

1/10/44 No. 3.

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S. H. -- E. F.

COMMUNIQUE NO. 176

Supreme Headquarters,

Advanced Command Post,

Allied Expeditionary Force.

1100 hours, October 1, 1944.

CALAIS has been captured. The Commander of the Garrison was taken prisoner last midnight and by early morning the main body of defenders had surrendered. Mopping-up of scattered elements continues.

The advance northwest of TURNHOUT continues to make progress.

In all sectors in HOLLAND there was steady fighting during yesterday with the situation generally unchanged. Fighters and fighter-bombers attacked railway wagons and other transportation targets. Enemy counter-attacks on the west of our salient continue, and northeast of NIJMEGEN there has been heavy fighting. Communications at ARNHEM and near GOCH, across the German frontier to the east, were attacked by escorted medium bombers. Trains, barges and motor transport in the RUHR and Northern HOLLAND were attacked by light bombers during last night. Yesterday, strongly escorted heavy bombers in very great strength pounded the railway yards of HAM, MUNSTER and BIELEFELD in Western GERMANY.

bordering  
Around the GERMAN frontier/southern HOLLAND and BELGIUM, slight advances were made southeast of ROETGEN and southwest of BRUM, where several pillboxes were destroyed and a number of prisoners taken.

Several small enemy counter-attacks northeast of NANCY and at JALLAUCOURT were repulsed. Northeast of EPINAL the town of RAMBERVILLERS has been reached by our forces against light resistance.

Local gains were made east of the MOSELLE river in this sector. The enemy has been launching counter-attacks and has intensified artillery fire.

Northwest of BELFORT a number of violent counter-attacks were repulsed and our positions improved.

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1.10.44 \* No. 9

NOT FOR PUBLICATION, BROADCAST IN OVERSEAS BULLETINS OR USE ON CLUB  
TAPES BEFORE 2330 B.S.T. ON OCTOBER 1 (I.E. FOR MONDAY MORNING  
PAPERS). NOT TO BE BROADCAST IN THE MIDNIGHT NEWS OF OCTOBER 1/2.  
THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY MESSAGES  
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The Minister of Fuel and Power announces that on the 1st November,  
1944, the restrictions imposed on the storage of petroleum products,  
under the powers conferred by the Petroleum (No. 3) Order, 1940, will  
be removed, the Order having been revoked by the Home Secretary, with  
effect from that date.

MINISTRY OF FUEL & POWER



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CHILDREN TO HELP WITH THE CHRISTMAS MAILS

The maximum help from boys and girls will be required this year to deal with the Christmas mails. Nearly 75,000 of the regular Post Office staff are serving with the Forces, and the great majority of the people who usually assist during the Christmas pressure period are no longer available.

The Ministry of Education has today asked Local Education and School Authorities to encourage older boys and girls to offer their services. They will be allowed to begin duty a few days before the term ends, provided the normal work of the school is not affected. They will be relieved of homework during their period of duty.

Children employed on this work should preferably be 16 years of age or over. In no case should they be under 15. They will be required from December 14th to 24th, and normal employment will be for 8 hours a day. The rate of pay will be on an hourly basis, and will depend on the age of the children and the place of their employment.

Where help is needed the Local Postal Officials will approach Head Masters and Head Mistresses after contacting the Education Authority for the area.

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MINISTRY OF EDUCATION



1.10.44. - N.11.

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EDIBLE PULSES

The Ministry of Food announces that the Pulse (Control and  
Prices) Order, S.R. & O. 1943, No.1506, has been amended by an Order  
S.R. & O. 1944, No. 1098, which comes into force on October 15,  
1944, adding "Argentine White Beans" to the list of specified  
pulses described in Section (b), Part I of the Third Schedule to  
the Pulse (Control and Prices) Order, 1943.

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MINISTRY OF FOOD



NOT FOR PUBLICATION, BROADCAST IN OVERSEAS BULLETINS OR USE ON CLUB TAPES BEFORE 2330 D.S.T. ON OCTOBER 1 (i.e. FOR MONDAY MORNING PAPERS). NOT TO BROADCAST IN THE MIDNIGHT NEWS OF OCTOBER 1-2. THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY MESSAGES FILED WITH THE EMBARGO.

RETURNS BY SALMON PRODUCERS AND WHOLESALERS

The Minister of Food, by an amending Order which comes into force on September 30th, has revoked Article 5 of the Salmon (Maximum Prices and Distribution) Order, 1944 (S.R. & O. 1944 No.48).

The amending Order relieves salmon producers and wholesalers of the obligation to furnish to the Ministry by October 7th of each year a return covering the period February 1st to September 30th and showing:-

- (a) Persons to whom they sold salmon otherwise than by retail and the total quantities sold to each person;
- (b) The total quantities of salmon sold by retail.

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MINISTRY OF FOOD



1.10.44 No.13

Air Ministry News Service.

Air Ministry Bulletin No.15808

LONG WELLINGTON'S ATTACK ON CONVOY.

Spotting a convoy of about 20 ships about to move out of anchor in the mouth of Schilling Roads last night, F/O H J. Cobb, of Cuckfield, Sussex, pilot of a R.A.F. Coastal Command Wellington, selected the largest one, a 4,000 ton vessel, for an attack and scored a bomb hit on the stern.

"Fifteen seconds later, I saw an amber glow and the whole ship was covered with spray from the bomb explosion", he said. "There was no flak from the ships until after my attack, and then it was inaccurate.

"The convoy consisted of ten merchant vessels and ten escorts. They were all at anchor when I first saw them. Seven minutes later the large merchant vessel began to move, becoming No.3 in one of the two columns."

F/O Cobb flew his first operational tour with R.A.F. Bomber Command, taking part in raids on Dusseldorf, Mannheim and Aachen. He is now half way through his second tour.

Early this year he was congratulated by his Group H.Q. for his skilful and courageous shadowing of ten E-boats for four hours. On another operation last August his port engine failed at 800 feet. He lost height almost to sea level, but succeeded in climbing on one engine and flew 120 miles to make a successful belly landing.

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TYPHOONS BLOW UP A H.Q. AT CALAIS

When the armistice ended at Calais at noon, yesterday, squadrons of rocket Typhoons and Spitfire bombers of a Group of RAF 2nd TAF were already in the air above the town and on instructions from Army observers on the ground, promptly went into attack specified targets including gun positions and strong points.

A building on the outskirts of the town, used as a headquarters, was the target for a wing of Typhoons led by W/Cdr. John Baldwin, DSO, DFC and Bar; it was almost demolished by direct rocket hits. In the same area a large brick silo used as an observation post received three direct hits.

The same wing also carried out armed recces to harass enemy troop movements in the Dutch Islands and four direct hits with 500 lb bombs were scored on a railway line and causeway used for ferrying troops and transport.

These were only a few of the features of the day's activities.

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MOSQUITOS FLY AT 10 FT. TO STRAFE AIRFIELDS NEAR MUNICH

Canadian Mosquitos of A.D.G.B. flew at 10 ft. to blitz two airfields in the Munich area on Saturday evening. They destroyed three and damaged other Luftwaffe fighters.

Two Mosquitos, after shooting down an FW 190, as it was approaching one airfield, tore across both airfields raking parked aircraft with cannon and machine-gun fire. An Me 110 and a FW 190 were wrecked and five more fighters were damaged. An FW 190 which approached was chased away and damaged by one of the Mosquitos, escaping destruction only because the Mosquito ran out of ammunition.

Other Mosquitos, of the same A.D.G.B. squadron, accounted for an FW 190 near Flensburg and an Me 109 near Copenhagen in two other long-range patrols during the afternoon.



MOSQUITOS KEEP IT UP

In relation to the smallness of the force sent out, Mosquitos of R.A.F. 2nd T.A.F. caused great havoc among enemy transport in the Ruhr and North Holland during the night.

With bombs and guns they attacked 15 trains, some of them unusually long, 32 barges and 16 road convoys. In addition, a hutted camp and two large factories came in for attention.

The pilot of an aircraft who sighted a string of 24 barges on the canal at Issenburen used all his ammunition on them, while at Neuenkirchen two fires were started among railway rolling stock. At another point in Germany, Wertherbruck, an explosion was caused in a train.

One aircraft is missing.

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T.A.F. AIRCRAFT GET BIG BAG OF TRANSPORT:

OVER 820 SORTIES FLOWN.

More than 820 sorties were flown by RAF 2nd TAF aircraft on Saturday when the "score" included 13 transport vehicles destroyed and 14 damaged; 84 barges destroyed, 11 damaged; 106 rail trucks destroyed, 68 damaged; and seven locomotives damaged.

Close support was given to the 1st Canadian Army at Calais and to the troops in the Arnhem-Nijmegen area.

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1/10/44 No. 18.

AIR MINISTRY NEWS SERVICE.

A.M.B. NO. 15793.

R.A.F. BOMBER COMMAND AND THE CAPTURE OF CALAIS.

The land and air attack which led to the capture of Calais began on the afternoon of September 20th, with sustained bombing of the German garrison and fortified positions about seven miles to the west of the town.

Between 4.30 clock and 6.30 p.m. on that day well over 3,000 tons of bombs were dropped. From first to last, between September 20th and September 28th, well over 11,500 tons of bombs were dropped by aircraft of R.A.F. Bomber Command. The target area included the defences of Calais and other fortified positions and gun posts at Cap Gris Nez, 12 miles from Calais, which were attacked as part of the same operation.

Apart from two attacks on four areas at Cap Gris Nez on September 26th and 28th the bombing moved steadily from west to east, right up to the outskirts of the town, where attacks were made on defended posts which the Germans had established in demolished houses. On the last day of the assault, positions to the east of Calais as well as the gun posts at Cap Gris Nez were bombed.

The air attacks were exactly co-ordinated with the advance of our troops: a map showing the aiming points bombed, clearly shows the successive stages of the army's progress through each defended area. Pillboxes, wired and mined areas, heavy gun positions and every conceivable defensive work had in turn to be obliterated by preliminary bombing if the port was to be captured without heavy casualties.

On the evening of September 24th, Lancasters and Halifaxes made a concentrated attack on an area to the west of Calais from 2,000 feet and in the face of intense light flak. Eight aircraft were missing from this attack and eleven from all the air attacks on the defences of Calais and Cap Gris Nez.

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1/10/44. No. 19.

MEDITERRANEAN COMMUNIQUE

Allied Force H.Q., October 1.

ALLIED ARMIES IN ITALY:

In spite of bad weather conditions American and British troops of Fifth Army have made some progress in the central sector. American troops of the Fifth Army have driven back a further strong counter-attack on the key feature of Monte Battaglia.

In the Adriatic sector although major operations by Eighth Army are still impossible, the town of Savignano has been cleared of the enemy and some improvement has been made in our positions east of this town.

AIR:

Although weather again restricted operations yesterday, medium bombers carried out successfully attacks against bridges in the Venice and Milan areas while fighter bombers also attacked communications in the Po Valley.

Last night medium and heavy bombers attacked a bridge over the Po River at San Benedetto. Heavy bombers did not operate during the day. From these operations three of our aircraft are missing.

H.A.A.F. flew about five hundred sorties.



REVIEW OF THE BURMA FRONT DURING THE WEEK ENDED  
29th SEPTEMBER, 1944

South East Asia Command,  
October 1, 1944

Troops of General Slim's 14th Army advancing down the road from Imphal to Tiddim have now reached Milestone 146.

With only sixteen more road miles to cover before reaching Tiddim village the 5th Indian Division is meeting no more serious opposition than before. The Japanese are now possibly chary of holding on to their defensive positions after their experience during the week at Tongzang. In this village about 25 miles from Tiddim they stayed too long. They were shelling our troops as they crossed the Manipur river. However, other forces were by-passing Tongzang and when the Japanese moved back to join the main body of their 33rd Division they found Indian troops holding a block across the Tiddim road, five miles farther south. The road block force held on through shelling and a night attack. In a final desperate attempt to escape from the trap the Japanese drove up to the block in lorries and rushed into the assault. They were beaten off. After blowing up their guns they scattered into the jungle.

Our troops <sup>on</sup> occupying Tongzang found the damaged guns. They also found ninety enemy dead in the hospital.

The 5th Indian Division continued to make progress against light opposition, and the Japanese, remembering the Tongzang lesson, withdrew from more positions which were threatened with encirclement.

In Northern Burma patrolling has been continued by the 36th (British) Division and troops south of Hopin have entered the area of Namma.

In Arakan there was patrol activity east and west of the Mayu Range and in the Kaladan Valley, with our own and the enemy artillery more active towards the end of the week. Continued bad weather has restricted air operations. Targets have been bombed at Mawlu South of Hipin on the Myitkyina-Katha railway whilst mediums attacked the railway yards at Thazi, south of Mandalay. Railway workshops and sidings at Myitnge, also south of Mandalay, were bombed twice in 24 hours. Liberators of Eastern Air Command attacked in daylight, and heavy bombers followed up in darkness. Results of both attacks were good.

Beaufighters have continued to harass enemy lines of communication. Lightnings, Hurricanes, Spitfires and Thunderbolts have supported ground troops in Arakan on the Tiddim Road and in Northern Burma. On two occasions during the week an enemy reconnaissance plane was intercepted and shot down by our fighters in the Pinlebu area west of Wuntho.

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EXAMINATIONS OF CIVILIAN EXAMINING AND PROFESSIONAL BODIES

The respective Councils of the organisations named below have now given permission for their examinations to be held in H.M. Ships and Establishments.

Institute of Chartered Accountants.

Institute of Bankers in Scotland.

Chartered Surveyors Institution.

Chartered Insurance Institute.

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ADMIRALTY.



1/10/44. No. 23.

INSTRUCTIONS TO AUSTRIA

The following official instructions are to be broadcast this evening at 6.30 p.m. in the B.B.C. European Service to the people of AUSTRIA

"The time has come for Austrians to give positive and active proof of their willingness to dissociate themselves from their German masters. Austrians in town and country should form in all their local communities clandestine committees to prepare for the arrival of the Allies. These committees should be ready to provide all possible help for the Allies in regard to the administration of local affairs, the purge of the Nazis, the preparation of black and white lists and the preservation of food stocks together with the safeguarding of transport and machinery".

It was pointed out that, if these instructions are followed, the chances of Austria becoming a devastated theatre of war - as the Nazis wish it to become - will be lessened.

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B.B.C.

MUSTANGS HIT U-BOAT, BLOW SIX OF

CREW INTO SEA DESTROYER ALSO ATTACKED OFF DANISH COAST

A U-boat and an enemy destroyer were attacked by Mustangs of ADGB on offensive patrol off the coast of Denmark this evening.

Sweeping in at zero feet over Langeland Bay, the Mustangs surprised the U-boat on the surface and raked the conning tower. Blast from the cannon shells blew six of the crew into the sea. Shell strikes were seen on the conning tower.

An enemy destroyer in Kiel Bay was the next target, strikes being seen on the deck and superstructure.

To complete their work the Mustangs damaged four locomotives inland, and blew up a string of goods trucks.

Nazi soldiers quit a troop train in record time to take refuge in nearby woods when the Mustangs gunned it.

All our aircraft returned safely.

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