

12/6/40

- No. 2.

PRESS NOTICE.

The Ministry of Transport makes the following announcement:-

"It has been found necessary to cancel the 8.50 a.m. train from Paddington to Frome, Bruton, Bridport, Dorchester and Weymouth, which was to have taken parents and others to visit evacuees on Sunday next, 16th June.

"Any vouchers which intending visitors have obtained for journeys to any of these destinations must accordingly be regarded as cancelled."

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MINISTRY OF TRANSPORT.

AIR MINISTRY NO. 878.

12.6.40 - No. 3.

AIR MINISTRY COMMUNIQUE.

Aircraft of the R.A.F. reconnoitred Northern Italy last night. Bombs were dropped on certain military objectives.

AIR AFFAIRS.

12/6/40 - No. 4.

POLISH NAVAL STAFF  
OFFICIAL COMMUNIQUE.

The Polish Naval Staff in London regrets to announce that, as the return of the submarine "Orzel" from patrol is now considerably overdue, this submarine must be presumed lost.

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ADMIRALTY.



12.6.40/No.5

P.N.1661.

PRESS NOTICE.

The Postmaster General announces that the mail services to Italy and Italian Colonies and the service to Northern Norway recently introduced are suspended. Correspondence for all European Countries to which the mail services have not already been suspended, as well as correspondence for Cyprus, Egypt, Iran, Iraq, Palestine and Syria, is subject to heavy delay.

The mail service to the Far East by the Siberian route and the air mail services to European Countries, other than France, Gibraltar, Portugal, Spain and Switzerland, are temporarily suspended.

GENERAL POST OFFICE.

12th June, 1940.



12.6.40 - No. 7.

PRESS NOTICE.

DEFENCE (FINANCE) REGULATIONS, 1939.

The Treasury announce that by an Order in Council dated the 11th June, 1940, (S.R. & O. No.929 of 1940) the maximum penalties on conviction of an offence under the Defence (Finance) Regulations, 1939, have been increased.

As an alternative to the fines previously prescribed (the previous maximum penalties were three months' imprisonment and a fine of £100, on summary conviction, or two years' imprisonment and a fine of £500, on conviction on indictment) penalties imposed may now include a fine not exceeding three times the value of the subject matter of the offence.

The public is reminded that Regulations have been in force since the outbreak of the war in relation to securities, foreign currency, payments in sterling to persons resident abroad, gold coin and bullion. In addition further Regulations have been made as regards the method of obtaining payment for exports and other matters.

Failure to observe the provisions of the Regulations is detrimental to the interests of the country in the conduct of the war and persons committing offences are guilty of unpatriotic conduct and will be treated accordingly.

Alleged ignorance of the Regulations will not be accepted as an excuse and any member of the public who is uncertain of his obligations under the Regulations should consult his bankers or solicitors.

TREASURY CHAMBERS.

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12.6.40

- No. 8.

PRESS NOTICE.

All Dutchmen or Dutch subjects not belonging to the Dutch Naval or Land forces may now be called upon to perform special services in or for the Dutch Mercantile Marine if this is considered necessary in the interest of the State. A Royal decree to this effect, signed by H.M. The Queen of the Netherlands, has been published. It empowers the Dutch Minister of Defence to issue an order for such services as may be deemed necessary.

The Dutch government has full powers to requisition Dutch ships. The new decree opens the possibility of requiring personnel as well.

FOREIGN OFFICE NEWS DEPARTMENT  
ON BEHALF OF DUTCH LEGATION PRESS  
SERVICE.

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Speech by the Rt. Hon. Herbert Morrison, M.P., Minister of Supply, speaking for the National Defence Public Interest Committee at a Luncheon at the Dorchester Hotel on Wednesday, 12th June, 1940.

Not for publication before 2.30 p.m.

At this hour of grave crisis in which we meet together you would perhaps wish me to tell you something of what can be told about the drive for arms production which has been put into my charge. A month ago the people, stirred to full awareness by events on the continent and responding to the urgent appeals of their leaders, set themselves to the task of forging at greatly increased speed the weapons of victory. My news of the month that has since elapsed is good. The nation swung over almost instantaneously from something that was too like a peace stroke to a full war stroke. There have been marked and material increases in output, some of them dramatic. I am grateful to the workers and the technicians for their unsparing offering of mind and muscle, and to the active directors of industry for their intelligence, drive and human understanding.

But I beg of you, do not overestimate the effect of this spurt. Do not belittle it - it is great, and it will help to preserve our cause. But do not expect the impossible of it. Before I tell you something of its details let us face together once for all the mistakes of the past, and let us understand their consequences.

To begin with you must know that the military policy that held sway here for some years was that we could fight a great war with a great navy and air force and with a small continental army. That cardinal error held the field until comparatively late in the day. The early planning of our arms industry and the scale of equipment for our forces was based upon it.

But then, even when this error was realised and corrected, we were at first not sufficiently bold and imaginative in the scope of our planning for our army. Even when we began to think on a continental scale, the limits of our thinking were too narrow. As a result the outbreak of war found Germany at, or near, her peak of productive and striking power, while we were very far from ours.

And not only were the years before the war thus partially lost, but the first months of war itself were not turned to full account. The philosophy of the indefinite defensive held sway, with the result that the effort then required of us now seems lax and puny in relation to the greatness of the actual task awaiting us. It is my duty to speak with every frankness - and it is helpful to us all, I believe, for me to do so. For nine months after the outbreak this nation was in many - perhaps in most - walks of life on a peace rather than a war basis.

Then finally came the great material losses of the Flanders battle, and I need add nothing to what the Prime Minister has already said of their effect upon the magnitude of the task before us.

A situation arising from causes as extensive and longstanding as some of those I have enumerated, cannot be corrected at once. I should be misleading the country - and that I will never consciously do - if I suggested that a few weeks, even a few weeks of intense speeded-up effort by our great industrial machine, would suffice to put these matters right. Bear this fact well in mind - it is the background which partially overshadows the brighter story of the last month, to which I can now turn.

Even before the new Government asked Parliament for sweeping powers over property and persons, giving it the right, among other things, to demand extended working hours, a great number of factories engaged on arms and war supplies had responded voluntarily to the need of the hour. Many of them had been working 24 hours a day in shifts of nearly 12 hours for six days a week. Uncomplainingly they extended their effort to the seventh day. We know that we cannot continue to exact such a sacrifice, and it would do more harm than good to the end we serve, the end of increased output. We must arrange that while factories work throughout the week, individual men and women are asked to do something less than



this. Meantime, however, in the face of the immediate emergency this tremendous effort has been made. I shall speak of this again.

Under the new powers to which I have referred various directions have been given to the owners of a wide variety of industrial undertakings. On Monday I made an order bringing 1,463 works under control. Some will thus come under the direction of the Ministry of Supply, some under the Ministry of Aircraft Production, others under the Admiralty.

In addition to the factories and plants already equipped and at work, a great programme of factory construction was under way, timed to bring into operation a large number of new plants at different future dates. It has been decided to quicken this programme by concentrating all possible effort on those factories which are nearest completion, so as to bring the greatest amount of productive power into action at the earliest possible date. The drive to bring over to arms production factories previously engaged on other work quickens in pace. We are steadily and swiftly reducing inessential production, and are cutting across previous plans for the allocation of material as between civil and war needs, and as between less and more urgent requirements. As the technicians might put it, we are adjusting priorities to realities with all possible speed. While we do not forget the future, all available energy is being concentrated on the most urgent tasks. The cry is "First things first". The needs of war mean that to-day many short-term measures are long-term wisdom.

We are also schooling ourselves to sacrifice those super-excellent details of production which for long made British goods, heavy and light, patterns of quality to the whole world. We shall sacrifice nothing of working efficiency but there is no time now for refinements of style and finish.

The greater scope and speed of war production called for corresponding adjustments of the administrative machine at top, and I have made certain additional appointments to the official and advisory staff of the Ministry of Supply. These appointments, it is hardly necessary to say, are no reflection on the existing officers. They are made because I am aware of the danger of allowing one machine to overdrive itself. It is sometimes a temptation to pile more and more responsibility on to an administrative staff in being, but while I do not underrate the readiness for sacrifice that exists from the highest to the lowest, I believe that in wartime excessively overworked senior officers, like excessively overworked Ministers, are a danger.

The new extent and urgency of our tasks calls for something more than greater intensity of effort and more men. It calls for an indomitable resolution, a keener mental thrust, a refusal too readily to accept the notion of impossibility. The counterpart to the tremendous physical effort being made in the factories is a mental effort of altogether exceptional quality among administrators, managers and technicians. Quantitative effort is not enough, we need a higher thought-potential if we are to succeed in our task. We must find the answers to problems that might have been left as insoluble a few months ago. We must discover ways round, over or under obstacles that might have seemed final. In approaching every task the question in our minds must be not "Can this be done?" but rather "This must be done-and now, how?". It is in this spirit that I endeavour to discharge my own responsibilities, and it is this that I require from others.

Of the quantity and quality of work in the factories themselves I have already spoken. Perhaps I may give you one or two examples of the sort of thing that is taking place. In one works where certain important operations are carried out by women they had come to the end of their seventh consecutive day, working  $10\frac{1}{2}$  hours each day. It was 5.30 on Sunday afternoon, and a certain piece of work was unfinished. Without hesitation, without any hint or lead from the management, they sent spokesmen to ask whether they might be allowed to work straight on until they had finished.  $10\frac{1}{2}$  hours a day for seven days, and then this gesture as a crown to the work!

In another factory men were at work on a job whose early completion was important because many other things depended upon it. A large gang of men volunteered to get it done in the shortest possible time. They worked a straight 36 hours shift and completed it. In yet another case a certain



sub-contractor was producing parts which were required speedily in a main factory some distance away. The parts were rushed through, and instead of putting them on rail or road for probable delivery the following morning, the manager of the factory took his own car on a Sunday afternoon, loaded it with the parts and made it his Sunday excursion to deliver them, so that a night might be saved.

In a certain great works in the North, my report says, "The spurt of the men was magnificent - less than 1% loss of time. No time wasted, no mornings off because of "on the beer" last night, and the amount of sickness down to practically "nil".

Performance of this quality needs no praise. It speaks for itself. The workers of the country have played the game magnificently. And may I pay my tribute also to the Trades Unions, who have moved so fast and so far in order to make possible much of what has been done. They too have played the game. Every Minister has reason to be grateful to them for what they are doing in the interests of the country and the fighting services. The Trades Union movement in this hour of crisis has proved itself a tremendous asset to Britain.

Perhaps when we contrast the spirit and quality of all this effort with the past mistakes which have both made it necessary and have put such hazards in the path of full success we may be tempted to indulge in recrimination, or to search for scape-goats. I have myself in the past been an outspoken critic of things done and things left undone. I reserve the right to be an outspoken critic again, at an appropriate time; but this is not the time. I say to you emphatically that to look back now is a weakness which we cannot allow ourselves. I say this for three reasons. The backward look is a waste of energy, it means that we are expending upon anger and condemnation resources of mind and spirit which we must husband for the task in hand. Secondly, to demand a scalp every time we have evidence of mistakes or setbacks is to create incipient panic, and to threaten stability of mind both among governors and governed. Modifications and reinforcements of the Government there may need to be from time to time, but what we cannot afford is a political crisis every other week. Then thirdly, we want above all things at the present time to build up and to foster a spirit of genuine unity, a community of thought and feeling from which none are excluded but cowards, slackers and traitors. We do not want to afford the world - more important still, we do not want to afford ourselves - the spectacle of Britain in internal dissension, picking over the mistakes of the past. Now above all moments in our history, this nation needs to show itself that "Band of brothers" that Shakespeare called it, yes, that "happy breed of men" finding its happiness even amid tragedy, in the sense of shared effort for a noble end. Once let us catch that vision, and we shall spare no useless thought for the irrevocable past.

The ordinary citizen no less than the representatives and ministers who serve him, needs to look at matters in this way. For we all know that this war is far more than a military struggle in which the stakes are victory or defeat as previous wars have led to victory or defeat. This is a struggle for the soul of Europe, perhaps for the soul of the world. It is a struggle for every value and every quality that makes life worth living - that makes it life at all.

We need in this struggle not only every mental resource of unity and comradeship among ourselves, but all possible reinforcement to our will to hold out against the mental attack which the enemy is continually making upon us. He prepared the way for every physical onslaught by seeking to implant terror in the heart of his intended victim; just as his bombs have an artificial whistle, and his dive bombers artificially added noises, so his major onslaught upon us and our Allies is preceded and accompanied by bloodcurdling threats. Do not let the enemy frighten us or depress our spirits by his screaming and his banging.

Nor must we be too much cast down by the latest addition to the ranks of our foes. We would have had it otherwise - we have enough on our hands in all conscience. But we have full confidence in our preparations for dealing with this long foreseen menace. What a bankrupt future has Mussolini doomed the Italian people to bear! Even if his wildest dreams were realised Italy could only exist on sufferance as the tool of Nazi Germany; and what we are convinced



she will in fact suffer is defeat. Think of the Italian people, with its rich nature and liberal instincts, living under the shadow of this barbarism from the North! Think of the tragic fact that a dictator should have it in his power to bludgeon, deceive and corrupt a whole people! And then think - think deeply - of those safeguards for decency at home and abroad, which we and our Allies are struggling to preserve.

Let us turn our thoughts at this moment to France, that gallant and spirited people which is once again filling the heroic role, so often allotted to it in the past by Fate of soldier of civilisation. To few lands in the world's history has it been given to have enshrined at once so noble a standard of civilised living and so doughty and resolute a spirit in its defence. France is a great heritage of European civilisation. She must and will be saved; she will save herself by her own efforts, for the country of 1789 can weather the storms of 1940; and she will be saved by every ounce and atom of help that we can bring to her aid. We shall bring it not merely for her sake, but for our own, for France's battle is ours.

And, similarly, let us remind ourselves, our ideals are America's. In that great country the standards of free life and thought which we have made our own, have a similar though characteristic expression. In America the spirit of liberty is a very real thing. We see how swiftly that spirit responds to the sense of any real threat to the democratic world. We see with what readiness the United States affords us urgently needed aid, and there is other help no less potent which perhaps we do not see. The American people is becoming more and more clearly aware how deeply its own future is involved in our present struggle. Not only does it observe the imminence of physical danger, but it has had ample opportunity to watch those devilish tactics of disintegration and treachery which might be used so powerfully against the Western hemisphere.

It is not possible to imagine two ideas of human life more deeply opposed than Americanism and Nazism. The one is built upon a conception of human liberty and brotherhood that transcends all boundaries of narrow nationalism, race and creed. Who can doubt how swiftly that conception would be attacked by the Nazi creed, with its proven weapons of an aggressive race consciousness, bigotry and hatred? Americans can see, just as we can see, how profoundly, how bitterly opposed is the Nazi creed of life to that whole trend of ordered peaceful progress for which the Western world stands.

There is a lesson for all democracies, a lesson which we in this country must take to heart for ourselves, in the growth of Nazism - a disease of civilisation, springing from its vices, battenning on its weaknesses. Let us not make the mistake of thinking of Nazism as an incidental or meaningless outgrowth; let us rather see in it a terrible warning of the effect of social insecurity, disunity and exploitation in European society, and let us resolve that in the world which we are fighting for the right to build anew there shall never again remain those foul nooks of injustice and oppression in which such a poison weed as Nazism can take its root.

But we can spare no more than a moment for this glance at the problems of the future. We must face the hard facts of to-day. And what a task it is to bring ourselves to face those facts calmly and resolutely, without self-deception or wishful thinking! Every day calls for fresh resolve.

Perhaps those of us who are in positions of responsibility have an even heavier task than others in this respect. Ministers have in recent weeks had to bear the first shock and the full brunt of those heavy blows which in some degree have fallen upon us all. They have had to meet the shock and carry on with their appointed tasks without a moment's wavering. If they can do it, so can every citizen. The test of stamina and of quality comes at its sharpest in times like these. Thank God, the British can take it.

Before I conclude let me give you three reasons for hope - not for complacency, not for unrestricted confidence, but for reasonable hope.

There is the fact of American help, material help that is already appreciable in volume and will steadily grow, moral help that heartens us with a sense of the increasingly powerful waves of strong and comradely support that flow out to us from the great democracy across the Atlantic.



Yet if I mention this first, it is not to place it first in importance, since in this crisis we depend above all upon our own effort. I give you next, therefore, the fact that Britain is fully awake, heart and nerve, and will mobilise as never before under a leader who is worthy of her. We are happy in our Prime Minister. As a colleague I pay tribute to his leadership. He gives to the members of his team ample authority, neverceasing encouragement, a saving and helping hand over awkward stiles. As a citizen I pay tribute to the inspiring power of his quenchless courage.

Lastly I point out to you certain qualities in our own nation lately demonstrated afresh and particularly apt in this hard hour. Slow to action we are, but in action the British people show a resourcefulness, an inventiveness, a knack of adapting odd and unexpected means to great and unexpected ends, a power to draw down achievement almost from the empty air. All these things we have seen in their fine flower in the exploit of Dunkirk. Dunkirk was no victory - but it was an earnest of victory, a triumphant answer both to those who may still cherish the hope of being able to tamper with our morale and our will to victory, and to those who talk as though war was just a mathematical calculation. Dunkirk was a triumph - not by any means the first in our history - of mind over matter, of will and intelligence over the fury of brute force. I commend it to you as a portent. In that sign we shall conquer.

MINISTRY OF SUPPLY,  
Press Office,  
Adelphi, W.C.2.

12th June, 1940.

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Insert Page 2 before paragraph beginning "The greater scope and speed...."

We have now in progress a complete national census of the number of hours worked by all machine tools in the engineering and allied industries of the country. From this we shall discover just what opportunities still exist for adapting to urgent war production tools which may be partially idle during certain parts of the week. Our aim is to get the maximum possible contribution from our vitally important machine tool equipment.



12/6/40 - No. 10.

SOUTH AFRICAN INTERNMENTS.

NAZIS AND ITALIANS.

The Union Government are vigorously rounding up Nazi sympathisers in the Union and South West Africa. Over 800 are being arrested in South West Africa and between 3,000 and 4,000 in the Union. The Union authorities expect that the total number of internees will soon be from 6, 000 to 7,000.

This number will include crews of captured ships, of internees from South West Africa who will be moved to the Union, and over 500 from Tanganyika. Prompt arrangements are being made to accommodate this total.

Arrangements had been made to intern all Italians on the outbreak of war.

Italians in the Union on the basis of the 1936 census probably number rather less than 1% of the population which represents a total of about 17,000.

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DOMINIONS AND COLONIAL  
OFFICES PRESS SECTION.

12/6/40 - NO. 11

LORD LLOYD RETURNS FROM PARIS

Lord Lloyd, Secretary for the Colonies, returned yesterday from a short visit to Paris. In addition to interviews with members of the French Colonial Office, he saw certain members of the French Government.

DOMINIONS & COLONIAL OFFICES  
PRESS SECTION



AIR MINISTRY BULLETIN NO. 879.DOG FIGHTS IN THE SKIESR.A.F. PILOTS' STORIES"A DOG FIGHT ENSUED"

That sentence appears again and again in reports by fighter pilots who return from hunting Heinkels, Junkers, Dorniers and Messerschmitts over the battlefields of France.

What happens during the "dog fight"? What does a fighter pilot see as he climbs and dives and turns, trying to close with the Nazi raider he has singled out, trying to avoid the enemy fighters who may be on his own tail?

Here, in their words, are "dog fight" impressions by pilots of the R.A.F. Spitfires and Hurricanes, memories of crammed seconds put into a score of words.

One of the most vivid is by a Spitfire pilot who says: "I continued to attack below tree level." He had dived after a Dornier 17 from 5,000 feet and pressed home his attack, although the spinner of his Spitfire had been hit by a bullet and his windscreen was covered with oil.

"The Messerschmitt 110 dived vertically to ground line. I followed him down and he was within 20 feet of ground, chasing round a chimney pot." That is a Hurricane pilot's way of putting it.

Another pilot said, "when I last saw the enemy, he was staggering over a wood."

Sometimes a pilot tells in a few sentences how he only just managed to escape with his life.

"My machine was hit from behind by machine gun fire and four cannon shells. The last cannon shell hit my port tank and the Hurricane caught fire. I used my parachute and made a delayed drop from 6,000 feet to about 1,500 feet. When my parachute opened I was fired on by troops with rifles. Four holes were made in the parachute's canopy."

One pilot describes how, in addition to being attacked from directly ahead, he was surrounded. Eighteen Me.109's attacked him and although he tried skidding and climbing, he had to take to his parachute.

Another destroyed a Ju 88 after he had himself been hit on the wings by cannon fire from Me.110's. Then the Me's attacked him again, and this time he says:

"I received direct hits with cannon fire and then dived to the ground and found my base engine temperature was now registering 145 degrees, and fumes coming from the engine. I switched off to prevent being overcome by the fumes. Made forced landing on aerodrome."

But most pilots describe the end of more satisfactory fights in familiar sentences. They say:

"I immediately turned round steeply, as the Me. had passed quickly by, and saw the machine a mass of flames, diving towards the ground haze."

Or...."I then saw the complete tail of the enemy aircraft break off, this aircraft rolling over and diving out of its formation vertically. Another Me. blew up and disintegrated."

"Or...."My windscreen was smothered with oil so that I could only see another aircraft by the flames which just showed through the oil.

"Or...."I saw the fuselage tear up. The rear gunner was lying helpless in the cockpit."

"Finally, here is a typical remark by a squadron leader whose squadron had just shot down seven and damaged three Ju 87's.

"All the Junkers seemed very surprised to see us: They were obviously not expecting an attack, as we were some distance behind the line."



AIR MINISTRY NEWS SERVICE.

12.6.40 - No.15,

AIR MINISTRY BULLETIN No.880.

HEINKEL SHOT DOWN OFF KENT.

A Spitfire pilot dived more than 11,000 feet to make the first attack on the Heinkel 111 which was shot down off the Kent coast shortly after 8 a.m. today. After firing the whole of his ammunition, he saw the Heinkel dive into cloud with black smoke pouring from its port engine.

A second Spitfire took up the chase, followed closely by two more. They could see the Heinkel staggering low over the water, with its tail splashing the surface repeatedly as the pilot tried in vain to continue his flight. Finally, the Heinkel came to rest on the sea, and two members of the crew were seen to climb out into their dinghy. They were picked up and are now in hospital in a Kent coastal town.

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12/6/40 - No. 16.

PRESS NOTICE

Mr. Churchill, accompanied by Mr. Eden, Secretary of State for War, and General Dill, Chief of the Imperial General Staff, had meetings in France yesterday and to-day with Monsieur Reynaud, Marechal Pétain, and General Weygand.

Complete agreement was reached as to the measures which should be taken to meet the developments in the war situation.

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MINISTRY OF INFORMATION.



12/6/40 - No. 17.

PRESS NOTICE.

The Ministry of Transport makes the following announcement:-

It has been found necessary to cancel all the trains which were to have taken parents and others from London stations to visit evacuees on Sundays 16th and 23rd June.

Any vouchers which intending visitors have obtained for journeys by any of these trains must be regarded as cancelled.

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MINISTRY OF TRANSPORT.

Evacuation of Registered Schoolchildren from  
Greater London starts tomorrow.

MINISTER'S MESSAGE TO PARENTS.

The Minister of Health (Mr. Malcolm MacDonald) issues the following message to the parents of the 120,000 registered schoolchildren who are to be evacuated from Greater London, starting tomorrow:

"You fathers and mothers have done a wise thing in registering your children for evacuation from crowded London. Now the Government rely upon you actually to seize this chance which your foresight has given you. The move starts tomorrow and continues until next Tuesday. You must see that your children are sent to their school at the right time, of which you have been informed by the teachers. Otherwise they will now miss the chance of going away to greater safety.

"In the first place you are helping the children. Remember that the danger to them in case of air raids, however good our defences, would not only be death or wounding from direct hits, but also injury in fires spread by incendiary bombs, and in addition the effect on their minds of the terrible experiences they might suffer. But you are also helping the authorities in charge of defence. Children may hamper the men and women who are working to protect the civilian population. So the movement of these 120,000 children will strengthen the defence of London."

MINISTRY OF HEALTH.

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12/6/40 - NO. 20

ALIENS ( PROTECTED AREAS) ORDER

The Home Secretary has made a further Order under the Aliens Order declaring certain areas to be Protected Areas. These areas are, first, all the areas previously declared Protected Areas (except the East Anglian Area and the Kent Area which are covered by an earlier Order which remains in force), and secondly, two further coastal strips approximately 20 miles wide, one running from the existing boundary of the East Anglian Area northwards to the northern boundary of the East Riding of Yorkshire and the other from the western boundary of the Kent Area to Lands End.

Aliens, other than those of French nationality, must obtain the written permission of the police to enter or to remain in any Protected Area unless they are passing through it in the course either of a continuous journey by train from and to places outside the area, or of a continuous journey from or to a place outside the United Kingdom. Such aliens must also obtain police permission if they wish to possess or use in a Protected Area such articles as cameras, telescopes, nautical charts, etc.

The occupier or keeper of any premises in any of these areas at which an alien is staying, is required to report to the officer in charge of the nearest police station forthwith:

- (i) on the arrival of the alien, his arrival, his names in full, his nationality, and the address at which he spent the preceding night; and
- (ii) on the departure of the alien, his departure and the address at which he intends to spend the succeeding night.

Details as to the areas to which these provisions apply are contained in the Schedules to the Aliens (Protected Areas) (No. 4) Order, 1940, and the Aliens (Protected Areas) (No. 5) Order, 1940, copies of which may be obtained from the Stationery Office or from any bookseller.

HOME OFFICE.



12/6/40 - No. 21.

NOT FOR PUBLICATION BY CLUB TAPES OR OTHER MEANS  
BEFORE THURSDAY MORNING PAPERS.

BEARER SECURITIES IN ENEMY HANDS.

The Treasury give notice that it is proposed to compile a list of numbers of bearer securities which are owned by persons in enemy territory or enemy occupied territory, or which have fallen into enemy hands.

Information should be sent to the Bank of England, Securities Registration Office, without delay, through the company secretaries or paying agents in this country if the securities were issued in the United Kingdom, and through a bank in the United Kingdom if they were issued abroad.

Names and addresses of beneficial owners, place of deposit and definitive numbers and denominations of bonds, warrants, etc., and all other relevant particulars should be given in the fullest detail.

TREASURY



12/6/40. - No. 22.

EARLY HAYMAKING.

To make hay of the highest quality, the kind that will replace cake, it is necessary to cut the grass while it is still immature. Many farmers are doing this. Many more should follow their example. One word of caution, however, is necessary. Leafy herbage is very deceptive. Under a hot sun it may look drier and feel drier than it really is. If stacked too soon large losses will occur through heating. The most effective safeguards are -

- (1) Salt: 1 peck per ton sprinkled over the stack;
- (2) Narrow stacks and vents;
- (3) Cocking and Tripoding.

Many people regard cocking as wasteful of time and labour. This is a mistake. Cocking or tripoding ensures protection against scorching from too much sun and damage from rain. Hay thus made has the maximum feeding value.

All greenstuff evolves gas and heat, even in the swath. These escape unperceived in the field; they are retained in the stack, causing loss and damage, perhaps spontaneous combustion. So be careful and patient. Good stuff is worth some trouble.

MINISTRY OF AGRICULTURE.



12.6.40 - No.23.

RICKS IN THE FIELDS.

Farmers are asked to co-operate further in the nation's defence by building their hay ricks, where possible, in the middle of those grass fields which might be used as landing grounds by enemy aircraft. Where the field is large and the ground level it will be most useful to build two or more ricks spaced across the field. Haystacks should not, however, be erected near aerodromes if it can possibly be avoided.

MINISTRY OF AGRICULTURE.

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12/6/40. - No. 24.

AGRICULTURAL WAGES BOARD

NATIONAL MINIMUM WAGE

A meeting of the Agricultural Wages Board was held at Kings Buildings, Smith Square, London, S.W., on 11th June, the Rt. Hon. The Viscount Ullswater, G.C.B., presiding.

The period having expired within which the County Agricultural Wages Committees were entitled to make representations to the Board for lower minimum rates of wages to apply in their area instead of the national minimum wage of 48/- per week fixed by the Board at their last meeting on 7th June, the Board noted that 46 of the Committees had notified their intention to vary the minimum rates of wages for adult male workers employed whole time by the week or longer in their areas to conform with the national minimum wage.

The Board considered representations made by the remaining Committee, that for Cornwall and the Scilly Isles, and decided that no modification of the national minimum wage would be justified in that area.

The next meeting of the Board is arranged for Saturday, 15th June, at 11 a.m. to receive reports as to the steps taken by the Committees in issuing Notices of Proposals to vary the county minimum rates of wages so as to give effect to the national minimum, and to take action in any case of default.

MINISTRY OF AGRICULTURE



12/6/40 - No 25

It is confirmed in official circles that agreement has been reached on outstanding points relating to local issues at Tientsin and it is hoped that the detailed arrangements will be available for publication in a few days.

FOREIGN OFFICE NEWS DEPARTMENT.



12/6/40 - No. 26.

CONTROL OF FATS AND OILS.

As already announced, from 1st July the Ministry of Food will control sales to all trade users of margarine, compound cooking fat, hog lard, dripping and edible oils. Trade users must apply now for application **form O.F.240 (a)** to the Oils and Fats Distribution Officer for the area in which their business premises are situated. Fish Fryers should receive these forms direct from the National Federation of Fish Fryers. Any Fish Fryer who has not received a form by Wednesday, 19th June, should apply direct to the local Oils and Fats Distribution Officer, whose address may be obtained from the Food Control Committee.

MINISTRY OF FOOD.



12/6/40 - NO: 27.

KENYA'S WAR GIFTS

The Governor of Kenya announces that the following further allocations from the Kenya War Welfare Fund have been sent direct to the organisations named:

	£
Mansion House Fund	1,000
King George's Fund for Sailors	250
Royal Naval Benevolent Trust	250
Royal Air Force Benevolent Fund	250
Royal National Lifeboat Institution	100
St. Dunstan's	150
Church Army	125
Salvation Army	125
Young Men's Christian Association	125
Missions to Seamen	50

DOMINION & COLONIAL OFFICES.  
PRESS SECTION



12/6/40 - No. 30.

COLONIES IN WAR ZONE

LORD LLOYD'S INSPIRING MESSAGE.

Lord Lloyd, Secretary of State for the Colonies, has sent the following message to the Governors of Kenya, Somaliland, Malta, Aden, Cyprus, and Gibraltar:

"As the result of the latest developments in the war situation, the territory for which you are responsible has been brought within the zone of active military operations, and is now, or may be, called upon to share directly in the dangers and hardships of modern war.

"I am confident that these dangers and hardships will be faced with pride and determination, and I hasten to assure you of my conviction that the people of your territory will display in these momentous times the courage and resolution characteristic of the peoples of the British Empire, and that the day will come when we shall look back proudly and with thankfulness to the part which they have played in achieving victory over the King's enemies."

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DOMINION & COLONIAL OFFICES.  
PRESS SECTION.



Air Ministry News Service.

DAYLIGHT ATTACKS ON ENEMY FORCES

High explosive and incendiary bombs were dropped at the rate of over a hundred a minute during one ten-minute action yesterday by day bombers of the Royal Air Force.

The raid, one of a series of attacks launched throughout the day in support of the allied armies resisting the right wing of the German thrust, was carried out by a force of medium bombers and was directed against enemy concentrations advancing on the Lower Seine, south-east of Rouen. Attacking in sections at heights which varied from 6,000 to 800 feet, our aircraft released salvos of bombs on their targets, wrecking convoys, scattering mechanised columns, blocking road junctions and setting woods ablaze. Hits were scored on a column of lorries near Les Andelys: twenty armoured fighting vehicles on a road one mile south east of the town received a full salvo of high explosive bombs: and ten large tanks, standing by the roadside at Suzay, were enveloped in smoke and flying debris when heavy calibre bombs exploded on the road around them. Other targets successfully attacked in the course of this ten minutes' intensive assault included an anti-aircraft battery near Les Andelys, and a mechanised column at Racheville.

At the height of this raid the starboard airscrew of one bomber was shot off and the engine disabled, but after dropping their bombs on the target, the crew returned safely to their base on the one undamaged engine.

In the course of further sorties later in the day a bomber force, after attacking enemy concentrations in a forest at La Mare and setting the woods on fire with incendiary bombs, were themselves attacked by a greatly superior number of Messerschmitt fighters. One of our bombers, encountering a formation of twelve Messerschmitt 109's, was engaged by the fighters which attacked simultaneously from astern above and below. One Messerschmitt was almost immediately shot down in flames by a burst of fire from the British observer's gun which tore chunks of metal out of the fighter's wing-roots, and a few minutes later a second Messerschmitt 109, caught at close range by the bomber's air gunner, was sent plunging down trailing a cloud of black smoke.

Another bomber with six Messerschmitt 109's on its tail dived for cover into a cloud. On coming out it narrowly missed a head on collision with the leader of an enemy formation which it had been evading. The fighter, apparently shaken by his narrow escape, did not pursue the engagement.

AIR AFFAIRS



12/6/40 - No 32

Air Ministry No 883

AIR MINISTRY COMMUNIQUE

During yesterday, medium bombers of the R.A.F. made repeated attacks on enemy motor transport columns armoured fighting vehicles, and troop concentrations in the loops of the Seine east of Rouen and the adjacent wooded areas. The enemy's movements were harassed both by bombing and low-flying machine gun attacks.

In the course of these operations two enemy fighters were shot down. Four of our aircraft are missing.

Night operations included bombing of key points, railway junctions and ammunition dumps in the rear of the fighting zones from the sea to the Meuse. Enemy concentrations in the neighbourhood of the Seine were again bombed, the crossings of the Somme suffered further damage and woods were set afire in the Hirson-Givet area.

Other aircraft attacked military objectives at Cologne and elsewhere in Western Germany.

In the course of a reconnaissance over Northern Italy, heavy bombers operating from Great Britain attacked military objectives at Turin, while others bombed targets at Genoa. One of our heavy bombers is missing.

Our fighters were active over France yesterday. At least eight enemy aircraft were destroyed. One of our fighters is missing.

Off the South East coast of England this morning Spitfires shot down a Heinkel bomber.

AIR AFFAIRS.



The following is issued by Naval Affairs for such use as the Press may wish to make of it.

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SLIP

AN UNFORTUNATE SHIP.

At 4 p.m. this afternoon the German Propaganda Ministry broadcast from Deutschlandsender the following statement:-

"Last night at dawn a German submarine in the Atlantic stopped what it took to be a Greek steamer, which it had previously stopped on the assumption that it was not obeying orders. An exchange of flash signals took place between the ships. When the submarine learned that it was the U.S. liner "WASHINGTON" it gave free passage to the ship. The American State Department states that governments had been notified that the ship was returning via Ireland. This is unfortunately incorrect. The German Government did not learn until yesterday afternoon that the ship would call at an Irish port in addition to Bordeaux and Lisbon."

That this statement is completely untrue is shown by the fact that the Germans themselves had previously made the following announcements from their controlled broadcasting stations:-

From Transocean at 4 p.m. on June 3rd, 1940:

"As, however, the steamer "WASHINGTON" will pass through war zones which otherwise would be evaded by American vessels, according to American regulations, competent German military quarters have been informed of intended voyage of steamer "WASHINGTON", and had received strict orders to let steamer carry out its voyage unhindered."

From Hamburg in English at 11.15 p.m. on 7th June, 1940 :

"U.S. NATIONALS GOING HOME. The U.S. liner "WASHINGTON" which arrived at Bordeaux yesterday, in order to take American citizens back to the States, will not proceed to Genoa as originally planned but will merely touch Lisbon and an Irish port."

From Deutschlandsender in German at 6 a.m. 10th June, 1940 :

"THE WASHINGTON LEAVES BORDEAUX. U.S.A. steamer "WASHINGTON" left Bordeaux for New York the day before yesterday. She carried one thousand American passengers, who came from various European countries. On her return voyage to America, the steamer will call at Lisbon and in Ireland to embark a further number of American citizens."



ROYAL AIR FORCE AWARDS NO. 53.

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.

Pilot Officer Alan Christopher DEERE

During May, this officer has, in company with his squadron, taken part in numerous offensive patrols over Northern France, and has been engaged in seven combats often against superior numbers of the enemy. In the course of these engagements he has personally shot down five enemy aircraft and assisted in the destruction of others. On one occasion, in company with a second aircraft, he escorted a trainer aircraft to Calais Marck aerodrome, for the purpose of rescuing a squadron commander who had been shot down there. The trainer aircraft was attacked by twelve Messerschmitt 109's whilst taking off at Calais, but Pilot Officer Deere, with the other pilot, immediately attacked, with the result that three enemy aircraft were shot down, and a further three severely damaged. Throughout these engagements this officer has displayed courage and determination in his attacks on the enemy.

Awarded the Distinguished Flying Medal.

Sergeant Samuel Leslie BUTTERFIELD.

One day in May, this airman was on patrol in company with his squadron, when fifty or more enemy aircraft were sighted. During the engagement that ensued, he shot down two Messerschmitt 109's in quick succession. He then successfully attacked a Junkers 88, which fell into the sea. He was immediately attacked himself, by a Messerschmitt 110, and his aircraft was hit by a cannon shell, but by skilful manoeuvring and accurate shooting, he destroyed the enemy fighter. With his ammunition now expended, he set course for home but was again attacked and hit by three more cannon shells, which set his aircraft on fire. Sergeant Butterfield escaped by parachute and was picked up by a passing vessel. Throughout the engagement, though greatly outnumbered, this airman displayed great courage, outstanding initiative and determination.

NOTES ON CAREERS

Pilot Officer DEERE (22) born at Auckland, N.Z., was educated at St. Canice's School, Westport, and Wanganni Technical College. He joined the R.A.F. as a pupil pilot in 1938 and was granted a short service commission the same year.

Sergeant BUTTERFIELD born at Leeds in 1913 joined the R.A.F. as an apprentice straight from school in 1929. He is now a pilot fitter 1, and his wife lives at Stamford.

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

12.6.40.