

SINKINGS FOR WEEK 3rd DECEMBER - 9th DECEMBER (inclusive)

| | <u>No.</u> | <u>Tonnage.</u> |
|---------|------------|-----------------|
| BRITISH | 6 | 23,432 |
| NEUTRAL | <u>8</u> | <u>26,612</u> |
| | <u>14</u> | <u>50,044.</u> |

British Sinkings.

| | | |
|----------------------|---------------|--------------|
| Dec. 4. | HORSTED | 1670 |
| " 5. | NAVASOTA | 8795 |
| " 8. | THOMAS WALTON | 4460 |
| " 8. | MEREL | 1088 |
| " 8. | BRANDON | 6668 |
| " 8. | COREA | <u>751</u> |
| | 6 ships of | 23432 |
| ^x Dec. 3. | DORIC STAR | <u>10086</u> |
| | | 33518 |

^x The DORIC STAR, 10086 tons, was presumed sunk on December 3rd but not included in last week's list and the ESKDENE, 3829 tons, which was included last week, was found afloat and has been towed into port and beached.

Neutral Sinkings.

| | | | |
|---------|------------|-----------|--------------|
| Dec. 4. | Norwegian | PRIMULA | 1024 |
| " 6. | Greek | PAPRALOS | 3435 |
| " 6. | Danish | OVE TOFT | 2135 |
| " 6. | Dutch | TAJANDOEN | 8159 |
| " 6. | Norwegian | BRITTA | 6214 |
| " 7. | Swedish | VINGA | 1974 |
| " 8. | Danish | SCOTIA | 2400 |
| " 8. | Norwegian | GIMLE | <u>1271</u> |
| | 8 ships of | | <u>26612</u> |

German Ship Scuttled.

Dec. 6.

USSUKUMA

7834

The following British ships are long overdue and must now be considered lost :-

| | |
|--------------|--------------|
| ASHLEA | 4222 |
| NEWTON BEECH | 4651 |
| HUNTSMAN | 8196 |
| TREVANION | <u>5299</u> |
| | <u>22368</u> |

11.12.39 - No.2.

AIR FIGHTERS OF 1914.

R.A.F. VETERANS RETURN TO SERVICE.

(Not to be quoted as an Air Ministry announcement).

Men who between 1914 and 1918 fought aerial battles over the German lines are now helping to fight aerial battles from the ground. Aerial combat is a young man's job, and they are too old to take to the air again.

Many are members of the staff organisation that directs the present generation of fighter pilots of the R.A.F. to successful action. Some are in ground jobs at Fighter Command stations. Others again are at the Air Ministry.

These men were among the first to respond when the R.A.F. was expanded on a war basis. They still carry pilot's wings on their tunics, but the only flying most of them do is in communication aircraft, just as business men use a car in the day's work.

Their history is told by rows of medal ribbons. A veteran of four wars won his first decoration in the Matabele campaign, long before the first aircraft left the ground. At the same R.A.F. station is a liaison officer who wears the uniform of the Navy. He won the Distinguished Flying Cross in the last war for sinking a submarine from an airship.

Others fought the Richtofen "Circus" which became almost a legend on the Western Front. One, who served with the French Air Force, was already a veteran in the last War. He is one of the R.A.F.'s oldest serving officers, but has been flying "dual" on a communication aircraft.

A grey-haired pilot who wears the ribbon and bar of the Distinguished Flying Cross and was officially credited with having brought down 17 German aircraft is delighted to be again flying Service aircraft, after 21 years' interval.

In those days he flew Camels. "Grand machines" he found them, but he is still young enough to see both sides of a question. "We had no parachutes," he says, "and engine failure was all too common, but the machines were slow, and could be landed in almost any field. With the modern Service machine you have a parachute that really works, and there are many aerodromes; but you also have high landing speeds and three or four times as many controls to operate."

His sixteen year old son is an expert sailplane pilot. "I left school to get into the R.A.F.," his father says, "now my boy is hoping against hope that he will get his chance. I dare not try and put him off - and I don't think I want to."

11.12.39

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No. 3.

FRENCH OFFICIAL COMMUNIQUE (MORNING)

The following official communique was issued this morning by French G.H.Q:-

Nothing to report.

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URGENT

11/12/39 - No 4

OFFICIAL ADMIRALTY COMMUNIQUE.

The Secretary of the Admiralty regrets to announce that H.M. drifter RAY OF HOPE was sunk by a mine yesterday afternoon. Four of the crew were killed and five are missing. Relatives have been informed.

ADMIRALTY.

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The Secretary of the Admiralty regrets to announce the following list of casualties in connection with the torpedo attack on H.M.S. "JERSEY" on Thursday, December, 7th. The number of ratings injured was 10, not 12 as at first announced, and in addition two Officers have been reported as injured since the original announcement was made.

OFFICERS.

Missing, believed killed.

Gunner (T) G. L. Lucas, R.N.
Lieutenant (E) J. Le C. Morris, R.N.

Injured.

Cadet A.R.W. Archibald, R.N.
Surgeon Lieutenant H. G. Silvester, R.N.

RATINGS.

Missing, believed killed.

| | | |
|----------------|-----------------|--------------|
| Asher, M | Leading Writer, | P/MX.53540. |
| Crowder, G. | Able Seaman, | P/SSX.17917. |
| Denton, W. | Leading Stoker, | P/KX.80288. |
| Rebindaine, J. | Stoker, | P/K.60777. |
| Rowlinson, W. | Stoker, | P/KX.79865 |
| Smith, R.G.G. | Able Seaman, | P/JX.141592. |
| White, R. | Stoker | P/KX.79685. |
| Whitfield, T. | Leading Seaman, | P/J.99200. |

Injured.

| | | |
|-------------------|--------------------------|--------------|
| Adams, Cecil. | Leading Stoker, | P/KX.18387. |
| Addlesee, Harry, | Able Seaman, | P/SSX.25265. |
| Cook, Walter, | Ordinary Seaman, | P/SSX.26560. |
| Dowd, Francis, | Able Seaman, | P/SSX.13612. |
| Fowler, William, | Able Seaman, | P/J.79514. |
| Green, Robert, | Officers' Steward. | P/LX.22299. |
| Harvey, C.J.J. | Chief Petty Officer | P/J.98543. |
| Stubbs, Reginald, | Leading Steward, | P/LX.22729. |
| Whiley, James, | Ordinary Seaman, | P/SSX.26557 |
| Woodhead, Arthur, | Petty Officers' Steward, | P/L.14336. |

For the information of the Press.

NEW AIDS TO NIGHT DRIVERS.

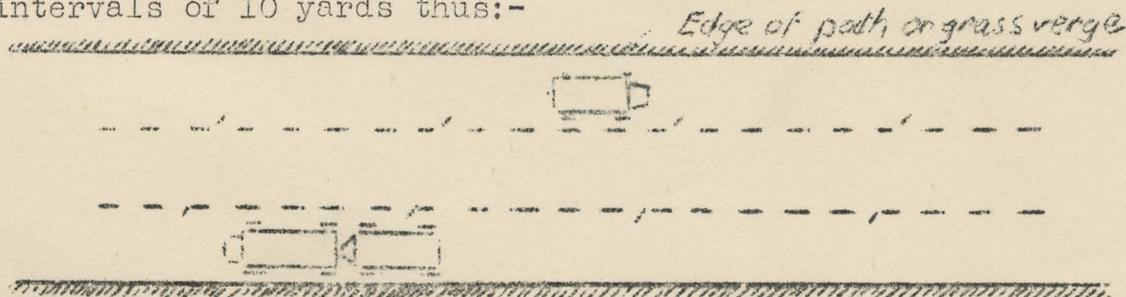
The restriction on the lights allowed to be shown by vehicles during the blackout called for a revision of the methods of road marking which are in use in peace-time for the guidance of road users, and a note on the changes made may be of interest.

In peace-time painted white guide lines in the centre of the carriageway were used, in the form of solid lines, at the immediate approaches to road junctions, on road bends, and over bridges where visibility was restricted. Elsewhere the guide line was broken; there were gaps of 15 feet between the 3 feet long painted markings.

Since the lighting restrictions came into force, all Class I roads and other roads having sufficient traffic importance have been provided with painted guide lines. At bends and junctions the white line remains a solid line: on straight lengths of road the gaps between the painted markings have been reduced to 3 feet.

In addition, warning of the approach to cross roads and road junctions is given in the middle of the traffic lane by a painted  (for cross roads) or  (for right-hand turns) or  (for a Tee junction).

Where the road is sufficiently wide to carry three lines of traffic, the guide lines are painted to define the separate traffic lanes. To assist the night driver in identifying the nearside traffic lane, small directional pointers are added at intervals of 10 yards thus:-



Those roads which are wide enough for four separate lines of traffic are provided with an additional central broken line in the form of painted sections 15 feet long with gaps of 3 feet.

Pedestrian Crossings.

The approaches to pedestrian crossings are provided with the white painted letter **P** at a distance of 20 yards from the crossing. These are the only new methods authorised for identifying crossings.

Street Refuges.

Street refuges not equipped with the illuminated **KEEP LEFT** bollards are being provided with lamps, at road level, which at night show a white St. Andrew's Cross  to warn drivers of the obstruction. The use of the white light avoids the risk of confusion with the tail light of a vehicle.

Warning and Direction Signs.

In peace-time, warning signs such as "Halt at Major Road Ahead" and "Slow - Major Road Ahead" were lit up at night by the headlights of vehicles illuminating the red reflector lenses of the warning symbol and the white lenses of the lettering. The new masked headlamp will not illuminate these signs; and Highway Authorities have therefore been urged to light externally these and "advance direction" signs. In rural surroundings, where absence of electricity or gas makes positive lighting impracticable, Highway Authorities have been asked, where circumstances permit, to move the signs and to lower the informative panels in such a manner as to bring them within the beam of light emitted by a headlamp.

Ministry of Transport,
Metropole Buildings,
Northumberland Avenue,
W.C.2.

11th December, 1939.

NOVA SCOTIA'S CHRISTMAS GIFT
- APPLES FOR THE TROOPS

The people of Nova Scotia and their Government have clubbed together to send the British troops a large consignment of apples as a Christmas present.

The Nova Scotian Government promised £1. for every £1 subscribed by the public towards their gift, and a load of 1,000 barrels, each containing 130 lbs of apples, has just arrived in England.

Half of the apples are to be sent to France and the other half will be distributed by the War Office to the troops in England.

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THE FOLLOWING IS PLACED AT THE DISPOSAL OF THE PRESS BUT IT MUST NOT BE QUOTED AS AN OFFICIAL ADMIRALTY ANNOUNCEMENT.

The Polish submarine ORZEL was lying at GDYNIA when the first wave of the German onslaught broke against Poland.

The proximity of the German bombing bases decided the Captain to leave harbour on 1st September. He was then a sick man, who should have been in hospital. For four days he cruised submerged in the Gulf of Danzig watching through his periscope the aerial attacks sweeping over the Polish coast towns in wave upon wave at ten minute intervals. He was sighted in shallow water and bombed by aircraft. A cordon of German submarine hunters was spread across the gulf, and he decided to seek the wider waters of the Baltic, and contrived to elude the cordon of destroyers. In the process he intercepted a message from a sister submarine "I am surrounded. Help me".

For a week he swept the Baltic in search of her. By this time he was so ill that he had to be hauled up the conning tower on a rope's end. He insisted on taking his turn on watch, and was lowered down again at the end of it. On the thirteenth day he was so ill that his second in command decided to land him in some neutral country and chose Esthonia. They put into the port of Tallinn on 15th September.

It is a small basin about a quarter of a mile square. There are two entrances 30 yards wide. The centre of the harbour is a mass of rocks and ships can only lie alongside the wharf. They found an oil tanker, an Esthonian gunboat, five destroyers and two submarines alongside three sides of the basin, and were berthed between the gunboat and the destroyers.

The submarine was secured alongside by four wires to the jetty, by another to a destroyer and a sixth held his bow to an anchor in the harbour. The sick captain was landed and the first Lieutenant, Lt. Cdr. JOHN GRUDZINSKI, took command. One German merchant ship in the harbour was to leave shortly so the Esthonian authorities refused permission for the ORZEL to proceed for another 24 hours. At the end of this time officials arrived on board with the astonishing announcement that as ORZEL had exceeded the time allowed in a neutral port to belligerents by International law, the submarine was under arrest. They were asked for no parole but the breech blocks of the guns were removed, all charts and small-arms taken out of the ship, and preparations made to hoist out the torpedoes with a crane. Two guards were mounted, one in the Control room on board and the other on the jetty ashore. The remaining oil tanker had in the meanwhile hoisted the German flag and their crew watched proceedings from the rail, shaking their fists and shouting abuse.

/By Sunday.

By Sunday afternoon fifteen torpedoes had been hoisted out. By that time the second in command, whose name is PIASECKI, had contrived unseen by the guard to file through the wire of the hoisting apparatus. It broke, leaving five torpedoes on board. The unsuspecting Estonians decided to "call it a day" and to hoist out the remainder the following morning.

In the meanwhile the Captain was unobtrusively busy with a hack saw cutting the wires, until only a single strand held them to the jetty.

The second engineer PIERZCHLEWSKI had been promoted to Navigator. The only aid to navigation left on board was a list of light-houses and light-ships in the Baltic. He got a piece of squared paper and contrived to plot their approximate positions on it, and so reconstructed a crude chart of the Baltic.

These activities could only be conducted in odd moments when the guard climbed on deck to smoke a cigarette or talk to his confrere on the jetty.

They chose these moments to plan the details of their escape. It was decided that when midnight came they would over-power the guards, break the strands of wire that secured the submarine and get away as quickly as they could. The chief difficulty was the gyroscopic compass, which has to be run for some hours before it is serviceable. To drown the hum of the gyro they increased the speed of the ventilating fans, complaining to the guard that they were being deprived of fresh air. Then they all turned in. At midnight two burly members of the crew went on deck on the plea that they wanted a smoke. The guard ashore had been joined by a friend who stayed chatting with him. At intervals the Polish sailors returned to the upper deck. The Estonians had an overhead searchlight shining down on the submarine and jetty. There was also a telephone within reach of the guard. At 2 a.m. the visitor left. The two Polish sailors offered the guard a cigarette, which he declined. To attract him nearer to the gangway they drew his attention to a peculiarity of their gunmounting. This appeared to interest him and he approached the side of the jetty. The next instant he was seized, gagged and bound, and bundled into the submarine. At the same moment his confrere below was seized, and an officer ran ashore and cut the wires of the search-light and telephone. Before they managed to gag the guard on the jetty he had let out several lusty bellows for help. There were answering shouts from the destroyers.

The stranded wires that held them to the wharf were quickly carried away and they brought the bow wire, (the wire secured to an anchor in the harbour) to the capstan to haul their bow out. The sound of the capstan revealed their intentions and the destroyers switched on searchlights and opened fire on them with rifles. They made for the entrance, blinded by searchlights, with bullets spattering all round them; they refrained with difficulty, out of respect for international law, from torpedoing the German tanker, and just short of the entrance they grounded on some rocks.

Men were now firing at them from the mole at almost point-blank range. There was a general fusillade from every direction. They blew their tanks, went full speed astern and slid off the rocks. Then they went ahead again and this time succeeded in slipping through the entrance, thirty yards wide. Out into the night and freedom.

There is a fringe of small fortified islands outside Tallinn. In half an hour searchlights began to sweep the surface. They were seen and fired on by heavy artillery which drove them under water, and presently they heard the propellers of destroyers and motor boats in pursuit of them. All night they fled submerged steering blindly with no chart to give them soundings, and at dawn they lay on the bottom. During the ensuing day they heard the hunters passing to and fro over them. Depth charges burst round them, some near, some far till they lost count of the explosions.

About 9 p.m. there was a lull and at midnight they rose cautiously and had a look round. They judged themselves to be at the entrance and there was nothing in sight.

It must be remembered that their sole armament was five torpedoes. Their guns were out of action, they had no rifles or revolvers. The captain decided to cruise in the Baltic in search of German ships as long as his torpedoes lasted and then make for England. The first necessity was to find a sanctuary where he could lie undetected on the surface and charge his batteries; the second to capture a German merchant ship and compel her Captain to get them his charts as a preliminary to sinking her.

He found a sanctuary and charged his batteries. He also ran ashore about five times on shoals and rocks, getting more and more damaged. By this time they were getting tired of their prisoners who kept up a ceaseless lamentation and speculation on how their families were faring. They learned from the German wireless - which was the only news they had - that they were being denounced to the world as murderers of their guards.

Accordingly they turned south and one fine night in a flat calm they stopped off an island; they launched their berth boat, put the two Esthonians into it with money, cigarettes and a bottle of whisky and watched them row to the shore a mile and a half away. Then these men who had lost their country and their families made a wireless signal to announce that the Esthonians were safe so that their relations might have no further anxiety.

This was on the 22nd day. For a fortnight they cruised in the Baltic, watching the shipping creep backwards and forwards inside territorial neutral waters, protected from their torpedoes by International law. Every night they were hunted to prevent them from charging batteries. By day they cruised submerged, never knowing when they would strike a rock, or they lay on the bottom. By this time their water was running low. For a fortnight they had not washed or used water for cooking. The cook had a scratch on his hand that was causing blood poisoning. He was their first casualty and on the 38th day they decided to make their way out of the Baltic and try to reach England.

From a light they recognised, they made for the Swedish Coast, where they sighted a flotilla of German destroyers patrolling. They sounded and found there was seven fathoms of water, which was too shallow for them to attack with any hope of escape. They went down to the bottom and lay there, listening to the propellers of the patrol destroyers passing to and fro near by. When it was dark they rose to periscope depth and went ahead. Soon afterwards they grounded. They rose till their conning tower was awash and grounded again. They came right up onto the surface and again grounded. A searchlight from one of the destroyers swung round and missed them by a few yards as they lay stranded. Backwards and forwards it went, always just missing them; then they realised that they had floundered into a channel so shallow that the Germans did not bother to search it with their lights. In desperation they blew all their tanks and the submarine floated. They crept away on their motor, and came again to deep water. But now they began to experience difficulty in getting the correct trim, owing to the varying densities of the water. She was trimmed for the Baltic and here in the KATTEGAT they were encountering streams, at different levels, of partly fresh water from fiords. She became almost unmanageable and in an effort to force her under with the hydroplanes, going full speed ahead on the diesels, they made too much noise; immediately there was a hue and cry of searchlights and the destroyers were after them. They contrived to reach the bottom and lay there motionless for hours while the hunt went to and fro above them. Finally the sounds died away. They rose to the surface and continued their journey, going to the bottom again for a sleep when the 40th day began to break. They were getting thirsty by now and the cook's symptoms were grave. They decided to try and set a course for England. Their wireless apparatus had been damaged by rifle fire; they had no recognition signals; once in the North sea every man's hand was against them: they were fair game for German and British alike, menaced from the air, by surface patrols and by submarines. But the first Lieutenant PIASECKI could speak English.

On 14th October at 6 am. a faint message on imperfect transmission reached a British Shore W/T station.

"Supposed position from 0630 on appointed place for Polish Navy. Beg permission entrance and pilot. But have no chart. ORZEL."

A few hours later a British destroyer found them and led them triumphantly into harbour.

They learned then that their Sister Submarine was also safe. They had only three requests: To land the sick cook, to replenish their water supplies and to be given breech blocks for their guns. They were then prepared to go to sea forthwith on whatever patrol it pleased the British Navy to employ them. They were received with hearty cheers when they joined the British Fleet.

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The Private Secretary to Captain the Rt. Hon. Euan Wallace, Minister of Transport, presents his compliments to the News Editor, and transmits herewith for his information notes of a speech to be delivered by Captain Wallace at the Annual General Meeting of the Institute of Transport at Charing Cross Station Hotel on Monday, December 11th, 1939, at 2.30 p.m.

Ministry of Transport.
Metropole Buildings,
Northumberland Avenue,
London, W.C.2.

11th December, 1939.

Notes of a speech to be delivered by Captain the Rt. Hon. Euan Wallace, Minister of Transport, at the Annual General Meeting of the Institute of Transport at Charing Cross Station Hotel on Monday, December 11th, 1939, at 2.30 p.m.

At this, the first Annual General Meeting of the Institute held since War was declared, it is natural that we should ask ourselves how the transport system of this country has adjusted itself to war conditions. Many of you here know far better than I do what the change-over from peace to war has meant in what, after all, is your own special sphere; and I propose to confine myself this afternoon to the working of what may be called the "control centre" at the Ministry of Transport and some of its administrative problems.

For many months before the outbreak of war, the Ministry was working hard on the preparation of emergency plans. During this period we were in constant touch with representatives of the transport industry; and I should like to acknowledge the invaluable help which they gave us in such generous measure and the manner in which they have justified the confidence we placed in them. You will share my satisfaction that the machine thus produced by our combined efforts has so far responded well to the demands which have been made upon it.

In the Ministry's war organisation, each particular aspect of inland transport - railways, ports, canals, road vehicles, road construction - is the responsibility of a separate Division. Every morning the heads of these Divisions meet for a short time as a Defence Council; questions of general interest are discussed and decided so as to ensure that the plans, necessarily different for the different modes of transport, fit in with one another, and that the best use is being made of the available transport facilities.

The method by which each Division maintains contact with the operators of the particular form of transport for which it is responsible necessarily varies. To keep in

touch with some 200,000 operators of road goods vehicles, for instance, is an entirely different matter from liaison with only five undertakings which broadly speaking represent our railway system. Docks, provincial 'bus operators, and canals each call for a method of their own.

There is, however, one common principle which is maintained throughout - the minimum of interference with normal management. No army of civil servants has come down like a plague of locusts upon the country's transport. The detailed management and operation of all services is in the hands of professional transport men, and such central direction as there must be, in order to integrate national policy, is exercised in the closest consultation with the leaders in the several sections of the transport world.

On the railways the demands of Government traffic in war are so great and involve such extensive adjustment of normal services that, as in the last war, the Government must have the final control. General Instructions to the General Managers as to the operation of the railways in the event of war had been issued before the emergency arose; and when at midnight on the 1st September the railways formally passed under the control of the Minister, the Railway Executive Committee, consisting of the four General Managers of the Main Line Companies and the Vice-Chairman of the London Passenger Transport Board, with Sir Ralph Wedgwood as Chairman, were immediately able to assume duty as my agents for the purpose of railway control. The Railway Executive Committee provides the necessary "unity of command", though the various undertakings continue to be run by their own staffs and managements.

I have said that the needs of war traffic involved the adjustment of normal railway services. At the outset, faced as we were with evacuation of children from the large towns, mobilisation, the transport of the Expeditionary Force

and the vast mass of freight traffic which may be summed up in the words "munitions" and "supplies", with the probability of heavy air attacks and the handicaps of the black-out, drastic curtailment of ordinary services and facilities was unavoidable. Each week, however, has seen a progressive restoration or improvement as altered conditions and practical experiment has made them possible. I hope and believe this process will continue.

In dealing with road transport, we had to set up an extensive regional organisation to enable the industry to adjust itself to the effects of the necessary impressment of vehicles by the Fighting Services, the requisitioning of vehicles for civil defence and the reduction in the available supply of fuel. In order to effect the requisite economies in fuel and transport and to provide manageable units with which the organisation could deal, a scheme for grouping vehicles according to their size and function was put into operation. This scheme was evolved with the full approval of the Road Transport (Defence) Advisory Committee, composed of men with lifelong experience in operating road transport, of representatives of labour engaged in the industry, and of the railways.

For general Civil Defence purposes the country has been divided into Defence Regions and in each one of them the peace-time Chairman of Traffic Commissioners, with all his detailed local knowledge of the industry, has become the Regional Transport Commissioner responsible for the organisation of Road Transport. The control and fuel rationing of public service vehicles, most of which are run by large concerns, is centred in the Regional Transport Commissioner's office; but for goods vehicles a much greater degree of decentralisation has been necessary. To deal with these vehicles each region is divided into districts in charge of a District Transport

Officer - who is a civil servant responsible to the Regional Transport Commissioner - and each district is again divided into sub-districts where the man in charge is the Sub-District Manager - a practical transport man chosen by the operators through their own Group Organisers. To use a hackneyed phrase, the Sub-District Manager is the liaison officer between the official machinery and the actual operators. The contact between the machinery of control and the operators is further strengthened by the fact that both the Regional Transport Commissioners and the District Transport Officers are assisted by Advisory Committees consisting of representatives of road transport operators, railways and labour.

For obvious reasons I cannot say much about the port organisation of the Ministry, bearing directly as it does on the measures which are taken to protect shipping from enemy action. It will, however, be obvious that some diversion of ships from their normal ports of call has been and may continue to be necessary and that rapid clearance of goods through the ports is of the highest importance. In each of the principal commercial ports, a Port Emergency Committee has been appointed with wide powers to see that ports are used to their fullest capacity and goods passed through as quickly as possible. These Committees consist of representatives of the Port Authority, ship-owners, traders, road, rail and canal transport and labour; each Committee acts collectively as the Minister's agent.

The headquarters organisation of the Ministry is in constant touch with the Port Emergency Committees in order that full regard may be had to port conditions in dealing with the diversion of shipping.

Canals and the Carriers who operate on them carry in normal times a substantial part of the traffic in the areas

which they serve, and in war time may be called upon to make an even greater contribution to the national transport requirements. With a view to making the best use of this form of transport, I have appointed a Canal (Defence) Advisory Committee composed of representatives of Canal Owners and Canal Carriers and of Government Departments directly interested in canal transport.

So much for the Ministry's actual organisation; but I would like to add a word about petrol rationing where it is my duty, on behalf of the Secretary for Mines, to administer in detail that portion of the total available supply of motor fuel which he has allocated to public service and to goods vehicles.

I want to begin by rebutting unequivocally the suggestion made in some quarters that fuel rationing is wholly unnecessary and is some Machiavellian device of a wicked Government that seeks to discriminate against road transport for the benefit of the railways. Our petrol reserves are by no means excessive to our needs. The demands of modern mechanised warfare on liquid fuel are enormous, and even in the present phase of hostilities very large amounts are being consumed; - I need only instance the ceaseless Coast Patrol or a raid on Wilhelmshaven or Heligoland. Should operations become more intense, consumption will immediately leap up and reserves must be available to meet any conditions which may arise. When we add to this the fact that liquid fuel has to be brought from overseas and that it has very largely to be paid for with foreign exchange, it becomes obvious that the Government has no other course but to insist that no gallon of petrol should be consumed without adequate justification.

It therefore falls to my Department to see that the amount of fuel available for commercial road transport is used in the best interests of the national war effort and in such

a way as to get the greatest possible amount of essential traffic carried. In securing this object the Group Organisation can be of great value in co-ordinating the handling of traffic, in eliminating light running and in promoting the rationalisation of retail deliveries and of some types of wholesale distribution. Much has already been done on these lines but there is still a good way to go before we can say that every petrol tank in use is earning it's fullest possible national dividend.

To keep as many vehicles as possible on the roads research into the use of alternative fuels has been carried out under the general supervision of the Mines Department. The Secretary for Mines has recently announced that an apparatus for the generation of producer-gas for road vehicles has been designed and recommended for manufacture. Guarantees have been given that home produced coal, coke or gas when used as a fuel for motor transport will not be taxed within the next five years and that it will not be rationed.

Under the law as it stood at the outbreak of war the extra weight of equipment for using alternative fuels, or the use of a trailer to carry such equipment, would have brought certain disadvantages in its train. The necessary action to deal with these is in hand. Already I have made regulations to permit a public service vehicle to draw a trailer carrying gas cylinders and producer gas plant. **Tomorrow** a financial resolution will be discussed in the House of Commons which will have the effect of removing the disadvantage of increased taxation which might otherwise be incurred by constructing or converting vehicles to run on home produced gas. I hope to circulate shortly drafts of regulations to remove other difficulties relating to speed, maximum laden weight, and the drawing of trailers.

I should now like to turn to what may be called a some-

what negative aspect of the Ministry's activities. War conditions have made necessary modifications of our peace-time road construction programme. Quite apart from questions of man-power and materials, the enormous cost of modern war and the heavy burden of taxation which it entails compels us to reduce expenditure which is not demonstrably essential to meet wartime needs. All the road schemes which had been approved at the beginning of the war have, therefore, been reviewed and divided into four classes. Those in Category I will be completed even in present circumstances. Some of these are essential to meet national needs while others are such that closing down is impracticable or completion is more economical. Category II represents those works upon which it was not possible to take an immediate decision and where, accordingly, work has proceeded for the time being. The special circumstances of each case are being examined, and in the light of that examination the schemes are promoted to Category I or reduced to Category III, which comprises works to be closed down at the earliest practicable stage, consistent with the maintenance of public safety and other relevant factors, such as the effect on the local employment position. On this latter point, close contact is maintained with the Ministry of Labour and National Service. The schemes in Category IV are those which, not yet having been commenced and not being essential for war purposes, must remain on paper for the time being.

Final figures of the economy to be effected are not yet available but taking the country as a whole I anticipate that commitments will be reduced by something of the order of £50 millions. The greatest part of this saving, which will be spread over several years, will arise from the postponement of works which were in preparation but had not actually been started when war broke out, but I hope that there will be an

immediate saving of about £5 millions this financial year and £10 millions next.

It is sad to think of our plans for road improvement being held up in this way, but there is at least this consolation: when the war is over and the great problems of the change back to peace conditions are upon us, these road schemes will be there ready to be put into immediate operation should post-war conditions make it desirable.

The actual part which transport has been playing, and will continue to play, in the successful prosecution of the war is another story on which I am afraid I must not now embark. Much of that story - and the most fascinating part of it - cannot be told till the war is over.

Your Institute and the Ministry of Transport are comrades of the 1919 class, both born in the period of reconstruction after the last war, and I look forward to the time when we may once more be co-operating in the development of a peace-time Britain when the powers of darkness have been dispelled and the brutal forces of Hitlerism trampled underfoot.

11/12/39. No. 10.

BOARD OF TRADE ANNOUNCEMENT.

Export Licences - Industrial Diamonds.

From 12th December, the exemption of exports to the Channel Islands from control by licence will no longer extend to diamonds of the kinds whose export to other destinations is now subject to licence, namely, rough diamonds, or mounted or unmounted diamonds other than those set in jewellery of precious metal.

Board of Trade,

11th December, 1939.

NEW ZEALANDERS IN THE R.A.F.

Many New Zealand pilots are already serving with Fighter Command Squadrons of the R.A.F.

One Squadron is led by a 31 year-old New Zealand pilot who abandoned business for the air. Born in Auckland, he was granted a short service commission in the R.A.F. in 1930. This has now been extended. Since he has been in the R.A.F. he has seen service in Egypt and Iraq and has long experience as a Flying School Instructor.

He has two fellow countrymen as his subordinates; they came to England together in 1938. One is a surveyor from Clyde Vale. His companion is a Wellington man. After leaving Christ College, Christchurch, he became a Civil Servant. He had three reasons for wanting to join the R.A.F. - to get out of an office, to travel and to fly.

When the R.A.F. expansion scheme was announced, 4,000 young men in New Zealand volunteered. Once their mind is made up to join the R.A.F. these New Zealanders will persevere and surmount every obstacle to fulfil their ambition.

A New Zealand trained pilot is serving in the Nizam of Hyderabad's Squadron. He comes from Gisborne, N. Island.

ULSTER'S LAND CENSUS

ENUMERATORS TO VISIT ALL FARMHOUSES.

A stock-taking of Ulster agriculture is to begin on the first of January next. Under the Agricultural Returns Act, 1939, members of the Royal Ulster Constabulary will act as enumerators and will visit every farmhouse during January, to obtain particulars of the areas of crops, numbers of live-stock, and resources in agricultural machinery.

The information furnished by farmers can be used only for preparing agricultural statistics, for any purpose which the Ministry of Agriculture thinks necessary to increase or maintain food production, and to facilitate the distribution of agricultural machinery, seeds, fertilisers and feeding stuffs.

Increased acreage under the plough is one of Ulster's main contribution to the United Kingdom war effort, and up to the present over 100,000 extra acres are being tilled.

S.A. REPUBLICANISM IS "NATIONAL SUICIDE".

South Africa would be committing national suicide if she broke away from Great Britain.

This was a comment of Mr. Walter Madeley, Labour Party representative in General Smuts's Cabinet, in a speech at Johannesburg, in which he denounced the republican sentiments expressed by the Hertzog Group in the Transvaal.

Mr. Madeley claimed that the present Government had done more to reduce unemployment than had the previous administration in 15 years.

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GENERAL SMUTS'S BROTHER DEAD.

The death is announced of Mr. J.A. Smuts, a younger brother of the South African Prime Minister, at the age of 65.

He took no part in South African politics, and devoted himself to wheat and wine farming.

For the past 11 years he had been Mayor of Moorreesburg, Western Cape Province.

MINES DEPARTMENT ANNOUNCEMENT.Petrol for Farmers.

The Secretary for Mines announces that, as from 1st January, 1940, a system of petrol distribution to farmers by coupons will be introduced. The present temporary arrangements which permit the purchase without coupons of motor spirit for agricultural purposes, were made to cover the exceptional requirements of harvest and autumn ploughing, and expire on 31st December. The first period to which the new arrangements will apply will cover the months of January and February, 1940.

The vital importance of increasing the output of produce is fully recognised. While it is necessary that all users of petroleum should exercise the greatest economy, it is not the intention to restrict supplies required for genuine agricultural purposes.

Farmers and others, including ploughing contractors, who require motor spirit for agricultural tractors, stationary engines, or vans and lorries operating on an "F" licence, should apply to Divisional Petroleum Officers on form R(M.S.)6. Farmers' private motor cars and lorries operating on carriers' licences are not included in this scheme.

Forms can be obtained from local taxation offices or Post Offices at which motor licensing business is transacted, and from County Secretaries of the National Farmers' Union. The address of the Divisional Petroleum Officer for the district will be obtainable from the same source as the form.

It is essential, in their own interests, that farmers should complete and post their applications as soon as possible, enclosing the registration books of any registered vehicles.

Dean Stanley Street,
Millbank,
London, S.W.1.

11th December, 1939.

11th December, 1939.

No. 16.

M. A. F. 114.

MINISTRY OF AGRICULTURE ANNOUNCEMENT

Pests of Broken-Up Grassland.

Avoiding Mistakes of the Last War

In the ploughing campaign for the last war there was a considerable percentage of crop failures, in most instances attributed solely to pests attacking the crop. In 1917 the failures amounted to about 30 per cent. and there were further failures on land ploughed out of grass two and three years before.

Neither farmers nor the nation can afford such losses if they can be avoided, and although some losses cannot be entirely eliminated in growing crops on ploughed up grassland, increased knowledge and the experience gained in the last war can reduce very considerably the chances of failure.

A new "Growmore Leaflet", No. 11. ("Pests and the Breaking of Grass Land"),* gathers together the information on pests and grassland that would be useful to the farmer breaking it up.

A point emphasised is that although the pests do the damage, it is often a combination of pests with defects in cultivation that is the truer cause.

The leaflet deals with Wireworms, Frit Fly, Leather Jackets and Slugs, and covers such points as the character of grass land on which pests may be expected, and the times of ploughing and sowing and the kinds of crops to grow in relation to the activities of these pests.

* Single copies free on application to the Secretary, Ministry of Agriculture and Fisheries, 10, Whitehall Place, S.W.1.

£5,000 CYPRUS LOAN.

As another step to increased production in the island, the Cyprus Government, with the approval of the Secretary for the Colonies, has made a loan to the Co-operative Central Bank of £5,000.

This money will be lent in turn to the Member Societies of the Central Bank which desire to employ it to obtain immediate increases in the Island's agricultural and other productive enterprises. There is a strong and growing co-operative movement, which is encouraged by the Government of Cyprus.

11/12/39. - NO. 18.

PRESS NOTICE.

Attempts at camouflaging cathedrals and historic buildings would possibly lead to irreparable disfigurement, while involving other and equally grave disadvantages.

This conclusion has been reached by the Ministry of Home Security after consultation with responsible Church and other authorities.

Many well-known cathedrals and other historic buildings, it is pointed out, will inevitably be recognised from the air by their characteristic planning and their position, even if their roofs or other surfaces were partially discoloured by painting or some similar treatment. Moreover, the application of any treatment which could be regarded as camouflage might give the enemy opportunity to suggest that the building was being used for military purposes.

Any treatment that could be effective as camouflage would have to be carried to such lengths ~~that a great deal of the beauty of ancient buildings,~~ which is the result of the weathering of centuries, might be lost beyond repair or, at any rate, for many years to come.

Structural precautions for protection against the effects of air attack may be advisable in some cases, but this should not extend to external disfigurement, which might well be useless in any case for the purpose of achieving security.

Note: This applies to the United Kingdom.

MINISTRY OF HOME SECURITY.

R.A.F. APPEALS TO EMPIRE'S WOMEN.

"The Royal Air Force Comforts" Organisation, whose staff of voluntary helpers are working at the R.A.F. head: quarters at Berkeley House, W.1., appeal to women in all parts of the Empire to help by sending warm clothing for men of the Air Force. Their arduous task both at the Front and on reconnaissance work at home imposes on them most rigorous weather conditions.

It is impossible at present to keep pace with the tremendous demand for oversocks, which can be knitted in any sort of strong wool.

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PRESS NOTICE

The Prime Minister, who was accompanied by the Chancellor of the Exchequer and the President of the Board of Trade, received a Deputation this evening at No.10, Downing Street, from the Federation of British Industries. The Deputation was introduced by Lord Dudley Gordon, the Deputy-President of the Federation, and included:-

Lord Gainford
Sir George Beharrell
Sir George Macdonogh
Sir Francis Joseph
Mr. Guy Locock, and
Mr. D. L. Walker

The purpose of the Deputation was to stress the importance of the export trade as a vital part of the National war effort and to press upon the Government that it should be regarded as such and not merely as an ancillary activity. To secure this new methods must be employed without regard to precedents. The Federation of British Industries realised that there were necessarily many conflicting claims on the productive capacity of the country for the Service Departments and other needs, but they urged that steps should be taken to secure a unified policy which would give its due place to the needs of the export trade. While recognising that they were not fully cognisant of all the present arrangements, they had suggested in a memorandum which they had submitted to the Prime Minister that for this purpose there would be advantage in establishing a single authority charged with the oversight of the export trade and under the control of a member of the War Cabinet acting with the advice of a Panel of Industrialists.

The Prime Minister, in replying to the Deputation, said that he and his colleagues fully shared the views of the Federation of British Industries as to the great importance in the national interest of maintaining the export trade. The Chancellor of the Exchequer and the President of the Board of Trade gave to the Deputation an account of the existing machinery for the determination of priorities between conflicting claims upon productive capacity and the Chancellor assured them that the importance of the export trade and of the provision of foreign exchange were kept constantly in mind. The Prime Minister explained also the existing Ministerial and inter-Departmental arrangements for the co-ordination of Economic policy and said that, in the circumstances, he did not think that there would at the present time be advantage in appointing a separate Minister for Economic questions. He intimated, however, that under the changing conditions of war no decisions could be regarded as fixed and final if altered circumstances rendered a change desirable.

It was agreed that the President of the Board of Trade should communicate at once with the Federation of British Industries in order to discuss the possibility of improving the existing machinery by the appointment of an Advisory Panel.

11/12/39 - No. 21.

FRENCH OFFICIAL COMMUNIQUE (EVENING)

The following official communique was
issued from French G.H.Q. this evening:-

Very reduced activity on the Front
during the day.

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