

1940

R.A.F. Propaganda Newspapers Dropped on Channel Islands

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News from England

No. 1

SEPTEMBER 1940

DISTRIBUTED BY THE R.A.F. 

TO THE CHANNEL-ISLANDERS

All of you, His Majesty's loyal subjects on the Channel Islands, must keep asking yourselves two great questions:—"How long must we put up with the German occupation?" and "How are our friends on the mainland?"

This news-sheet brings you the heartening answers. We on the mainland are in good heart. By subjecting our women and children to the wickedest form of warfare known to history, Hitler has only stiffened our backs. And the events of the last three weeks have only served to confirm Mr. Churchill's words of August 21st, that "the road to victory may not be so long as we expect." Nor may the day be so distant when we shall come to your relief. All our rapidly and enormously increasing strength is directed towards that day when the shadow of the bully will be lifted from you and from the whole of Europe. We shall continue to bring you the news from England as often and as regularly as we can.



A MESSAGE FROM HIS MAJESTY THE KING

The Queen and I desire to convey to you our heartfelt sympathy in the trials which you are now enduring. We earnestly pray for your speedy liberation, knowing that it will surely come.

GEORGE R. I.

Bombs over Germany

Hitler has suffered his first major defeat. While the mass raids on Britain have been broken up at a devastating cost to the Luftwaffe, the Royal Air Force carries out nightly raids on Germany and the Occupied Territories with such precision and intensity that the Hitler war machine has been visibly weakened.

The attacks on Germany have now lasted three months. From the North Sea to the borders of Czechoslovakia, from the Baltic to the Swiss Frontier, there is no military objective which is safe from them. Across the Alps, too, heavy blows have been struck at such targets in Milan, Turin, Genoa and other industrial centres.

Only military targets are attacked, but the effect has been that much the more serious. It contrasts strikingly with the indiscriminate terror bombing over England carried out by pilots who lack the training for more damaging tactics.

In Berlin itself gasworks, power stations, armament factories and railway stations have been repeatedly and systematically bombed. Hamm, key terminus for Ruhr rail traffic, has been bombed over sixty times. The Dortmund-Ems Canal, another vital artery, has been pierced by the heaviest bombs and drained.

At Hamburg and Emden vast areas of the docks have been wiped out. Synthetic petrol installations at Stettin and Leuna, reservoirs at Kiel, power stations at Nuremberg and Munich have all felt the weight of the British fist.

The great German forests have been set on fire. In the Black Forest, the Harz and the forest of

Thuringia outside Berlin, walls of flame have closed around hidden factories and munition stores until explosions broke out.

Besides these blows at the heart of Germany, the fortified ports in Norway, Holland, Belgium and France, where the Germans are concentrating for the suicidal attempt at invasion, have been repeatedly struck.

In Africa and Italian possessions in the Mediterranean a similar story has been written by the R.A.F. with the difference that the Italian anti-aircraft defences and fighting planes are weaker than the German.

UP AND UP

"Our production of aircraft already largely exceeds the enemy's." This important announcement was made by Mr. Winston Churchill on August 20th. "The American production is only just beginning to flow in," he added. "Our fighter and bomber strengths are now, after all this fighting, larger than they have ever been."

The Luftwaffe was then attempting to put our aircraft industry out of action. It was in vain. At the end of the month Lord Beaverbrook, Minister of Aircraft Production, was able to add his own statement to the Prime Minister's. He said:

"The men and women of the aircraft industry of Great Britain have provided for the R.A.F. in the last week more fighters and bombers than ever before in the history of aviation."

A World against Germany

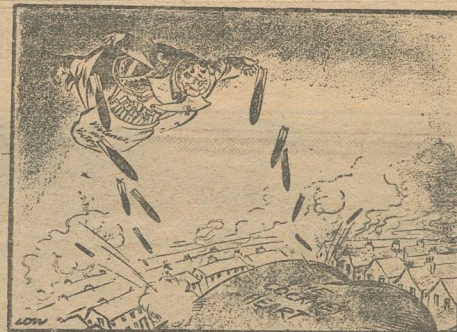
Large numbers of the new bombers shattering Germany and of the fighters defending our coasts will bear the names of cities thousands of miles away from Europe. Gifts have poured in from every continent.

A bomber and three fighters from British Guiana; two Hurricanes from the Bahamas; three hundred Spitfires from Ceylon; fifty Spitfires from the Gold Coast; seventy-five more from Hyderabad; eighty more from East India; twelve bombers from Malaya; a bomber and two fighters from Mauritius; two Spitfires from Mombasa; £100,000 from New Zealand to be spent at Lord Beaverbrook's discretion; ten Spitfires from Sarawak (and one from the Rajah); three bombers from Trinidad; one Spitfire from St. Vincent and another from Granada in the Windward Isles; four Spitfires from Zanzibar; more fighters and bombers from Uganda; more again from Rhodesia and a promise of regular monthly supplies; more again still from Southern Rhodesia; Spitfires yet again from the "Speed the Planes" fund in Natal; large consignments of rupees from Madras.

All over the British Isles, meanwhile, individuals,

groups of employees, towns and suburbs have presented Spitfires and Hurricanes to the nation. Every kind of group has subscribed, money has even come from people bearing the same christian name—the Harolds, the Georges, etc.

From everywhere come fighters and bombers, bombers and fighters, most of all Squadrons of Spitfires.



By courtesy of 'The Evening Standard'

IMPREGNABLE TARGET

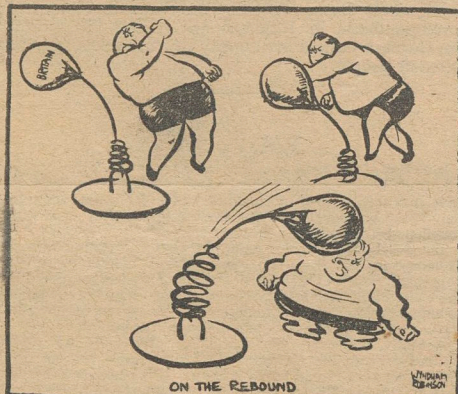
Free France Rises Anew

Throughout the French Empire and in France itself there are signs that the spirit of France, which was temporarily numbed by the shock of defeat, is now re-awakening.

Immediately after the capitulation, General de Gaulle raised in England the banner of les Français libres. Then, on August 26th, all the French possessions in Central West Africa—the Chad, the French Cameroons, the French Congo and Oubangui-Chari—suddenly and with one accord rallied to the cause of Free France.

In those French possessions which are still under the domination of the Axis, there are signs of revolt. An unascertainable number of fighting planes from French Morocco have arrived at Gibraltar, piloted by French airmen who wish to fight with General de Gaulle. The French naval forces in the Mediterranean and at Djibuti are reported to be eagerly waiting for the moment when they can re-enter the war.

In France itself, where the Nazi boot presses most heavily, there are also signs of resurrection. The Vichy government has rejected the demand, presented by the Germans, for more than half the livestock in unoccupied France. The Germans, as they naturally tend to do, are over-reaching themselves in their greed and are provoking growing resistance. There is evidence of sabotage in the factories now working for Germany. The broadcasts of General de Gaulle are eagerly listened to, despite German threats of severe punishment. The time is not far off when in France, too, the revolt, which is still underground, will flame up into the open.



By court. sy of 'The Star'

Churchill Speaks

Judged alone by his speeches since the collapse of France, it is certain that Mr. Winston Churchill will emerge as one of the greatest statesmen in British history. The effect of these speeches on home and world opinion has been to make brave men out of the weakest and to convince the world that Britain and her Allies are surely and inevitably preparing the defeat of Germany. Seldom in history have words taken such material effect.

He has been far-sighted.

We shall do our best to encourage the building up of reserves all over the world so that there will always be held out before the eyes of the peoples of Europe, including—and I say it deliberately—the German-Austrian peoples, the certainty that the shattering of the Nazi power will bring to them all immediate food, freedom and peace.

He has warmed our hearts.

We have fortified our island. We have re-armed and rebuilt our armies in a degree which would have been deemed impossible a few months ago. We have ferried across the Atlantic an immense mass of munitions of all kinds, all safely landed without the loss of a single gun.

The fact that the British Empire stands invincible and that Nazidom can still be resisted will kindle again the spark of hope in hundreds of millions of despairing men and women, and from these sparks there will presently come a cleansing and devouring flame.

He holds out his arms to the future.

These two great organisations of the English-speaking democracies, the British Empire and the United States, will have to be somewhat mixed up together in some of their affairs for mutual and general advantage. For my own part looking out upon the future I do not view the process with any misgivings. I do not want to stop it. No one can stop it. Like the Mississippi, it "just keeps rolling along." Let it roll. Let it roll on

full flood, inexorable, irresistible, to broader lands and better days.

He has not only dug the grave of Hitler; he has written his epitaph.

This wicked man, the repository and embodiment of many forms of soul-destroying hatred; this monstrous product of former wrongs and shames has now resolved to try to break our famous island spirit by a process of indiscriminate slaughter and destruction.

What he has done is to kindle a fire in British hearts here and all over the world which will glow long after all traces of the conflagrations he has caused in London have been removed.

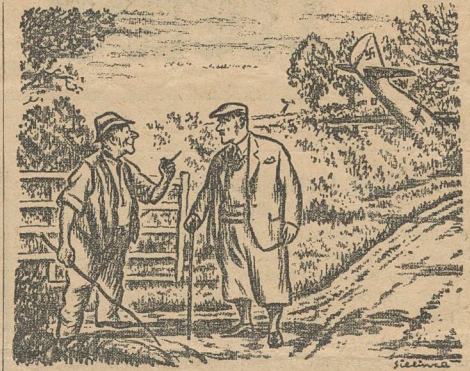
He has lighted a fire which will burn with a steady and consuming flame until the last vestiges of Nazi tyranny have been burnt out of Europe and until the old world and the new can join hands to rebuild the temples of man's freedom and man's honour upon foundations which will not soon or easily be overthrown.

U.S. GIVE US ALL WE NEED

On September 4th it was announced that H.M. Government had given the U.S.A. a 99 years' lease of several naval and air bases in the West Indies, and that in return the U.S.A. had handed over to Great Britain 50 "over-age" destroyers. This transaction has doubly strengthened us. Firstly, by entrusting a share in the defence of these possessions to the U.S.A., we have released an important part of our own naval strength for more aggressive action against Germany. Secondly, these 50 destroyers, which are only technically "over-age" and are, in fact, first-class fighting ships, will make an enormous difference in tiding us over the period until our huge new programme of war-time naval construction begins to bear fruit.

Just as important as the strategic and naval benefits of the transaction is the fact that it is a sign of a vast change in American public opinion. Americans are now fully aware that they cannot afford to let Great Britain be defeated.

As long as the U.S.A. continue to help us, as hitherto, by sending ever increasing quantities of ships, planes, tanks, guns and other war supplies, we do not need the help of American armed forces. We already have enough men under arms to repulse any attack; and soon we shall have enough to carry the war into the enemy's territory.



By courtesy of 'Punch'

'Eglantine Cottage? Go down the lane past the Messerschmitt, bear left and keep on past the two Dorniers, then turn sharp right and it's just past the first Junkers.'

PLANE FACTS

In the skies above and around Great Britain, Germany is losing the machines which rained havoc on the innocent populations of Europe. The R.A.F. and Anti-Aircraft guns are shooting them down at the rate of nearly four to every British plane.

Here are facts and figures:—

From September 1st to September 11th alone Germany lost 501 machines. From the beginning of serious air activity round our coasts, June 16th, up to September 11th, Germany lost 1,868 planes in raids on Britain compared to 516 R.A.F. planes lost in defence.

This means that the Luftwaffe lost more than 4,000 trained personnel killed or taken prisoner. In the same period 248 British airmen from the 516 R.A.F. planes shot down were saved by parachute to fight again. The contrast between British and German pilots lost is therefore even more extreme than between British and German planes. Pilots too, are harder to replace.

In the first year of war (up to September 3rd 1940):—

On all fronts Britain lost 1,029.

In detail:—

	Losses	
	German	British
Over and around Britain ..	1,464	370
Over France, Belgium and Holland ..	2,378	415
Over Germany ..	44	154
Over the North Sea ..	22	23
Over Scandinavia ..	68	67
	3,976	1,029

Sunday September 15th was a record day for the R.A.F. In mass attacks on Britain 187 German planes were destroyed compared with 25 British, 14 of the pilots of these being saved to fight again.

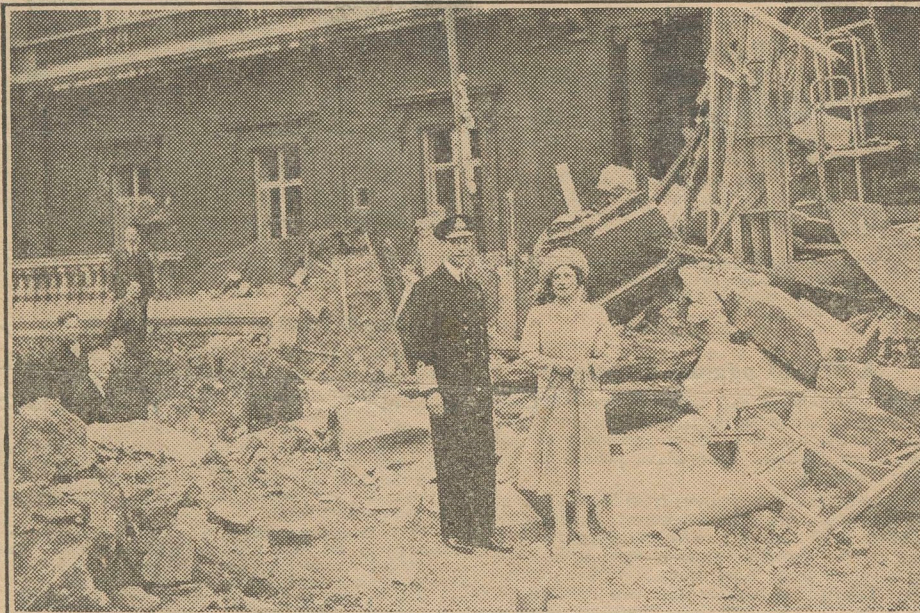
It is because these figures are a hinge on which the history of the war is turning that the German propaganda machine has made so great an effort to convince the world that they are not only untrue, but the opposite of the truth. In fact all losses claimed by the R.A.F. are scrupulously checked and do not, for instance, take account of the many planes so badly damaged that they are unlikely to reach their base. As all American and neutral correspondents in England are telling the world, the German figures are simply lies to encourage the German people.

RM. 7 = £1

Invaders of old used to allow their troops to "live on the country" by frank and open looting. The Nazis, however have invented a new, more subtle kind of looting, whereby they make pretence of paying for the goods they steal with worthless bits of paper.

The Nazis tell you, for example, that the proper rate of exchange for the mark is seven to the £. This is complete nonsense. Even at the fictitious rate of exchange quoted in the United States, of RM.2.40 to the dollar—a rate of exchange at which no business is actually done—the corresponding rate for you would be about eleven marks to the pound.

Actually, however, the mark has practically no value whatsoever outside Germany—for the simple reason that nobody wants German paper money. It is backed neither by gold nor by credit nor by goods for export—only by force and fraud.




UNHURT, THE KING AND QUEEN INSPECT PART OF THE DAMAGE TO BUCKINGHAM PALACE

German bombers have repeatedly attacked Buckingham Palace. High explosive and time-bombs were dropped damaging among other parts of the Palace the chapel where Princess Elizabeth and Princess Margaret Rose were christened. The King and Queen were in residence when the second raid was carried out on September 13. But they were unhurt, and after an inspection of the damage to their own home, their Majesties set off to visit other residential areas which had suffered.

News from England

No. 2 SEPTEMBER 30, 1940

For the Channel Islands

DISTRIBUTED BY THE R.A.F. 

GERMAN FRONT LINE BATTERED

Dover, September 28.

WATCHERS on this coastline will never forget the skies of moving light and fire which they have seen night after night in recent weeks enveloping, like an Aurora Borealis of the south, the ports where the Germans are massed for their attempted invasion.

With merciless regularity the R.A.F. have destroyed the enemy barges, their stores, barracks, fuel and ammunition dumps.

Over Boulogne on the 18th, the raids appeared to start as soon as 9 p.m. with greater violence than usual, and as they developed, many miles of the French coastline seemed to be ablaze. Then fresh waves of bombers spread the attack to Calais, where great fires broke out and lit the sky with a feverish glow which spread.

On the 24th our bombers raided Calais for 7 hours.

The raids have covered the entire span of the German outposts.

Cherbourg

Cherbourg had special attention on the 17th. The Air Ministry states that this particular raid caused "tremendous havoc to ships and docks".

Three squadrons carried out the attack in spite of a gale and sustained anti-aircraft fire. The first pilot saw a ship of about 5,000 tons and he got a direct hit amidships. There was a shattering explosion and a column of water rose 200 ft. The vessel suddenly became a furnace from end to end.

Great fires were started in the docks and railway goods yards. "From 5,000 feet," said a flight commander, "the dock area of Cherbourg looked like acres of Chinese gardens at night time. Exploding shells were so numerous that they made a kind of crazy pavement across the sky, and surging below were the fires caused by our bombs. One resembled a mammoth crimson horse-shoe, and it seemed as if every yard of the central part of the docks was framed in fire."

General Effect

This treatment in regular doses has been given to the German forces at Hamburg, Flushing, Antwerp, Terneuzen (S.E. of Flushing), Ostend, Zeebrugge, Boulogne, Dunkirk, Calais, Dieppe, Le Havre, as well as the big gun emplacements in the region of Floringzelles, Haringzelles and Framzelles near Cap Gris Nez.

How serious the effect of these sustained attacks has been can be gauged from reports by travellers and seamen arriving at Baltic ports at the end of September. They say that while the German home population is getting increasingly impatient, war enthusiasm among the troops in Holland and Belgium is declining.

Raids and postponement have gone a long way to undermine the spirit of the soldiers, and the belief is gaining ground among the officers that it is hopeless to challenge Britain across the sea.

This belief is strengthened by the many German bodies washed up on the shores. Victims of bombing and submarine attacks, they were engaged in invasion exercises.

BOMBS FOR BERLIN

The systematic destruction of Germany's war industry by the R.A.F. has continued steadily in the second half of September.

Berlin received its heaviest raid so far on the 25th when British planes were over the city for five hours. "The bombers never seemed to stop coming," said an American commentator, of another raid two nights before. Railway stations, gasworks, power stations, factories have been repeatedly hit while fires started by the bombs light up the sky.

On the 17th bombers attacked the aqueducts which carry the Dortmund-Ems Canal over the Ems north of Munster. Sticks of high explosives were dropped accurately across both aqueducts by several planes. On the 26th this vital traffic artery was again attacked.

Other attacks have been made on military targets at Mannheim, Ehrang, Neckarau, Wismar, Munster, Hanover, Bremerhaven, Hamm (now beginning to look forward to its hundredth raid), Bremen, Heidelberg, the big aluminium works at Lautz (100 miles south-east of Berlin), and many other military objectives.

STRANGLEHOLD BY THE NAVY

SEA-POWER, decisive factor of all great wars, remains firmly in the hands of Britain. September has brought more proofs of this.

The blockade in its extended form has been maintained, as it must be until the retreat of the Nazis from the territories they infest allows the entry of the foodstocks planned by Mr. Churchill for the oppressed populations.

On September 2nd a 10,000-ton German transport was sunk north of Denmark with its 4,000 troops by H.M. Submarine *Sturgeon*. Ten minutes after she was torpedoed, the transport burst into flames and sank about an hour and a half later.

In the Mediterranean the Italian Fleet still declines to risk giving battle. After British forces had swept the whole of the main part of the Mediterranean, they were able to shell without opposition military objectives and the seat of Italian administration on the Dodecanese Islands.

Mediterranean

Mr. Churchill's statement on the reinforcement of our strength in the Middle East is not overlooked by naval authorities. He said:

A few days ago we found it possible almost to double the effective strength of our Fleet in the Eastern Mediterranean by sending some of our most powerful and

American View



"New York Sun"

Sticking his Neck Out

**"YOU'RE TELLING
ME!"**

Latest in the Gallup survey of U.S. public opinion was the question: "Recently the Germans claimed they had shot down 427 English planes in one week, and lost only 99 of their own. Do you think this was accurate?" Voting was No 86%, Yes 3%, Don't know 11%.

The regular poll on American opinion as to chances of victory shows that 43% now back Britain compared with 32% in July. Votes for Germany have dropped from 35% to 7%.

LEAVES AND NEWS

AUTUMN leaves are falling as well as your copies of News from England. They may seem a gloomy enough reminder that the summer is over and a second war winter is setting in—this one under the alien heel of Germans bent on world dominion.

But remember that the leaves must seem far more ominous to the Germans. They remind them of the Kaiser's promise to his armies in 1914: "You will be back before the leaves fall", and of Hitler's proposed victory parade which was to celebrate the occupation of London in August.

As the inhabitants of their great industrial towns huddle in air-raid shelters through the coming winter nights, the suspicion will gradually spread among them that the war cannot be won, that their dream of world conquest and plunder was only a dream, and that dawn will break, perhaps not so very far ahead, on a Europe rid of Nazi gangsters and ruled equally by its own peoples.

Cheer up!

ESCAPE FROM GUERNSEY

Eight Reach Britain

London, September 27

A PARTY of eight men have successfully escaped from Guernsey to England in a 20 ft. boat. The London press is headlining their adventures.

They left Guernsey under cover of darkness and rowed half a mile before using the motor. When they were about two miles out four flares were dropped by three German planes flying over them. One fell only twenty yards from the boat, but they were not seen.

Just after passing the Caskets their engine broke down, but the repairs were finished in four hours and they eventually sighted Start Point, the landmark for which they were making.

The party consisted of Mr. Frederick Hockey, 47, a signalman employed by the harbour administration at St. Peter port, three of his sons, Frederick, 25, George, 21, and Harold 16, who were engaged in tomato growing, and Messrs. William Mahy, Percy de Port, William Dorey and Herbert Richard, independent growers.

STORY OF THE WEEK

ST. PAUL'S SAVED FROM DESTRUCTION

ONE of those great deeds whose vividness ensures them a place in world history was performed in the City of London between September 13 and 15, when devastating damage to St. Paul's Cathedral by a ton time-bomb was prevented by the courage and skill of the Bomb Disposal Unit.

When the task was done the Ministry of Home Security made this laconic statement:

"For the past three days a bomb disposal section under the command of Lieutenant R. Davies, has been struggling to remove a bomb of the biggest size ever dropped on London which fell in Deans Yard, close to the West End of St. Paul's Cathedral. The bomb entered the roadway at the edge of the pavement.

"When the bomb disposal section began to dig they found that a six-inch gas main had been fractured and three men were gassed at an early stage. The Gas Company was called in to deal with the main which had caught fire. No one then knew how close to the flaming main the bomb might be.

Deadly Dangerous

"When the gas had at last been cut off the bomb disposal section had to dig for 27 feet 6 inches into the subsoil before they found the bomb. It proved to be a ton in weight, and looked like a vast hog, about 8 feet long; it was fitted with fuses which made it deadly dangerous to touch or move. To save devastating damage to St. Paul's the risk of removal had to be taken; and with great difficulty the bomb was drawn up with special tackle, for high polish had been imparted to it in its passage through the soil, making it difficult to handle.

"Two lorries in tandem were required to haul it out of the hole. The streets were cleared by the police from St. Paul's Cathedral to Hackney Marshes. The bomb was placed on a fast lorry and driven away by Lieutenant Davies at high speed, the risk of explosion being imminent all the time.

Explosion

"To-day (Sunday) at Hackney Marshes the bomb was blown up by the Bomb Disposal Section. It caused a 100 foot crater and rattled windows, and in one case loosened plaster, in houses far away on the marshes.

"Only the courage and tenacity of the Officer, his N.C.O.s, and men prevented St. Paul's being levelled to the ground."

The statement does not add that however spectacular this performance may have been, it was only a fairly commonplace part of the daily and hourly dangers run by the Bomb Disposal Section in saving the homes and architectural heritage of the English people.

New British Tank Better than German

The latest tank in service with the British Army, combines high speed with maximum armour and weapons capable of piercing the protection of any vehicle so far used by the enemy.

The temptation to sacrifice speed to ultra-heavy armour has not been yielded to since it is held that speed is in itself a kind of armour. The new tank is the result of years of experiment and contains modifications introduced since the battle of France.

THE KING TO HIS PEOPLE

SPEAKING to the nation on September 23, King George proclaimed his faith in the victory of the Allied cause and his confidence in the endurance of the whole British people, the women and the workers in factories as well as the armed forces.

The King broadcast from Buckingham Palace, which has several times been bombed. While he was still speaking, listeners could clearly hear the shrill note of the All Clear sounding in London.

George Cross

He announced a new distinction—one dictated by the special character of this war, in which the German High Command seeks out the civil population as its chosen victim. The George Cross, ranking next to the Victoria Cross, and the George Medal are to honour men and women in all walks of civilian life for their "many and glorious deeds of gallantry during these perilous and famous days".

"As we brace ourselves for the battle," he declared, "there is much to encourage us. We have with us brave contingents from the forces of our Allies. We have behind us the good will of all who love freedom. Our friends in the Americas have shown us this in many ways, not least by their gifts for the relief of suffering in this war.

"I am speaking to you now from Buckingham Palace, with its honourable scars, to Londoners first of all, though, of course, my words apply equally to all the British cities, towns and hamlets, who are enduring the same dangers.

Bombs on Civilians

"The Queen and I have seen many of the places here which have been most heavily bombed, and many of the people who have suffered, and are suffering most. Their courage and cheerfulness—their faith in their country's cause and final victory are an inspiration to the rest of us to persevere.

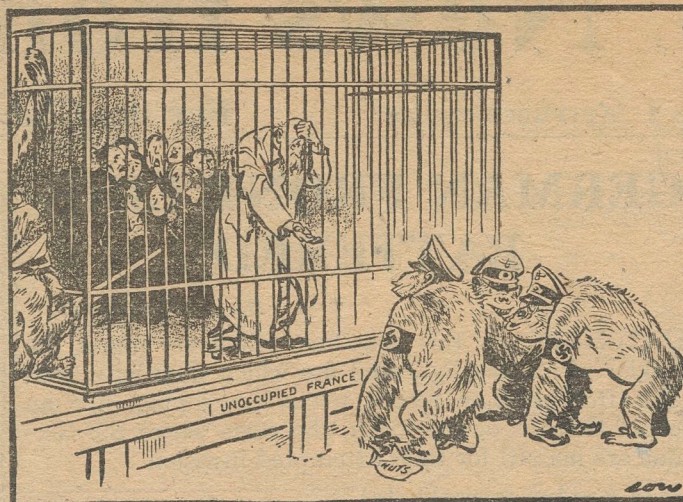
"Tonight, indeed, we are a nation on guard and in the line. Each task, each bit of duty done, however simple and domestic it may be, is part of our own war work. It takes rank with the sailor's duty, the soldier's and the airman's duty.

"The men and women in the factories or on the railways who work on regardless of danger, though the sirens have sounded, maintaining all the services and necessities of our common life, and keeping the fighting line well supplied with weapons, earn their place among the heroes of this war.

Endurance

"No less honour is due to all those who, night after night, uncomplainingly endure discomfort, hardship and peril in their homes and shelters.

"We live in grim times, and it may be that the future will be grimmer yet. Winter lies before us, cold and dark. But let us be of good cheer. After winter comes spring, and after our present trials will assuredly come victory and a release from these evil things. Let us then put our trust, as I do, in God, and in the unconquerable spirit of the British peoples."



By courtesy of the "Evening Standard"
"He asked for Peace"

DELUDED NAZIS

ENGLAND is laughing at recent reports of captured German pilots' naive astonishment when they find that the country is not half in German hands.

Whether any of these lads are actually doped or not, some of them do seem to have been filled up with very strange information to give them courage.

Their ignorance of their own losses is shown by the stories of pilots who politely congratulate their captors on bagging "the first German machine shot down". It must be a shock when they join hundreds of other prisoners!

Even more interesting are those who believe the invasion has already taken place. One truculent youth, pilot of a Junkers 88, demanded: "Where are the nearest German positions?"

"The French coast", he was told.

"They're at Reading", he retorted. "Don't lie to me, I know."

He was convinced the German forces held practically the whole of the British Isles and were advancing on London. When finally disillusioned, he broke down.

Some German airmen appear to have been told, as a reason for concentrating on London, Kent, Essex and Surrey, that this is the only part of England still unoccupied—that German armies have already conquered all the north and west, that Portsmouth is a German naval base, the British fleet has been sunk, and London is a starving and panic-stricken ruin.

British War Production Unimpaired

AN observer seeing the extensive damage in London streets and residential suburbs might reasonably suspect that the Germans must have made an even greater effort to damage our essential industries.

If they have, it has failed. Production is the test, and our war production has increased.

Lord Nuffield, in a message to British workers published on September 22nd said:

I am proud and happy to say that, in spite of the enemy's efforts to upset our industries, the total output of war pro-

ductions last week reached a new high level.

Thanking the workers for their magnificent efforts in the past, Lord Nuffield emphasised that, even under the critical test of air bombardment, they had not merely maintained production but actually achieved a record week's output, which he called "the best of all possible answers to our enemy".

Typical of American correspondents' impressions is this from the *New York Times* of September 22nd:—

Bombers have reduced vast quantities of masonry to dust and rubble, but they have not weakened the people's determination to carry on the fight until victory is won. . . . The nation's vast war machine has escaped unscathed. Its vital communications remain intact, and industry is still pouring out its quota of ammunition and weapons with which the Fighting Services carry on the struggle.

In the words of Mr. D. R. Grenfell, Secretary for Mines, "It is the workers who are winning the war".

U-BOAT DROWNS 77 CHILDREN

TORPEDOED without warning in an Atlantic storm, the liner "City of Benares" evacuating British children to Canada has been sunk with the loss of 248 lives. The attack, which was made 600 miles from land, cost the lives of 77 out of 90 Government sponsored child evacuees.

One open boat drifted for over a week in mid-Atlantic before being sighted by a Sunderland flying-boat. "All of them were sitting or lying down, except one man at the tiller," said the Captain who found these survivors. "They had hoisted a sail and were making what speed they could."

In this boat were six children and forty adults, most of whom had given up hope of survival when they heard the aeroplane engines. Their food and water were just finished, and the children might already have died from exposure had it not been for the devotion of Miss Cornish, a music teacher, who continually massaged their limbs to keep life in them.

"I saw a speck in the sky soon after mid-day," said one of the adults. "I was the first to see it. I shouted 'Look! An aeroplane!' Everyone looked up and was glad. We started praying. All the children did, led by Father Sullivan, a Roman Catholic priest. We prayed that the plane would come near enough to see and help us."

"Fiendish" and "outrageous" were adjectives used by members of U.S. Congress on learning of the attack. They referred to Hitler as "the mad butcher."