelle (Cdr. A.M. McKillop, R.N.) with other destroyers  
in company, intercepted four armed enemy trawlers off Brest shortly after  
one o'clock yesterday (Thursday) morning. In an action which lasted for  
over an hour, three of the enemy were set on fire. It is believed that  
they sank.

The remaining enemy trawler escaped into Brest.

Some damage and a few casualties were sustained by our force. The  
next of kin of casualties will be informed as soon as possible.

S.H.A.E.F.



6.7.44. - No. 54

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& CANADIAN PRESS AND RADIO

S.H.A.E.F.

COMMUNIQUE NO. 62

Supreme Headquarters, Advanced  
Command Post, Allied Expeditionary  
Force, 2330, July 6, 1944.

Allied troops advancing east of La Haye Du Puits have reached the edge of the Forêt de Mont Castre and are threatening the last areas of high ground which dominate the town. Our progress is maintained down the road south-west from Carentan in spite of enemy counter-attacks.

In the Caen area the battle at Carpiquet air-field continues with fierce armoured and infantry fighting. A number of enemy tanks have been destroyed.

The enemy's rail and road supply system in the huge triangle, Paris - Dol - La - Roche - sur - Yon, was mauled severely today by our <sup>air</sup> forces operating in strength and without interruption.

Our fighter-bombers maintained armed reconnaissance patrol in this triangle throughout the morning, severing rail lines at many points.

Enemy troop concentrations south-west of Carentan and a road causeway near Lessay were also dive-bombed.

Medium bombers attacked several rail bridges in the combat area with good results. Fuel dumps at Chartres, Argentan and Corneilles were set afire.

Early this morning during an offensive sweep towards Brest, an enemy force of four armed trawlers was intercepted by destroyer patrols. Three of the enemy were left burning fiercely.