



ALLIES TAKE BAYEUX, CUT ROAD TO CAEN, WIN FIRST TANK CLASH

Beaches Now All Clear: "Confidence High"

MEN AND SUPPLIES POUR IN

EXCELLENT news comes from the invasion bridgehead this morning. S.H.A.E.F. announces that Bayeux has been captured and the Bayeux-Caen road crossed at several points.

This means that the Cherbourg Peninsula has lost its most direct line of communication with the valley of the Seine and Paris.

THE CAPTURE OF BAYEUX, MOST IMPORTANT RAILWAY STATION BETWEEN CAEN AND CHERBOURG, MAY BE AN IMPORTANT STEP TOWARDS THE ISOLATION OF THE PENINSULA.

Earlier, communiqué No. 4 gave the good news that Allied troops had fought and won their first battle of armour in repulsing a counter-attack in the Caen area on Tuesday evening.

Other highlights in the communiqué:—All beaches have been cleared of the enemy, and some have been linked up with others adjoining; inland, fighting generally is heavy, resistance stiffening as enemy reserves come into action; landings of men and supplies continue despite unfavourable weather; and enemy coastal batteries have been silenced, though it is not yet known whether finally.

"Well Planned, Well Done"

Correspondents at S.H.A.E.F. said later operations could be regarded with a high degree of confidence.

Optimism was based on a clearer view of the details than existed hitherto. It has been a well-planned job well done. More has been done than was previously expected in the circumstances.

There can be little doubt that the landings achieved a considerable element of surprise. Immediate beachhead opposition was quickly overcome and supplies were landed free of heavy enemy fire.

One correspondent cruised along 30 miles of the invasion coast in Adm. Vian's cruiser without seeing any fighting but watching Allied troops unloading in thousands. Returning pilots said airfields appeared to be under construction.

Air cover and observation were provided all over the beachheads area yesterday, bringing the number of sorties from June 1 to 31,000.

The Luftwaffe was "a little more enterprising," but nowhere on a large scale, and its all-out activity is not generally expected until such time as the enemy think the Allies may be pausing to "get their second wind."

MORE RESISTANCE ON LAND, IN AIR

From J. D'ARCY DAWSON
"The Daily Dispatch" War Correspondent

21ST ARMY GROUP H.Q.
Wednesday.

ENEMY resistance is thickening up along our front. Recovering from their surprise, the Germans have brought up tanks and infantry reinforcements.

Already we have identified four German divisions and last night captured a battalion H.Q. Early yesterday the enemy threw in a determined tank attack, which we repulsed.

The Germans appear to be trying to defend the main lateral road running through Lisieux-Caen-Isigny-Cherbourg. At the same time they are trying to drive wedges into our positions in order to deal with them in detail.

All our beaches are now clear of the enemy small arms fire, though on some beaches long range artillery is active.

Air activity, too, has been stronger to-day owing to the heavy cloud conditions which allow the Luftwaffe to dive suddenly through the clouds, release their bombs and get away. Despite these unfavourable conditions the Allied air fleets have maintained their pressure.

The outstanding feature of the operation has been the success of the paratroops who have carried out their tasks with skill and speed. They are now reported to be north of Caen, but we have not claimed to have taken the place.

Streaming In

Last night another successful airborne operation was carried out in sending additional troops to reinforce those on the spot.

Although our air attacks delay the enemy force from moving to the roads, and inflict casualties, they cannot prevent him from bringing up reinforcements.

France, and in particular the area of operations has a splendid system of roads which, combined with the heavily wooded country, allow the Germans to hide their troops and move them with speed to the danger areas.

The opinion here is that the fighting will increase in severity, though we have no reason to be dissatisfied with our progress at the moment. From now on as the enemy brings up reinforcements and throws in his best troops he will be met with the immense stream of Allied reinforcements which are flowing steadily into France.

A senior staff official told me to-day that although we hold no ports we can maintain our forces for a very considerable period without them. There is no doubt that we cannot keep up both rein-

forcements and supplies.

He pointed out that an operation on this immense scale is equivalent to transporting the whole population of two of our largest cities together with all the public services and supplies sufficient to meet the needs of a community under modern civilised conditions.

On some beaches the opposition was remarkably light though Teller mines mounted on stanchions were troublesome. Mines were dealt with satisfactorily by the naval bombardment and the engineers following on the heels of the assault troops swept the beaches clear.

Nantes, Lorient Hit This Morning

—Says Berlin

The German News Agency says major air attacks on Lorient and Nantes, on the northern coast of the Bay of Biscay, were made to-day, and that straw dummies in parachutes were dropped over the area of St. Brieux at the same time.

Nantes, sixth port of France, is a vital communications centre. It was one of the main Allied bases in the war of 1914-18.

Lorient is one of the principal naval shipbuilding yards in France.

Mr. Churchill Will Speak To-day

By Our Political Correspondent

The Prime Minister will probably make a further statement in the Commons to-day on the progress of the invasion operations.

In Government quarters yesterday it was stated that things were going well, but that heavy fighting must be expected. We have achieved tactical surprise, and we have more surprises in store for the enemy. Though the German air force put up no opposition to our landings we know that they are keeping many squadrons in reserve, and we are fully prepared to meet their challenge when it comes.

We know also that the Germans have been training pilots for the purpose of attempting daylight raids on this country.

Meantime the Italian campaign is going well and the retreating Germans are abandoning large quantities of equipment.

In the east the Russians have been regrouping their armies, and important news is expected from that front in the near future.

Hit Destroyers

Beaumonts early yesterday set on fire with rocket projectiles off Belle Isle, north-west France.

Communiqué No. 4

Resistance Stiffens as Reserves Come Up

COMMUNIQUE No. 4 from S.H.A.E.F. Advanced Command Post, 23.30 yesterday, stated:

Allied troops have cleared all beaches of the enemy and have in some cases established links with flanking beachheads. Inland fighting generally is heavy. An armoured counter-attack in the Caen area on Tuesday evening was repulsed.

Enemy resistance is stiffening as his reserves come into action. The landing of troops and sea-borne military supplies continues on all beaches despite the north-westerly wind, which has persisted since the assault.

Batteries Silenced

Shortly before dawn to-day light coastal forces, while sweeping to the eastward, encountered a superior force of enemy craft. Action was immediately joined and damage was inflicted on the enemy before he could make good his escape.

Enemy coastal batteries which were still in action to-day have been silenced by Allied naval forces. It is not yet known whether all have been finally reduced.

Allied aircraft have been directing the fire of the U.S.S. Texas (Capt. C. A. Baker, U.S.N.), wearing the flag of Rear-Admiral Sir F. Bryant, U.S.N., and H.M.S. Glasgow (Capt. C. P. Clarke, D.S.O., R.N.), who, together with other Allied warships, have been engaging inland targets behind the beaches.

Allied aircraft of all types and in great strength have closely supported our land and sea forces.

Big Airborne Operations

Early this morning airborne operations were resumed on a very large scale, supplies and tactical equipment being delivered to our ground forces.

In two operations this morning medium and light bombers attacked large troop concentrations and military buildings close behind the enemy lines as well as gun positions in the battle area and railway lines south of the battle area.

Road, rail, and other targets, including armoured vehicles, troop concentrations, gun positions, and ammunition dumps, were also attacked during the morning by fighter-bombers.

Heavy bombers, in medium strength, attacked focal points on the road system in the area south of Caen early this afternoon. Fighters escorted the bombers and also strafed and bombed railway yards, locomotives, trains of oil tank cars, flat-toppers, radio installations, and airfields over a 40 to 50 mile area south and south-east of the battle area.

Continuous patrols were maintained over shipping, the beaches, and the battle area. More enemy aircraft were encountered than on Tuesday and a number of them were shot down.

Communiqué No. 3: Back Page.



WEST WALL SHELTERS INVASION CASUALTIES: A group of wounded Canadians waiting on a beach to be transferred to a casualty clearing station. Part of the concrete defences is seen in the background.

ALLIES LAND 13 DIVISIONS

—Say Germans

"BETWEEN eight and 13 divisions, out of 80 which Gen. Eisenhower has at his disposal, have been landed in France," the German Official News Agency said last night.

"From two to five more divisions, including vast numbers of airborne troops, were landed to-day."

The Scandinavian Telegram admitted here that the tactical teeth of the Atlantic Wall have been knocked out in the first round.

A second landing operation was begun near Calais yesterday, says a Stockholm report from Berlin. "Several more Allied divisions were landed at noon."

Sertorius, German military commentator, said: "Airborne troops landed yesterday between Valognes and Caen have been reinforced and have fought their way towards the coast, linking up with troops landed from the sea."

FOR four and a half hours this afternoon Gen. Eisenhower, with Adm. Ramsay, cruised off the invasion beaches and held a series of conferences with his operational commanders.

Since before midday Gen. Montgomery, Adm. Kirk, field commanders whose names are still secret, and commanders of the task forces which launched the invasion have come aboard and gone into immediate conference with Eisenhower in the captain's cabin.

Surrounded by the anchored armada of thousands of ships the Supreme Commander secured the most up-to-date information of the battle-front situation within 30 hours of "H" Hour.

This audacious, unescorted trip alone took him within five miles of the enemy.

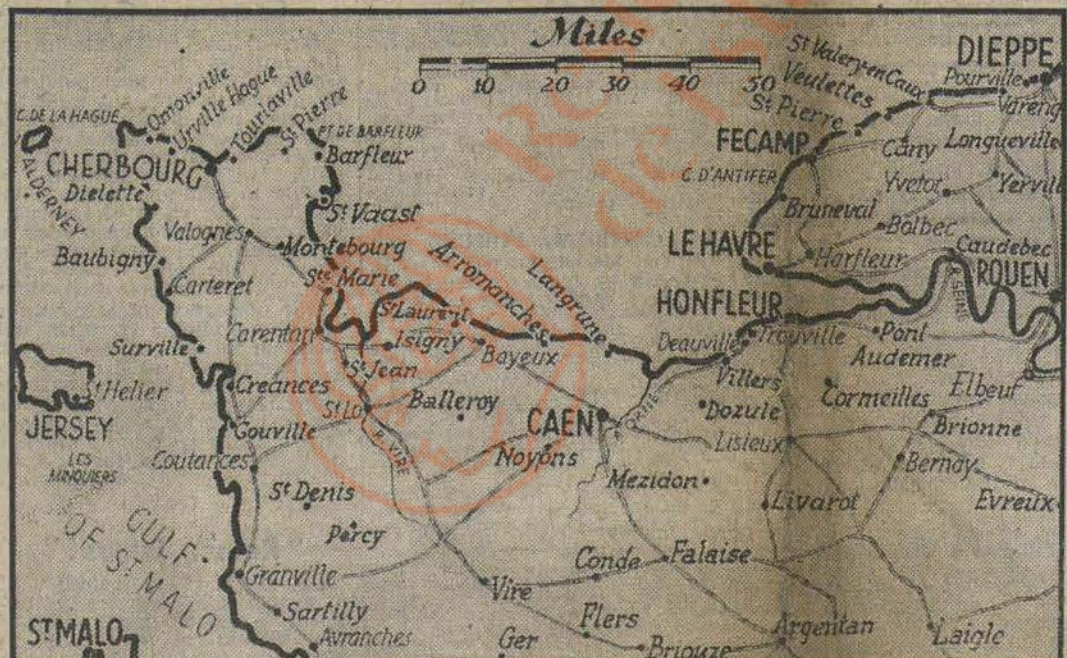
When Gen. Montgomery, in corduroy trousers and fleece-lined jacket, left the conference cabin to clamber down the rope ladder to his launch Eisenhower stuck up his thumb and called "Good luck to you."

Gen. Eisenhower returned to his advanced H.Q. in Britain last night.

Hitler Will Remain in Berlin

ZURICH, Wednesday.

"The defence of the west coast of Europe is to remain in the hands of Germany's best marshals. The Fuehrer will remain in Berlin," says a German statement on reports that Hitler had established his H.Q. in North-West France.—B.U.P.



SEINE BAY, the scene of invasion operations, with the Cherbourg peninsula on the left. Bayeux, in the centre of the bay, is officially reported to be in our hands.

Stormed Wood Full of Germans

From R. MONSON, Combined Press

H.Q. ALLIED ARMIES, Wednesday.

A DRAMATIC story of the storming of a beach by a famous North-country division was given me by Sergeant George Maynard, of Yorkshire, one of the first wounded landed here to-day.

Maynard was hit by an exploding grenade as he fought his way up through a wood on the beach. He said:

"We landed soon after 7 a.m. yesterday from an assault craft. As our line of assault craft approached the shore the Navy's guns were blazing and smashing shells into the German defences. The enemy beach we had to take."

"Just ahead of us tank landing craft were already ashore, and tanks were racing up the shingle. German 88mm. guns got on to them, and there were several direct hits which knocked out the tanks."

"Others came on. We had no time to see how they got on, as our craft was by this time bumping on to the beach. Three hundred yards ahead of us was a concrete wall about 20ft. high."

"It was really a road embankment with a road running along the top. It was unbarbed, and the Jerries were lining the top and putting away at us, sweeping with their machine-guns and hurling down hand-grenades as we swept forward."

"Several of our lads fell, but we dashed forward and got under the base of the wall, where the Jerries couldn't get at us."

"More of our landing craft were coming inshore. I took a glimpse backward and saw one go up in flames. It had hit one of the underwater obstructions."

"There was sloping ground away on our left, which led up to the top of a road where the wall petered out."

"We fought our way up this slope, and got into wooded ground above. This was full of Jerries. The wood was criss-crossed with low stone walls, just like Sicily. There were Jerry snipers behind these walls, and they let us have it."

"The chap next to me went down, shot through the neck. Among the wounds there were also trenches, which the enemy was defending strongly. We drove them out with Tommy guns and rifle fire, but the men behind the walls were causing us a lot of trouble and casualties."

"First of our chaps had got through the wood and were working round the Jerries manning the top of the wall when a grenade lobbed over the wall and exploded at my feet. I got this smash in the head and was out of the battle."

"Jerries were by this time popping off with their mortars. The beach and wood became very hot places, and there was a certain amount of barbed wire among the trees, but it was low and we had got through it without much difficulty."

"Then Jerry went back a bit, still fighting pretty hard. I made my way back to the beach, and with other wounded was loaded on a ship, and here I am."

"It was a lively party, but we shifted Jerry from his strong points, and everything was going well when I left."

de Gaulle: Total Military Agreement

"Complete agreement with the French on military levels now exists," Gen. Eisenhower stated after a meeting on Sunday at his H.Q. with Mr. Churchill, Gen. de Gaulle, Gen. Smuts, and Mr. Eden.

The delicate problem of the French political situation was successfully divorced from the military aspects.

A.A. Fire in E. Anglia

A.A. guns at an East Anglian town opened fire early to-day. No bombs have been reported.

The War: 1,741st Day

BLACK-OUT: 11-11 a.m. to 1-58 a.m. LIGHTING-UP: 11-54 a.m. to 1-11 a.m. MOON rises: sets 8-17 a.m. (on the 9th).

EYE-WITNESS STORY OF BEACH BATTLE

'It Was Hotter than Hell'

From a B.U.P. WAR CORRESPONDENT SOMEWHERE IN ENGLAND, Tuesday.

I HAVE just heard an eye-witness story of the battle on the beaches, a story of heavy fighting, untold heroism and supreme sacrifice.

It was told to me by Bert Brandt, a well-known news photographer, who was on the beaches on the invasion morning for 30 minutes and then spent hours more, crisscrossing the scene.

Brandt, who was with U.S. units, told me how some of the first assault troops who stormed the beaches went down under a withering German cross-fire, but more and more men climbed ashore over their bodies until a foothold was established.

Brandt said: "It was hotter than hell over there. I was at Anzio, but Anzio was nothing like this."

"The Germans laid down an intense pattern of fire on the beaches with 88s, and raked them with cross-fire from machine-gun emplacements. American casualties were spotty-heavy on some beaches, light on others."

"By the time the German machine-guns wiped out some of the first men to land as soon as the doors of the landing craft were opened. Because of opposition met

LATE NEWS

WE ATTACK S.W. OF BAYEUX

—SAY GERMANS

German Radio to-day said major Allied forces have attacked in Bayeux area in S.W. direction. Some German strongpoints it is claimed, are holding out within Allied bridgehead west of the Orne.

Enemy planes penetrated inland over East Anglia and some bombs were dropped, it is claimed, on the coast.

By the demolition parties which went in first, later boatloads with heavy equipment were delayed getting ashore.

By the time I left the beachhead at three o'clock on Tuesday afternoon the troops were firmly ashore and beginning to advance.

"I doubt whether the German defenders were caught by surprise, because they opened fire as soon as the first beach was reached."

The Nazis seemed to pour their big fire on one beach for a while and then shift it to the next beach, while the first beach was again quiet.

"American assault boats went in at high tide over huge iron obstacles some of which were mined. When the tide receded many boats were stuck on top of the obstacles. A fair number of

Contd. on Back Page, Col. 3



THE RAWLPLUG CO. LTD., CROMWELL ROAD, S.W.7

FRY'S COCOA

and all's well



THE FAMILY FOOD DRINK WITH THE REAL CHOCOLATE FLAVOUR

FIFTH ARMY IS DRIVING FOR FLORENCE

THE German High Command yesterday admitted that the Allies, resuming their large-scale offensive west of Rome, had broken into the German positions, and that north of the capital "a rather deep breach" had been driven into the defensive front.

Fifth Army troops are pushing up Highway Two towards Florence, according to Algiers Radio, which said that other Allied forces were well beyond Tivoli, 15 miles from Rome on Highway Five to the Adriatic.

Serious, the Nazi commentator said the Allied offensive north of Rome might be intended to split the retreating Germans in two by a rapid breakthrough.

Earlier yesterday it was announced from Allied H.Q. that troops of the Fifth Army, after crossing the Tiber, had fanned out ten miles beyond the river.

Some of them were reported in a New York broadcast last night to have reached Lake Bracciano, on the Florence road towards Viterbo.

Fifth Army troops continue to advance rapidly towards the Tiber, the naval base on the coastal road 45 miles north-west of Rome.

Hardest fighting is centred north-east of Rome, where the Eighth Army is meeting stronger resistance.

Casualties in the Fifth and Eighth Armies have been much fewer than expected. Prisoners taken by the Fifth Army alone total well over 18,000.

Allied bombers continued their pounding of objectives north of Rome on Tuesday night.

Allied Tanks Roll Into Normandy

AT A FIGHTER-BOMBER BASE, Wednesday.

ALLIED tanks are rolling into the outskirts of a blazing town in France from which a column of smoke and flames 1,500 feet high is pouring into the skies.

Thunderbolt pilots described the scene to-day when they returned from a foray over the battle area.

"We sighted tanks everywhere, some just rumbling into the outskirts of the town, and others parked under the trees in the countryside," said one of them. "I could see soldiers squatting on top of them; some looked as if they were smoking."

Other returning pilots reported that hundreds more Allied gliders lined the fields of Normandy.

All pilots reported extraordinary contrast along the coast. In one section the smoke from fires rises at many places, and tanks and lorries pinpoint the Allies' push inland. In a few miles away the countryside is peaceful, with cows grazing in the fields and Frenchmen riding bicycles.—B.U.P.

An R.A.F. Mustang pilot who "spotted" for the warships during the invasion bombardment, F.L.T. R. H. G. Weighill, of Bebington, Cheshire, told Reuters that on his second visit to the invasion area on Tuesday he saw a line of tanks moving in from the beach-head. "Rocket projectiles tore a lane through everything in their way."

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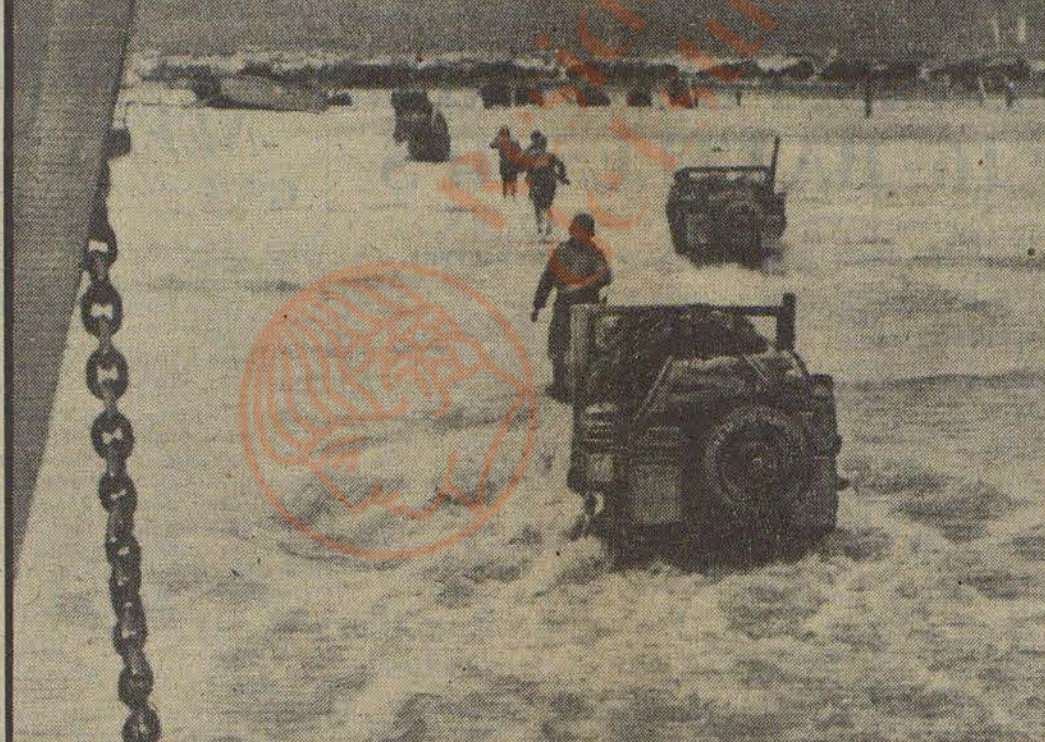
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Close-ups of the actual landing on one of the beaches in Normandy. Above: The vehicle personnel walking ashore, and (left, below) a view through the bows of the landing craft vehicles as lorries plunge through the surf to the shore. In the distance on the left can be seen the wreck of a Higgins boat impaled on the German beach obstructions.



Eye-witness of Beach Battle says: "Hotter Than Hell"

Continued from Page One

mines went off in the water and on the beaches. The whole thing was an unbelievable sight. Planes crisscrossed overhead constantly. You never could look up without seeing formation planes somewhere. Lightnings and Thunderbolts zoomed right over our heads all the time, blasting German defences.

Some boats swamped. "Some boats were burning and a pall of smoke hung over the beach. I saw some bodies of our soldiers who had been killed in the first landings floating on the water. Some of the boats were swamped in the choppy seas."

There were tremendous rafts floating offshore jammed with trucks, tanks and ambulances. "On one beach we landed tanks in L.C.T.s, then some waves of infantry went in, followed by engineers, and then more infantry again."

On the beaches the men crouched behind jeeps and tanks—anything they could find. At one point they made their way to a German concrete defence wall, and that was the first cover they found. On the right of the beach were tall cliffs, which were scaled by Rangers. They captured gun positions there within 15 minutes after they went in.

Despite fierce resistance, everybody was calm, and the whole thing was tremendously well organized. On the landing boats going over, five minutes before the landing he was asleep on top of a jeep.

One had presented an incongruous picture sitting in the middle of a collection of Bangalore bombs, Bazookas, and other deadly weapons, reading a little black Bible. Five minutes before the landing he was asleep on top of a jeep.

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AMERICAN TRANSPORT LANDS ITS LOAD OF MEN ON BEACH UNMOLESTED

Close-ups of the actual landing on one of the beaches in Normandy. Above: The vehicle personnel walking ashore, and (left, below) a view through the bows of the landing craft vehicles as lorries plunge through the surf to the shore. In the distance on the left can be seen the wreck of a Higgins boat impaled on the German beach obstructions.

BOMBING LINE IS FARTHER INLAND

By LAWRENCE FAIRHALL, "The Daily Dispatch" Air Correspondent

ROCKET-FIRING Typhoon fighters of the 2nd T.A.F. under the command of Air-Marshal Sir Arthur Coningham are creating havoc among enemy transport columns advancing in Normandy.

Yesterday morning Sqn-Ldr T. R. Collins, D.F.C., of Bishop Auckland, attacked and destroyed two three-ton lorries and an armoured vehicle. Later another squadron leader set ten German motor transports on fire, and two other vehicles blew up when hit by rockets.

Another pilot attacked a German staff car, which blew up, and hit three main trucks in a field 20 miles inland.

Tanks Hit. Other pilots reported seeing six German tanks destroyed in a field shortly after an attack by American medium bombers.

F.O. D. C. Montgomery, of Canada, another Typhoon pilot, reported seeing a German troop train on fire near Pont de la Hoderie after an attack by Thunderbolts.

Pilots who made an early morning reconnaissance behind the enemy's lines reported that the roads leading north and north-east are packed with enemy transport ranging from light trucks to heavy tanks.

It is apparent that the enemy is concentrating his forces in preparation for an attack against our troops as soon as the weather is more favourable.

Nazi Troop Carriers. Later reconnaissance reports indicate that the enemy is moving some of his forces, mainly troop carrier vehicles, in a north-westerly direction.

Indicative of the progress by the Allied land forces is the bomb line—the line inside which our ground forces are operating and our air forces are not operating—which is now extending farther inland.

In some places round the invasion area where the enemy has concentrated his flak defences our pilots have to fly through a veritable curtain of flying metal.

It is apparent from the reports of Mosquito intruder pilots who were on patrol on Tuesday night that the enemy is again using many JU 52 troop carriers to bring up reinforcements and landing them on aerodromes behind his lines during darkness.

One Mosquito squadron destroyed seven of these transports during the night, and it is possible that several others were damaged. Three of the planes were shot down.

Light bombers were also out against the same type of targets, and night intruders destroyed 12 enemy aircraft without loss.

fighter force maintained vigil over our shipping and over the assault area.

The air was again completely successful. Airborne operations were resumed last night.

Coastal aircraft attacked German naval units in the Bay of Biscay. Bombers attacked bridges, roads and rail communications behind the invasion area, including the junction at Chateaufort. Thirteen heavy bombers are missing.

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Japs Quit Kohima Area

KANDY, CEYLON, Wednesday. Kohima, Burma Assam front base, is now in Allied hands. The Japanese are withdrawing so rapidly that our patrols have been unable to keep contact with them. It can now be revealed that among the Chinthee force fighting in Northern Burma are men from the Black Watch, Beds, and Herts, Lancashire Fusiliers, King's Own Hussars, Camerons (Scottish Rifles), York and Lancaster, the Queen's, the King's (Liverpool), and the South Staffordshire.

He Revealed D-day Secret at Party

WASHINGTON, Wednesday. Maj-Gen. Henry Mear, former commander of the Ninth Air Force Service Command, was named by the War Department to-night as the officer who was reduced to the rank of lieutenant-colonel, and sent back to America for disclosing the date of the invasion.—B.U.P.

Higher Allowances

Liverpool City Council yesterday raised the domiciliary allowance for married couples living alone from 32s. to 35s. a week and to blind married couples from 50s. to 54s. 6d. a week.

COMPANY MEETING

DUNLOP RUBBER POST-WAR PROBLEMS

The Forty-fifth Ordinary General Meeting of Dunlop Rubber Company Limited, was held yesterday in London, Sir J. George Beharrell, D.S.O., the chairman, presiding.

The following is an extract from the chairman's statement circulated with the report and accounts:—

The supplies to Allied Governments have substantially increased, and other business, all generally concerned with the war effort, has been maintained. This has been materially assisted by the steps taken to conserve rubber supplies and to increase the output of reclaim, in all of which the company's technical staff has co-operated enthusiastically with the authorities. Our home business was still subject to readjustments necessitated by war conditions, and the year had a special difficulties, including shortage of labour, especially at the cotton mills at Rochdale, where, in common with other mills in the district, the position is still far from satisfactory.

With regard to our export trade from this country, the system of control by market quotas instituted in 1942 remained in force and exports were restricted to those territories allocated to Great Britain, and to the volume allowed by the rubber supplies position. Nevertheless, the year saw a substantial increase in profit.

The net profit amounted to £2,753,737, or 4s. 4d. a share, against £2,433,307, or 4s. 1d. a share, for 1942. The aggregate profits of the group for 1943 amounted to £5,384,000, against £4,444,000 for 1942. The heavy burden of present taxation is shown by the provision by the subsidiaries of £2,206,000, bringing the total provision for the group for 1943 to £2,142,000. The liquid resources of the group have further improved, the total amount in Government and other securities, tax reserve certificates, and bank balances being £2,715,000, compared with £2,642,000 last year.

IMPORTANCE OF ROAD TRANSPORT

The increasing quantities of synthetic rubber now reaching this country tend to create the impression that the rubber crisis has passed. This is not the case. The greatest economy of usage is still essential. Our thoughts are turned to the many important problems which must confront us in the post-war reconstruction period, both at home and overseas. In all departments of the company's organisation these are the subject of careful study by your board and the management.

Much of our prosperity must depend on that of the motor industry of Great Britain. This has been the source of an immense volume and variety of munitions, and the maintenance of its strength in post-war years is clearly essential. Road transport will play a prominent part in reconstruction, and it is to be hoped that the taxation applied to it will not obstruct its future development. Road transport can no longer be regarded as a luxury to be taxed as such. It is a main artery of our national life.

The name "Dunlop" is primarily associated in the public mind with tyres and transport, although for many years before the war your company was engaged in a far wider sphere. To-day our activities are even further extended, and when it is possible for full details to be given by the record of your company's war-time achievements. The extensive experience gained in new and varied fields will be put to use when normal conditions return.

The report was adopted.

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Typhoons Wreck 95% of Radio Stations

TYPHOONS from three South coast stations were among the aircraft which attacked gun positions and tanks and shot up anything they found on the railways and roads in Normandy yesterday.

Returning pilots reported considerable German movements on the roads towards Lisieux and Caen. They attacked transports, troop trains, railway trucks in sidings and gun positions.

This sector, with another, has been attacking radio installations, and the Typhoons claim to have destroyed 95 per cent. of them.

Eighth Air Force fighters attacked enemy ground troops. Panzer units, truck convoys and military targets yesterday afternoon.

Sixteen Thunderbolts bombed and strafed a German convoy estimated to contain between 75 to 100 vehicles. They reported destroying about half.

Night Pilots See Big Fires

A big explosion in the Cherbourg Peninsula which lit up the sky for miles was described last night by a pilot taking part in the R.A.F. heavy bomber attacks on Normandy on Tuesday night.

For the second successive night Bomber Command sent out more than 1,000 Lancasters and Halifaxes.

The night bomber pilots left with orders that if they found cloud over their objectives they were to bomb below it. To make sure of their aim some crews had to dive through cloud only 2,000 feet from the ground.

Most of the targets on Tuesday night were road and rail junctions and bridges from 15 to 40 miles beyond the coast.

One pilot said: "There were big blazes and small fires at many places between Le Havre and Rennes." Another who flew over the Cherbourg Peninsula said: "There were fires everywhere, and it looked as if the enemy was trying to lay waste the country."