

ISSUES FOR THURSDAY, DECEMBER 14th

RELEASE TIME	NO.	SUBJECT	ORIGIN
read out 12.47 a.m.	1.	R. A. F. Dornier Attack	Air Affairs
1.48. a.m.	2.	Naval Battle against the Admiral Scheer	Admiralty
1.59. a.m.	3.	British Steamer "Deptford" torpedoed	Admiralty
read out 1.54. a.m.	4.	British Submarine sinks U boat	Admiralty
12.57. p.m.	5.	Christmas Postal arrangements	Post Office
read out 9.30. a.m.	6.	French Official (morning)	Paris by 'phone
9.4. a.m.	7.	H. M. Destroyer Duchess Survivors' List	Admiralty
3.30. p.m.	8.	Health Drive	Board of Education
9.39. a.m.	9.	Taking it with a smile	Empire Affairs
6.16. p.m.	10.	Appellate Tribunal for Conscientious Objectors	Ministry of Labour
Read out 10.39. p.m.	11.	Denial of German Gas Grenades allegation	Admiralty

RELEASE TIME	NO.	SUBJECT	ORIGIN
12.57 p.m.	12	U-BOAT PRISONERS OF WAR	War Office
1. 9.m.	13	Concerts for London Civil Defence Workers	Ministry of Home Security
Read out 1.24 p.m.	14	"William Hallett" (H.M.T.) mined	Naval Affairs
5.42 p.m.	15	British Wool Federation Deputation	Ministry of Supply
Read out 3.7 p.m.	16	Casualties of Trawler "William Hallett"	Admiralty
3.16 p.m.	17	Renewal of Motor Vehicle Licences	Ministry of Transport
6.16 p.m.	18	Furniture Trade Board	Ministry of Labour
4.27 p.m.	19	Occasions on which Military Uniform may be worn	War Office
4.52 p.m.	20	British Mission to America	Empire Affairs
5.17 p.m.	21	Seeing is believing: H.M.S. Ark Royal at Capetown	Empire Affairs
5.17 p.m.	22	No general mobilisation for South Africa	Empire Affairs
5.22 p.m.	23	Leave for the B.E.F.	War Office
6.10 p.m.	24	More work in Newfoundland	Empire Affairs
6.25 p.m.	25	Hong Kong Merchants' £10,000 Loan to Britain	Empire Affairs
6.53 p.m.	26	Wool Control Orders	Ministry of Supply
6.0. p.m.	27	Speedier Release of Wagons (with copy of regulations)	Ministry of Transport

RELEASE TIME	NO.	SUBJECT	ORIGIN
Read out 6.38 p.m.	28	Battle off Montevideo	Admiralty
8.2. p.m.	29	Supply of R.A.F. Christmas Cards for the King	Air Ministry
Read out 7.46 p.m.	30	R.A.F. Attack on Dornier over North Sea	Air Ministry
9.12 p.m.	31	Advance Copy of "War Commentary" Broadcast by Major-General Sir E. Swinton	B.B.C.
Read out 9.19 p.m.	32	French Official Communique (Evening)	Paris - by 'Phone
Read out 8.55 p.m.	33	North Sea Air Battle	Air Ministry

14/12/39. - No. 1

R.A.F. ATTACK DORNIERS OVER NORTH SEA.

The Air Ministry announces: -

Two aircraft of the Coastal Command yesterday encountered and attacked two enemy Dornier Flying Boats over the North Sea. Both enemy rear gunners were hit and both enemy aircraft damaged by machine-gun fire before disappearing into the clouds.

AIR AFFAIRS.

14.12.39. - No. 2.

OFFICIAL ADMIRALTY COMMUNIQUE

From information received up to the present time it appears that a British force consisting of the six gun 8" cruiser EXETER, the small six inch cruisers AJAX and ACHILLES, under the command of Commodore H.H. HARWOOD obtained contact with the enemy pocket battleship SCHEER at 6.0 a.m. 13th December.

The SCHEER carries six 11 inch guns.

A heavy running fight took place between 6.0 a.m. and 10.0. a.m. at which time EXETER received damage which reduced her speed and forced her to drop out of the action.

The AJAX and ACHILLES continued the chase of the SCHEER which was repeatedly hit and appeared to be seeking refuge in the RIVER PLATE. The pursuit continues.

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NAVAL AFFAIRS

14/12/39 - No. 3.

OFFICIAL ADMIRALTY COMMUNIQUE

At about noon 13th December the British steamer DEPTFORD was torpedoed by a German U-boat a quarter of a mile North West of Hønningsvaag Sound, Stadt in Norwegian territorial waters. The ship sank in one minute and so far only five survivors have been rescued. This is the third case in the last few days of violation of Norwegian neutrality.

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14/12/39

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No. 46

OFFICIAL ADMIRALTY COMMUNIQUE.

The Admiralty also announce that in the North Sea the same British Submarine that sighted the Bremen has sunk a U-boat and torpedoed an enemy cruiser.

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14.12.39/No.5.

P.N.1599.

PRESS NOTICE.

Christmas Postal Arrangements.

The Postmaster General desires to call the attention of the public to the difficulties with which the Post Office will be confronted during the approaching Christmas Season, and to the especial need for the very early posting of letters, cards, packets and parcels intended to secure delivery by Christmas Day.

To meet the heavy load of Christmas correspondence and parcels, an experienced staff reinforced by temporary assistance is required; but this year the Post Office is hampered by the fact that many of the trained men are on Active service. The despatch of the heavy Christmas mails from place to place will also be less easy and less speedy than usual because of the slowing up of the conveyance and delivery services caused by the black-out. It will be necessary as far as possible to confine deliveries to the short hours of daylight, and to restrict the number of collections from letter boxes during the black-out.

In the circumstances the Postmaster General earnestly appeals to the public to assist him by posting correspondence packets and parcels much earlier than has been customary in previous years and by with-holding from the post, during the period 18-26 December, anything the despatch of which can, for the time being, be dispensed with. To ensure delivery by Christmas Day letters, cards, packets and parcels should be posted at the latest very early in the week before Christmas Day - the earlier the better.

It would also materially assist the Post Office if the public were to make a point of posting such items as are ready for despatch early and often, and during the hours of daylight as far as possible. This will even out the flow of traffic and relieve the collections from letter boxes during the hours of the black-out.

On Sunday, December 24th and on Christmas Day, December 25th, there will be one delivery of letters and parcels in England, Wales and Northern Ireland, but there will be no delivery on Boxing Day, December 26th. In Scotland there will be no delivery on Sunday, the 24th December but there will be deliveries both on Christmas Day and Boxing Day. In Eire there will be a delivery on Sunday, the 24th December but no deliveries on Christmas Day or Boxing Day.

There will be no collections on Christmas Day in England, Wales and Northern Ireland except in rural districts. On Boxing Day, December 26th, generally, collections will be made only in town districts.

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The public are reminded that it is essential, in order to avoid delay to letters and parcels, that addresses should be complete; they should normally include the name of the County as well as the name of the Post Town. It is also requested that the public will, where possible, use the numbers instead of, or in addition to, the names of houses in addressing their letters and parcels. In the case of parcels and packets, the address should be written on the cover itself and not merely upon a label, which might become detached. Parcels should be well and strongly packed.

GENERAL POST OFFICE.

14th December, 1939.

14.12.39 - No. 6.

FRENCH OFFICIAL COMMUNIQUE (MORNING).

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

Patrol activity on the whole of the central part of
the front the Moselle to the Rhine.

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14.12.39

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No. 7.

OFFICIAL ADMIRALTY COMMUNIQUE.

The Secretary of the Admiralty regrets to announce the loss of H.M. Destroyer DUCHESS, Lt. Com. R.C.H. White, in collision with another of H.M. Ships which was undamaged. It is feared that the following are the only survivors -

OFFICERS.

Probationary Lieutenant J.R. Pritchard, R.N.V.R.

RATINGS.

Adams, Jack.	Able Seaman.	C/SSX.16954
Cogger, Donald W.	Chief Petty Officer	C/J.69276.
Crowall, Charles	Able Seaman.	C/JX.142768
Crowther, George.	Stoker 1st Class,R.F.R.	B.18897
Dodds, John E.	Ordinary Seaman	C/SSX.21525.
Durling, Alfred H.	Leading Seaman.	C/JX.134607
Hale, Kenneth R.	Able Seaman	C/JX.144448.
Harris, Geoffrey	Able Seaman	C/JX.138679.
Jenkins, Ivan E.	Able Seaman	C/SSX.15479.

Lawrence, Charles H.	Able Seaman.	C/SSX. 21227.
Lowthorpe, John E.	Able Seaman, R.F.R.	B.25414
McHardy, Robert.	Leading Seaman.	C/JX. 127142.
Merry, Charles, R.	Able Seaman	C/JX. 127588
Moir, Harry	Leading Seaman	C/JX.131525.
Proctor, Walter R.	Ordinary Seaman	C/SSX.27921
Ratcliffe, Trevor	Able Seaman	C/JX.142482.
Robertson, William	Able Seaman	C/SSX.19870
Thurley, Clarence	Telegraphist	C/JX.142461
Tootel, Thomas	Stoker Petty Officer	C/K.50792.
Smith, Alfred	Able Seaman	C/SSX.15981
Swinhow, Ernest	Ordinary Seaman	C/JX.156254.
Willy, John A.	Chief Stoker	C/K.58333.

The following two ratings were left ashore for medical treatment at the ship's last port of call and were not on board at the time of the collision:-

Anderson, R.	Petty Officer.	D/JX.132934.
Passmore, G.	Ordinary Seaman	C/SSX.28228.

ADMIRALTY.

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Not for publication before 9 P.m. Thursday, 14th December.

14/12/39.-No.8.

BOARD OF EDUCATION ANNOUNCEMENT.

GOVERNMENT CALL FOR INTENSIVE HEALTH DRIVE.

Full resumption of the school health services throughout the country and an intensive effort to provide for the fullest possible review of the health and physical condition of the children now in the evacuation areas are urged by the Board of Education and the Ministry of Health in a Circular issued to-day to Local Education Authorities. The condition of some of the children evacuated at the outbreak of war after four weeks of holiday caused some disquiet, but the children who have remained in the evacuation areas have in many cases been without supervision or medical care for over four months. The Government are therefore taking special steps to have their health examined as soon as possible.

When war broke out many school medical officers and school nurses were assigned to the Civil Defence services and many school clinics and feeding centres were taken over by those Services. The Ministers of Health and Home Security have now agreed that both staff and premises should, where possible, be wholly or partially released for the work of the school health service, provided that they are immediately available for casualties if the occasion should arise. They have also agreed that the staff and premises of First Aid posts not previously used by the school health services and of bathing facilities provided for A.R.P. purposes may be made available to the school children. It is intended that a continual stream of children shall have the advantage of these new facilities. In this way the Government hope to make it possible for the million children left in the evacuation areas to be inspected, bathed and, where necessary, treated within the next three months. Special attention will be given to the cleanliness of the children and the shower baths at the

/first aid.

first aid stations will be particularly valuable in the case of school children for whom the public baths are not at present available.

These arrangements are to come into operation immediately without waiting for the schools to reopen and should cover all children of school age in the evacuation areas, not only those who can be immediately admitted to school. The survey will also cover the nutrition of the children and, where necessary, Authorities are urged to provide supplementary nourishment.

The Circular also urges that a similar intensive effort should be made in neutral areas where the schools have been closed pending the completion of air raid precautions and impresses upon Local Education Authorities for reception areas their responsibility for providing for evacuated children a school medical service of the same scope and standard as that provided for local children

The Circular recognises that some Local Education Authorities have already made a determined effort to surmount the difficulties due to the war and to continue to operate the school health services both for children attending school and those who have been out of school. The provision made has, however, been very unequal and the Board make it clear that these services, which have been built up with so much labour during the last 30 years and which form so valuable a part of the educational system of this country, must not be allowed to lapse because of the stress of war. If they were important before the war they are doubly important now, and the time has come when they should function normally so far as this is possible in present conditions and should be strengthened and extended if experience has shown that they do not fully meet the needs of the children.

TAKING IT WITH A SMILE.THE OLDER MEN IN INDIA CARRY ON.

The war has made havoc of private hopes and futures, but how cheerfully this wreck of personal plans has everywhere been accepted! A letter just received by Empire Affairs from Mr. F.W.Humphrey, a business man in Karachi brings this unaffectedly home. The letter speaks of the efforts which the heads of firms have been making in India to release as many young men as possible from their staffs, and then goes on:

"Then came the return of the old men; not too old, but merely superannuated. Back they came in their dozens and hundreds to take up the threads of their working lives again, some in subordinate positions now, but all anxious to help.

"It was indeed strange to see Captain Blank stroll into the Club which only a few months ago had given him a farewell dinner. There were cases of men who were on their final furlough and within a week or so of retirement. But back they came, if not always gladly, at least cheerfully and without grumbling, though who knows what plans for their future of leisure had not been broken and what further separation from their families it does not cost them!

"Only the exile can really appreciate how eagerly that moment of final retirement is longed for; the rest it offers from responsibility and grinding routine and from the discomforts of a tropical climate which weigh more heavily year by year as a man reaches the fifties; and perhaps for the opportunities it gives at last to being able to devote one's whole time to that fascinating hobby.

"The exile's wife also had her dreams; to be free of recurring separations from husband and children; her longing to settle down in a real English home with her own possessions around her ...

"A.R.P. is making great strides; street lighting is cowed and experimental black-outs have been in force. First Aid Centres have been established in prominent places and numbers of the womenfolk are spending their spare time attending lectures and practising nursing. At this distance from the war it is difficult to believe there is any danger, but the possibility has rightly been faced and preparations made to meet it."

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MINISTRY OF LABOUR AND NATIONAL SERVICE.

PRESS NOTICE.

NATIONAL SERVICE (ARMED FORCES) ACT, 1939.

APPELLATE TRIBUNAL FOR CONSCIENTIOUS OBJECTORS.

The Ministry of Labour and National Service announces that the Appellate Tribunal for England and Wales will hold sittings on Monday, Tuesday, Thursday and Friday, 18th, 19th, 21st and 22nd December, at 1, Abbey Gardens, Great College Street, Westminster, SW1. The sittings will begin at 10.30 a.m. each day.

Press Office,

Ministry of Labour and National Service.

Telephone: Whitehall 6200.

14th December, 1939.

H.Q. 354-480 L.I.

URGENT.

14.12.39

No.11.

OFFICIAL ADMIRALTY COMMUNIQUE.

Press reports quote the German Legation in Montevideo as stating that the casualties on board "Graf Spee" were mostly caused because the British used mustard gas grenades. This allegation is entirely without foundation. No mustard gas grenades or shells have ever been made for or used by the Royal Navy.

ADMIRALTY,
WHITEHALL,
S.W.1.

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14/12/39 - No.12.

U-BOAT PRISONERS OF WAR

The following officers and men are prisoners
of war in this country:

STAMER, Gerhard	Oberleutnant (Ing)
HIRSCH, Hubert	Torpedomaat
OPPERMANN, Gerhard	Maschinenmaat
SCHRADER, Albert	Maschinenobergefreiter
" KUFNER, Heinz	Mechanikerobergefreiter
ZIEGENBERG, Karl	Funkgefreiter

WAR OFFICE,
S.W.1.

14/12/39 - No.13.

FOR PRESS & BROADCAST.

CONCERTS FOR LONDON CIVIL DEFENCE WORKERS.

Free entertainments for Civil Defence Workers in the London Civil Defence Region, are to be provided by the Civil Defence Workers Entertainment Fund of 3 Clifford Street, W.1.

The Fund has been raised by private subscription. It will enable the Organisation to obtain the services of people well known in the entertainment world, and to provide musical concerts by soloists or by a Chamber orchestra.

MINISTRY OF HOME SECURITY

PRESS OFFICE

14/12/39

14.12.39

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No. 14.

ADMIRALTY COMMUNIQUE.

The Secretary of the Admiralty regrets to announce the loss of H.M. Trawler "WILLIAM HALLETT", sunk by a mine. There was only one survivor, 1st Engineman Charles HOBSON. The next of kin of the casualties have been informed.

14/12/39 - No.15.
W.7.

MINISTRY OF SUPPLY

PRESS NOTICE.

WOOL CONTROL

Deputation to Minister of Supply.

The Minister of Supply received today a deputation from the British Wool Federation led by Mr. Holmes, the President of the Federation. Mr. Holdsworth, M.P., and Mr. Leach, M.P., introduced the deputation. Sir Eugene Ramsden, M.P., and Mr. Hepworth, M.P., had also arranged to attend, but were unavoidably prevented from being present.

The Federation placed before the Minister a number of representations concerning their interests as affected by the operation of the Wool Control, and Mr. Burgin promised full consideration to the questions raised when certain further information for which he asked had been sent to him.

Ministry of Supply,
The Adelphi, W.C.2.
14th December, 1939.

URGENT.

NO. 16 - 14/12/39.

ADMIRALTY OFFICIAL COMMUNIQUE.

The Secretary of the Admiralty regrets to announce that the following are reported as missing, believed drowned, after the loss of H.M. Trawler William Hallett:-

J.C. ADDISON	Deckhand.
A.A.W. Cole	Second hand.
C.W. Hamant	Skipper.
N.R. Holland	Fireman.
G. Lindores	Third hand.
R. Lindores	Deckhand.
A. Theodovakis	Second engine man.
J. Young	Cook.

ADMIRALTY.

Renewal of Motor Vehicle Licences.

Motor vehicle licences will expire at the end of this month and will be renewable for the quarter or year commencing 1st January, 1940, on or after 18th December.

In view of the additional strain which will be thrown on the staffs of the local taxation offices and the inconvenience to traffic in certain places caused by a large number of late personal applications, the Minister of Transport appeals to motorists:-

- (1) to apply for renewals as early as possible and so avoid congestion at the last moment, and
- (2) to ensure that their applications for renewal are in order, and to study carefully the instructions contained on pages 1 and 5 of the registration book and on the renewal Form RF.1A.

A motor vehicle licence cannot be issued unless the applicant produces a certificate of insurance or a certificate of security or other evidence that the provisions of Part II of the Road Traffic Act, 1930, have been complied with.

Applications for licences to County Councils or County Borough Councils should be made by post, wherever convenient. If application is made to a Post Office, the licensee or his representative must attend personally.

New rates of licence duty have been introduced in respect of vehicles taxed on horse power and motor cycles (other than pedestrian controlled tricycles). Annual licences for 1940 and licences for the March quarter, 1940, will not be obtainable at Post Offices in respect of these classes of vehicles, and application must therefore be made to the appropriate Council.

Where a vehicle has changed hands since the last licence was taken out, the new owner must be sure that the change of ownership has been entered in the registration book and that the Council has noted the change by date-stamping the ring against the new owner's name on pages 3 and 4 with the Council's date stamp.

If this has not been done, the Council should be notified immediately.

Cheques for licences for mechanically-propelled vehicles and horse-drawn carriages should not include amounts for dog licences, etc. The duties are payable into separate accounts and great inconvenience is caused to the authorities if composite cheques are sent.

Renewal Forms and Declaration Forms may be obtained from any Money Order Office.

All persons who are required to apply to the London County Council or the Middlesex County Council for the renewal of their motor vehicle licences should note that the addresses of the Local Taxation Departments of those Councils are as follows:-

London County Council.

Public Control Department,
Cooper's Hill,
Englefield Green,
Nr. Egham,
Surrey.

Middlesex County Council.

Twickenham Technical College,
Egerton Road,
Twickenham.

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

14th December, 1939.

(18139)

PRESS NOTICE.

PROPOSED TRADE BOARD FOR FURNITURE INDUSTRY.

A conference of organisations representing employers and workers in the Furniture Manufacturing Industry was held on 14th December at the Ministry of Labour and National Service. The following organisations were represented:-

EMPLOYERS' ORGANISATIONS.

Association of Furniture Manufacturers of the City of Bath.
Drapers' Chamber of Trade of Great Britain and Ireland.
Furniture Manufacturers' Association.
High Wycombe and District Furniture Manufacturers' Federation.
Liverpool and District Cabinet Makers, Upholsterers and French Polishers Employers' Association.
London Furniture Trades Federation.
National Bedding Federation.
National Federation of Furniture Trades.
National Federation of Furniture Trades; Bristol, West of England and South Wales Centre.
North East Furnishing Employers' Federation.
North East Lancashire Centres of the National Federation of the Furniture Trades.
Northern Furniture Trades' Federation.
Nottingham Centre of the National Federation of Furniture Trades.
Parliamentary Committee of the Co-operative Congress.
Retail Distributors' Association Incorporated.
Scottish Furniture Manufacturers' Association.
Sheffield Furnishing Trades Employers' Association.

TRADE UNIONS.

Amalgamated Society of Woodcutting Machinists.
Amalgamated Society of Woodworkers.
Amalgamated Union of Upholsterers.
General Union of Bedding Trade Workers.
National Amalgamated Furniture Trades Association.
National Union of Packing Case Makers.
Progressive Society of French Polishers.
Progressive Union of Cabinet Makers.
Trade Boards Advisory Council of the Trade Union Congress.
Transport and General Workers' Union.
United French Polishers' London Society.

The purpose of the conference was to consider a Definition of the trade which could be included in a statutory Order applying the Trade Boards Acts to the Manufacturing Section of the Furniture Trade. A draft Definition which had been prepared by a Joint Committee representing the organisations in consultation with the Ministry of Labour and National Service came before the meeting, and was adopted after amendment for submission to the Minister of Labour and National Service.

Should the Definition be accepted by the Minister the next step will be for the Minister to give formal Notice of a draft Order under the Trade Boards Acts. Should objections which are not trivial be made to the draft Order, the Minister is required to hold a public enquiry before the Order is made effective. It is, however, the general desire of the trade, under present conditions, to secure the stabilising influence of a Trade Board with the least possible delay. On this account opposition to the Order is not anticipated, and during the six weeks allowed for objections steps will be taken in consultation with the organisations to select representatives of both sides to act upon the Board. It is the general desire that the Board should be a small and practical working body, and that it should be in a position to meet immediately the statutory Order under the Trade Boards Acts has become effective. This will it is anticipated be in about two months time.

The draft Definition submitted by the Conference for the Minister's decision was as follows:-

THE FURNITURE MANUFACTURING TRADE.

1. Subject to the undermentioned provisions the Furniture Manufacturing Trade consists of the following operations:-

- (a) the manufacture and finishing of articles of furniture made wholly or mainly of wood, cane, wicker or woven fibre;
- (b) the manufacture and finishing of parts of the articles specified in sub-paragraph (a) above, being parts made wholly or mainly of wood, cane, wicker or woven fibre;
- (c) the preparation of materials used in any of the operations specified in the preceding sub-paragraphs (including all sawing and machining of wood) when such preparation is carried on in an establishment mainly engaged in any of those operations or in any branch or department of any such establishment;
- (d) the upholstering and re-upholstering of articles of furniture made of any materials, the manufacture of upholstery cushions; the making up and re-making of mattresses of any description and of palliasses, divans, pillows and bolsters, when such operations are performed:-
 - (i) in an establishment or branch or department wholly or mainly engaged on one or more of such operations; or
 - (ii) by a worker who is wholly or mainly engaged on any one of such operations;
- (e) the preparation of materials used in the operations specified in sub-paragraph (d) above when such preparation is carried on in an establishment or branch or department wholly or mainly engaged on one or more of those operations;
- (f) the making up of blinds, hangings, curtains, loose covers or any similar article when such making up is done:-
 - (i) in an establishment, branch or department wholly or mainly engaged on one or more of such operations; or
 - (ii) by a worker who is wholly or mainly engaged on any one of such operations;
- (g) the fixing of blinds which have been made in an establishment, branch or department specified in sub-paragraph (f) above when such fixing is carried out by workers employed in connection with such establishment, branch or department;
- (h) the manufacture of cases, cabinets and containers forming part of musical instruments:-
 - (i) when manufactured for sale as such cases, cabinets or containers; or
 - (ii) when manufactured in an establishment which is not substantially engaged in the manufacture of completed musical instruments;
- (i) work which is incidental to any of the above operations including, inter alia, packing, portering, delivering and the work of general yard labourers.

2. Notwithstanding anything in the foregoing provisions the following operations are not operations in the Furniture Manufacturing Trade:-

- (a) work performed in a general sawmilling establishment or a branch or department thereof if the main operations carried on in such establishment, branch or department are operations other than those specified in sub-paragraphs (a) and (b) of paragraph 1 hereof;

- (b) work performed in a shipbuilding or shiprepairing yard or in an engineering establishment;
- (c) the manufacture of fittings of wood (including shop fittings) to be built into a specified position and the manufacture of any fittings or fitments made in joiners' workshops or builders' yards;
- (d) the manufacture of ironing boards, plate racks, trays, pastry boards and rolling pins and other utensils of domestic woodware, except where the establishment or branch or department in which such manufacture is carried on is mainly engaged on operations specified in sub-paragraphs (a), (b) and (d) in paragraph 1 hereof;
- (e) the manufacture of musical instruments except the manufacture specified in paragraph 1(h) hereof;
- (f) the manufacture of metal furniture or parts of metal furniture or metal parts of articles the manufacture of which is included under paragraph 1 hereof;
- (g) the bevelling and silvering of glass;
- (h) the manufacture of billiard tables;
- (i) the upholstering of vehicles;
- (j) operations included in the trades specified in the Orders hereinafter mentioned or in amendments or variations thereto, that is to say:-

The Trade Boards (Button Manufacturing) Order, 1925;
 The Trade Boards (Hair, Bass and Fibre) Order, 1919;
 The Trade Boards (Linen and Cotton Handkerchief and Household Goods and Linen Piece Goods) Order, 1920;
 The Trade Boards (Made-up Textiles) Order, 1920;
 The Trade Boards (Perambulator and Invalid Carriage) Order, 1926;
 The Trade Boards (Rubber Manufacturing) Order, 1938;
 The Trade Boards (Toy Manufacturing) Order, 1935.

3. For the purposes of the foregoing provisions "musical instruments" includes radio sets.

Press Office,
 Ministry of Labour and National Service.

Telephone: Whitehall 6200.

19

The War Office,
London, S.W.1.
14th December, 1939.

The War Office announces that military uniform may, for the duration of the war, be worn only by the following:-

- A. Officers and other ranks of the Regular Army, and those of the Reserve and Auxiliary Forces who have been called up, and also such retired officers as are re-employed in a military capacity. These will wear uniform on all occasions.
- B. Officers of the Army Reserve, or the Supplementary Reserve, or the Territorial Army Reserve, not recalled for service; and other ex-officers and other ranks ordinarily permitted to wear uniform on certain occasions who are employed on quasi-military duties, even though not subject to military law, provided they are serving under the immediate orders of an officer who is so subject. These may wear uniform on all occasions.
- C. Ex-officers and other ranks who are under the existing regulations allowed to wear uniform on certain occasions but are not employed as class B are. These may wear uniform on the appropriate occasions as before. They will not be permitted to wear it while engaged in their civilian duties, or for mere convenience. If they are members of a civil organization having an authorised uniform dress, they will, when carrying out the duties of that organization wear its uniform, and not military uniform.

Those who wish to wear uniform but are not sure of the dress regulations should consult the nearest military authority.

Those who voluntarily elect to wear uniform (Class B. or C.) will not be eligible for outfit allowance, or to any of the concessions or benefits to which serving military personnel are entitled.

Very special cases not covered by the above may be submitted to the War Office.

BRITISH MISSION TO AMERICA.

Lt. Col. W. Ivory, late of the New Zealand Royal Artillery, who was seconded to the British Army, has been appointed, with the rank of Colonel, a member of the British Munitions Mission to the United States and Canada. His particular duty will be the inspection of guns and carriages which are being purchased there. For some time before the war, and since, Colonel Ivory has been stationed at Woolwich.

SEEING IS BELIEVING

It is revealed in the South African Press this morning (Thursday) that the Aircraft-carrier Ark Royal and the battle-cruiser Renown recently visited Cape Town.

The presence of the Ark Royal at Cape Town gives the lie to the Zeesen announcements that this vessel has been sunk. The Rand Daily Mail publishes a picture this morning of the Ark Royal in Table Bay, side by side with a drawing which appeared in the German press showing the "bombing and sinking" of the Ark Royal.

14/12/39 - No.22.

EMPIRE AFFAIRS.

BASELESS S.A. RUMOUR

The South African Department of Defence stated yesterday that rumours that general mobilisation was contemplated in January are untrue.

General mobilisation is not contemplated, as no circumstances exist to warrant such a step.

The War Office,

London, S.W.1.

14th December, 1939.

ARMY LEAVE.

Preparations have now been made for the commencement of leave from France. All leave must, of course, be dependent upon the military situation at the Front.

For obvious reasons it is impossible for a whole Army to go on leave together. Army holidays have to be staggered, like those of any other great business organisation, whether at Home or Abroad.

A carefully planned scheme of leave has, therefore, been drawn up at G.H.Q., in which the troops will be released in rotation, and every man will be informed, as far as the exigencies of War permit, of the approximate time at which he may expect to be coming Home.

Priority will be granted, justly, to those members of the B.E.F. who, for reasons of secrecy, received no embarkation leave before departing overseas. Therefore, in working out the leave programme, men who were not granted such leave will now be considered in the order in which they arrived in France.

Consideration also has to be taken of the number who can proceed upon leave at one time, owing to limitations of transport accommodation.

It is hoped that all the men who arrived in France early in October will be granted leave within the near future. Leave for troops at Home is being staggered upon the same principle.

MORE WORK IN NEWFOUNDLAND.

The Newfoundland relief figures for November, which have just been compiled, show 33,825 persons on relief, at a cost of \$ 69,288. The comparative figures for November 1938 were 45,134 persons at a cost of \$ 86,071.

The improvement in the relief figures, which are the best for any November since 1933, is due in the main to increased employment in the production of timber, and also in part to the schemes of Mr. J.A. Gorvin, the Commissioner for Natural Resources, for rural reconstruction in Placentia Bay.

(NOT TO BE PUBLISHED OR BROADCAST IN THIS OR ANY OTHER COUNTRY BEFORE MIDNIGHT, DECEMBER 14.)

FREE OF INTEREST

HONG KONG MERCHANT'S £10,000 LOAN TO BRITAIN

Sir Robert Ho Tung, well known for his philanthropic and business interests in Hong Kong, has offered to lend to His Majesty's Government the sum of £10,000, free of interest, for two years.

This public-spirited offer has been gratefully accepted by the Government, on whose behalf a personal letter of thanks has been addressed by the Chancellor of the Exchequer to Sir Robert Ho Tung.

MINISTRY OF SUPPLY

PRESS NOTICE

WOOL CONTROL

Under the Defence Regulations 1939 the Minister of Supply has made two further Orders which relate to wool produced in the United Kingdom (other than the Orkneys, Shetlands and Outer Hebrides.)

The first of these (The Control of Wool (No.9) Order, 1939) brings into force on 15th December, 1939, new maximum prices for ungraded farmers' clips. The second Order (The Control of Wool (No.10) Order, 1939) requisitions wool still owned by farmers. Provision is also made for securing returns in regard to such wool, and the owners are required to comply with any directions issued as to the removal, transport, keeping, storage, disposal or delivery of such wool.

Copies of these Orders will shortly be on sale and may be purchased from H.M. Stationery Office or through any bookseller.

All inquiries should be addressed to The Wool Control, Bradford.

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MINISTRY OF SUPPLY,
THE ADELPHI, W.C.2.

The Secretary to the Ministry of Transport makes the following announcement:-

Speedier Release of Wagons after Friday next.

The Railways (Demurrage Charges) Order, 1939.

As foreshadowed in his statement in the House of Commons on Wednesday, 6th December, the Minister of Transport has to-day made, under the Defence Regulations, 1939, the Railways (Demurrage Charges) Order, 1939, which authorises the Railway Companies on and from 15th December, 1939, to increase the demurrage charges for railway wagons, containers and sheets and reduce the "free time."

Broadly speaking, the effect will be to reduce to 24 hours the "free time" allowed for loading or unloading and to double the demurrage charges payable for detention beyond that period. The Order provides that Sundays, Bank Holidays and the period from 12 noon to midnight on Saturdays shall not be included in the "free time", and that when the "free time" commences after 12 noon on any day the rest of that day shall not be included.

Until the 31st March, 1940, registered coal merchants will be allowed 48 hours instead of 24 hours for unloading wagons. By that time they will be expected to have made such arrangements as will enable them to comply with the general requirements that wagons should be released after 24 hours.

The Order provides that the charges and free periods set out in the schedule to the Order shall not apply to wagons used for the conveyance of coal, coke or patent fuel where the operation of such wagons is regulated under a system of control agreed between the Railway Companies and the interests concerned, and approved by the Minister of Transport.

The Minister has given an assurance that the Order will be administered with due regard to any genuine difficulties which traders and agriculturalists may have in giving strict compliance, provided they can show that by the institution of a proper control of their forwarding arrangements and, where practicable and

necessary, the re-organisation of their unloading and storage arrangements, they have taken all reasonable steps to adjust themselves to the needs of the situation.

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

14th December, 1939.

(18239).

STATUTORY RULES AND ORDERS,
1939, No.....
EMERGENCY POWERS (DEFENCE)

RAILWAYS.

THE RAILWAYS (DEMURRAGE CHARGES) ORDER, 1939.

In virtue of his powers under the Defence Regulations 1939, (a) the Minister of Transport hereby orders as follows :-

1. The charges authorised by this Order may be made by any of the undertakers named in the Railway Control Order, 1939, (b) and shall take effect notwithstanding any obligation or limitation imposed upon such undertakers by or by virtue of any Act or other Instrument determining their functions.
2. The charges set out in the First Part of the Schedule hereto may be charged for detention of Railway Companies' wagons, containers and sheets beyond the respective free periods defined in the Second part of that Schedule; Provided that the charges and free periods hereinafter referred to shall not apply to wagons used for the conveyance of coal, coke or patent fuel where the operation of such wagons is regulated under a system of control agreed between the railway companies and the interests concerned and approved by the Minister of Transport.
3. In this Order the expression "Railway Companies' wagons" shall mean the wagons of the aforesaid undertakers and any wagons requisitioned by the Minister of Transport under the Defence Regulations, 1939.
4. This Order shall have effect on and from the 15th December, 1939, and may be cited as "The Railways (Demurrage Charges) Order, 1939".

T H E S C H E D U L E .

PART I.

Charges.

(The charge in each case is for every period of 24 hours or part of such period).

Section 1. Wagons (other than those referred to in section 2).

	<u>CHARGES.</u>		
	<u>Per Wagon.</u>		
	<u>£.</u>	<u>s.</u>	<u>d.</u>
(1) WAGONS OTHER THAN THOSE REFERRED TO IN (2), (3) and (4) OF THIS SECTION		6.	0.

	<u>CHARGES.</u>		
	<u>Per Wagon.</u>		
	£.	s.	d.
(2) HIGH CAPACITY WAGONS--			
Above 16 and not exceeding 20 tons	8.		0.
Above 20 and not exceeding 30 tons.	12.		0.
" 30 tons.	1.	1.	0.
(3) SPECIALLY CONSTRUCTED WAGONS --			
Above 15 and under 20 tons.	12.		0.
20 and under 30 tons.	1.	5.	0.
30 tons and up to 60 tons.	2.	2.	0.
Over 60 tons.	By special arrangement.		
(4) REFRIGERATOR AND INSULATED VANS.	1.	5.	0.

Section 2. Wagons, when used for the conveyance of Coal, Coke or Patent Fuel; or of Iron Ore, Ironstone or Limestone for Blast Furnaces.

	<u>CHARGES.</u>		
	<u>Per Wagon.</u>		
	£.	s.	d.
(1) <u>BEFORE CONVEYANCE</u> -			
(i) At Stations, Depots, Ports, Docks, Wharves and Private Sidings other than Colliery Sidings (except in the case of wagons referred to in (3) of this Section).	3.		0.
(ii) At Colliery Sidings in Scotland and the North-Eastern Area of the London and North Eastern Railway Company (except in the case of wagons referred to in (3) of this Section).	3.		0.
(2) <u>AFTER CONVEYANCE</u> -			
At Stations, Depots, Ports, Docks, Wharves, Private Sidings and Barging Places (except in the case of wagons referred to in (3) of this Section).	3.		0.
(3) <u>BEFORE OR AFTER CONVEYANCE</u> -			
(i) In the North-Eastern Area of the London and North Eastern Railway Company and in Scotland -			
Wagons exceeding 16 tons and not exceeding 20 tons.	4.		0.
Wagons exceeding 20 tons and not exceeding 30 tons.	6.		0.
Wagons exceeding 30 tons.	10.		0.
(ii) On the Southern Railway, Wagons of 20 tons.	4.		0.

Section 3. Containers.

CHARGES.
Per Container.
£. s. d.

All types, except Types H & SL.
Containers Insulated, Ventilated
Meat and Drikold Containers.

6. 0.

Types H & SL.

When left on wagon for
convenience of trader

1. 6.
Minimum 6/- per wagon
load.

When left on wagon for
convenience of Railway
Company or removed from
the wagon.

1. 6.

Insulated (including bunkered)
Containers and Ventilated Meat
Containers.

1. 5. 0.

Drikold Containers.

12. 0.

Section 4. Sheets.

Charge per sheet.

2. 0.

Section 5. Wagons, Containers and Sheets ordered by Traders but
not used.

Charges as for detention will be applicable as from the time the
wagon, container or sheet is placed at the trader's disposal.

Section 6.

Internal User of Wagons and Sheets (including Internal User
at Collieries!)

Charges as for detention will be applicable;

Provided that in any case where a charge for detention is not
specified in this Schedule the charge for internal user shall be
as follows :-

(1) wagons (other than those referred
to in (2) of this Section)

s. d.

3. 0.

(2) high capacity wagons exceeding
16 tons -

By special arrangement.

Section 7. Wagons, Containers and Sheets held out of position
owing to Traders' inability to accept.

Charges as for detention will be applicable as if the wagons
containers or sheets had been duly placed in position.

PART II.

General Provisions.

In calculating the free periods set out in this part of the Schedule the following rules shall have effect:-

1. Subject as hereinafter provided, letters placed after the number of hours denote the time from which the free period is calculated, as follows:-
 - (a) After the wagon is placed at the Trader's disposal.
 - (b) After receipt by the Trader of notice of arrival of wagon.
 - (c) After arrival at the port.
 - (d) After the Container is placed at the Trader's disposal.
 - (e) After receipt by the Trader of notice of arrival of Containers.
2. Sundays, Bank Holidays and the period from 12 noon to midnight on Saturdays shall not be included.
3. When the free period commences after 12 noon on any day it shall be deemed not to include any part of that day.

FREE PERIODS.

Section 1: Wagons (other than those referred to in Section 2).

<u>BEFORE CONVEYANCE -</u>	<u>FREE PERIODS.</u>
At Stations, Depots, Private Sidings, Ports, Docks and Wharves.	24 hours (a)
<u>AFTER CONVEYANCE.</u>	
At Stations and Depots.	24 hours (b)
At Ports (Shipment traffic).	24 hours (c)
At Private Sidings, Docks and Wharves.	(24 hours (a) (if returned empty (48 hours (a) (if returned loaded.

Section 2: Wagons, when used for the conveyance of Coal, Coke, or Patent Fuel, or of Iron Ore, Ironstone or Limestone, for Blast Furnaces.

<u>BEFORE CONVEYANCE -</u>	<u>FREE PERIODS.</u>
At Stations, Depots, Ports, Docks, Wharves and Private Sidings (other than Colliery Sidings).	24 hours (a)
At Colliery Sidings in Scotland and North Eastern Area of L.N.E. Company.	24 hours (a)
<u>AFTER CONVEYANCE -</u>	
At Stations and Depots.	* 24 hours (b)

⌘ Note: In the case of wagons of Coal, Coke, and patent Fuel delivered to registered Coal Merchants, a free period of 48 hours will apply until 31st March, 1940.

At Private Sidings, Docks and Wharves	(24 hours (a) if returned empty. (48 hours (a) if returned loaded.
At Barging Places	24 hours (b)
At Ports - for Shipment	24 hours (c)
Other than for Shipment	24 hours (b)

Section 3: Containers

BEFORE CONVEYANCE -

FREE PERIODS

At Stations, Depots, Traders' Premises, Private Sidings, Ports, Docks or Wharves	24 hours (d)
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AFTER CONVEYANCE -

Containers (other than Insulated, Ventilated Meat, or Drikold Containers) -

At Stations or Depots	24 hours (e)
At Traders' Premises	24 hours (d)
At Private Sidings, Docks or Wharves	(24 hours (d) if returned empty (48 hours (d) if returned loaded.
At Ports (Shipment traffic)	24 hours (c)

Insulated (including bunkered) Containers, Ventilated Meat and Drikold Containers -

At Stations or Depots	24 hours (e)
At Traders' premises	24 hours (d)
At Private Sidings, Docks or Wharves	24 hours (d)
At Ports (Shipment traffic)	24 hours (c)

Section 4: Sheets

FREE PERIODS

(1) Sheets provided for use with wagons	As for the wagons.
(2) Sheets provided for use with containers	As for the containers.

Section 5: Wagons, Containers or Sheets ordered by Traders but not used.

NO FREE PERIOD.

Section 6: Internal User of Wagons and Sheets (including internal user at Collieries).

NO FREE PERIOD.

Signed on behalf of the Minister of Transport this 14th day of December 1939.

R. H. HILL.

Authorised by the Minister.

OFFICIAL ADMIRALTY COMMUNIQUE

No reports have been received of the killed and wounded in the British ships which took part in the sharp action yesterday off Montevideo. These will be published at the earliest moment.

In spite of the damage which caused "Exeter" to drop out of the engagement the two small 6-inch cruisers pursued the German pocket battleship into the Plate river, and now await her in the estuary where they have been strongly reinforced.

It must be understood that very large forces have been employed for many weeks in searching the vast spaces of the South Atlantic both by sea and air, and that much time and many disappointments were inevitable before the raider could be found.

It is remarkable how little hindrance the "Graf Spee" has been able to inflict upon the movements of hundreds of ships through these waters during the two months she has been at large. Compared to the mischief wrought by the "Emden" her depredations have been petty.

As soon as details of the action are received, the Admiralty will publish a further statement dealing with the conduct of the officers and men who, under the command of Commodore Harwood, encountered and chased from the seas a vessel so much their superior in weight of metal.

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URGENT NEWS.

A.M. Bulletin No.169A.

ROYAL AIR FORCE COMFORTS FUND.

(The King's Supply of Christmas Cards.)

The Air Ministry announces:-

His Majesty the King, Marshal of the Royal Air Force, has been graciously pleased to instruct the Royal Air Force Comforts Committee to send a supply of their Christmas cards for His Majesty's use.

These are the greetings cards which are now on sale to the public at most stores and stationers and from which the Royal Air Force Comforts Fund will benefit to the extent of the entire production profits.

Note.

The greeting card is a reproduction in colour of Mr. F. Gordon Crosby's striking painting "In a World of Space".

The painting vividly depicts flight of two R.A.F. aircraft among huge cumulus clouds.

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

14.12.39.

R.A.F. ATTACK ON DORNIERS OVER NORTH SEA.

Not to be quoted as an official Air Ministry Bulletin.

Further details of the engagements between aircraft of the R.A.F. Coastal Command and two Dorniers over the North Sea on Wednesday show that the second combat was almost an exact repetition of the first.

On each occasion, the British Aircraft fired almost the same number of rounds of ammunition and did almost the same amount of damage to the enemy. Both combats took place at the same height and in both cases cloud bank provided the enemy with a ready means of escape.

In the first engagement, the British aircraft were far out from their base and near Scandinavian waters. They were flying low, on account of heavy cloud at 1,200 feet. The enemy was a big tandem-engined Dornier flying boat. Our aircraft attacked and for 28 minutes fought the enemy in the narrow space between sea and cloud.

The crew of the heavily armed Dornier blazed away with all their guns as their pilot sought to out manoeuvre his pursuers, but the British pilots were too quick for the enemy gunners. Keeping well out of the field of fire, they positioned their aircraft for their own gunners to get to work.

Finally, with both her rear gunners hit, her Diesel oil tanks punctured, and the fuel "literally streaming from the nacelles and sponsons," the enemy gave up the fight and struggled into the obscurity of the cloud.

The British aircraft then proceeded on their patrol.

An hour later, over 100 miles away, the same British crews encountered another enemy Dornier, and again attacked.

This time the fight lasted only ten minutes before the enemy aircraft - its rear gunner hit and black oil and smoke pouring from it - sought refuge in the low cloud banks. The oil and smoke left a trail fully a mile long.

It would be surprising if either of the crippled German aircraft was able to reach its base.

WAR COMMENTARY VIII

ADVANCE COPY OF BROADCAST BY

MAJOR-GENERAL SIR ERNEST SWINTON, K. B. E., C. B., D. S. O.

ON THURSDAY, DECEMBER 14, 1939 at 9.15 P.M.

Before I begin my commentary this evening I want to say ten words - not as an ex-soldier nor as an ex-professor - but as a Briton - "We are fighting for our lives and for our freedom.

Since my last talk two events have happened which call specially for reference. The first is the Anglo-French agreement to co-operation in the field of finance. This is of outstanding importance. It is comprehensive and far-reaching, and means that the two Governments will act together in this field with the same solidarity as in the military sphere. It will eliminate all cause for difference in this direction, and will do away with currency complications and speculation. It will enable the Allies to exploit to the full their undoubted potential economic superiority.

The second event, announced at the close of the King's recent visit to France, is the taking over by our troops of a sector of the Maginot position. Apart from the contributions to the joint military effort its spiritual value is immense. Our men are now actually fighting alongside their French comrades in the front line defence of France. And even those of the French forces who are not in a position to see the khaki with their own eyes have the satisfaction of knowing that we are there.

The only quarter in which there has lately been any serious fighting is in the very north of Europe, where the eyes of the world are
fixed/

fixed on the struggle being waged near the Arctic circle by Finland. It is a modern version of the fight between David and Goliath. As to its international repercussions, I stated a fortnight ago that I could make no prediction. I can add very little now. The sympathy of all is with this courageous little nation. But more than sympathy is required if Finland is to maintain her independence. I know, and you know, that we and other nations are sending aeroplanes. We are also supplying gasmasks and in spite of our commitments giving every help we can. Germany's attitude is making itself clear, on the other side. She is doing what she can to hold up the passage of supplies, including an ambulance aeroplane, from neutral countries to the Finns. It was rumoured that she allowed some Italian aeroplanes to refuel on their way across Germany. But I haven't been able to get official confirmation for this.

The Scandinavian countries are those to which this latest victim of aggression would naturally first turn for aid. Denmark is in no position to help even if she would. Sweden and Norway are also neutral and are bound to feel themselves in a perilous situation between the upper millstone of the Bolsheviki and the nether millstone of the Nazis. But if Finland is crushed, one wonders what is to prevent both these countries in their turn meeting with a similar fate? One thing is definite. The Soviet Government has rejected the League proposal to mediate.

Now, a word about the military operations in Finland. The Russians are attacking in three main directions. In the far north they have landed round Petsamo on the Arctic Ocean. From the Finnish Eastern frontier they are making more than one thrust westward towards the Gulf of Bothnia, so as to split Finland in half. On the south, on the Karelian Isthmus, between Lake Ladoga and the Gulf of Finland, which is their direct line of advance, they are still held up in front of the Mannerheim position. This is the Finnish Maginot line,

a very strong line of defence stated to have been planned after 1918 against just such an invasion. But the communications here are sufficient to make the concentration of an invading force comparatively simple. None the less, the front between the Gulf of Finland and Lake Ladoga is narrow, and the space available for manoeuvre is much cut up by lakes. It is therefore a theatre in which numbers cannot be properly exploited, and the "big battalions" of the Reds can only try to smash their way forward by costly frontal attacks.

In the old days, some of you may remember, the Tsar's soldiers were good material for carrying out operations of this nature. They were dogged, loyal, and disciplined, but had little imagination. Their Soviet successors may be equally good. They may possibly have more imagination, but they probably have less faith and less discipline. In this particular **direction**, therefore, it is possible that the Russians, instead of carrying out bloody frontal attacks, **will** wait for the ice to be thick enough for them to advance across Lake Ladoga against the left of the Finnish defences.

The shape of Finland is rather like a cucumber lying North and South, and the Eastern front is too long for the defenders to hold the whole of it in strength. But here again, the invaders' movements are restricted by poor communications and a difficult country. In the extreme north the landing of an expedition against Petsamo is easier, for their command of the sea enables the Russians to transport troops and supplies to this point from the Russian port of Petsamo. But any movement southwards from here would suffer from the same difficulties as those presented on the East.

According to reports the Russians have now brought up to the Finnish frontiers a million and a half of men, and a thousand aeroplanes. But their forces are said to be unsuitably equipped, not too well trained, and badly led, owing to the dearth of good officers consequent on the numerous Soviet purges. They include, also a

considerable proportion of Mahomedan troops from the Caucasus, who are not acclimatised to winter near the Artic circle. A possible reason for their employment so far north may be to avoid any risks - in the event of trouble with Turkey - of their having to fight their co-religionists.

Lastly, there is the factor of the Artic winter, which is all against the Russians who have to advance and in favour of the mobile and lightly equipped Finns on the Defensive. I think therefore, that on land at any rate, the Russians may not necessarily gain an immediate decision. In the air it is a different story; and by ruthless employment of their overwhelming strength the Russians might rapidly destroy all the essential services and main centres of the Finn resistance. One way and another, the odds against her are far too heavy for Finland singlehanded to carry on the struggle for long.

It is tempting to compare the campaign which has been forced on Finland by one of the two man-eaters at present at large in Europe with the recent Polish campaign. There has been nothing on the same scale on the Western Front so far. But no one can tell when it may begin; and it may be worth while to compare these two most recent examples of major operations with a view to learning some lessons. In each it has been a case of a sudden ruthless attack after long preparation, but without declaration of war, by a large and very powerful nation on a small and weak one. In each the invading armies have advanced concentrically from three fronts. The Russians seem to have a greater preponderance in numbers over their victim than the Germans had over theirs. But in preparation, organisation, equipment and armament, the Russians are inferior to the Germans. What they're like in the air still remains to be seen.

There are differences, of course, between these campaigns. Poland is a flat country with forest areas and rivers which, but for the dry season, might have proved serious obstacles to the movement of the German mechanised troops. Finland on the Russian border is cut

up by an immense number of lakes and dense forests and hills which are bound to be serious obstacles whatever the weather.

When the Germans advanced, most of the rivers were dry, and this made possible the forward rush of their mechanised forces. The Russians, so far, have had the elements against them, and the movement of their armoured forces has been hampered by snow.

The Poles were not fully mobilised when the war started. They were weak in the air and in mechanised strength. Their country was infested by spies. The Germans carried out carefully arranged surprise air attacks on their main junctions, concentration points, aerodromes and munition factories. The Poles were at once blinded and to a great extent immobilised, and were unable to put up any co-ordinated resistance. Their forces were cut off from each other, isolated, surrounded, and mopped up one by one. Nevertheless, they fought with the utmost gallantry, and were prepared to go on fighting on a last line of resistance when they were assailed in the rear by the Russians.

That was the end. The Polish General Staff had not thought of war in terms of modern arms and methods, and expected too much from their large force of horse-mounted cavalry. They had not really a fighting chance.

Against the Finns, the Russians have adopted similar strategy. But neither their preparatory staff work, their leadership, nor their efficiency come up to that of the Germans. They have been surprised at the stout resistance they have met with, and have been handicapped by the weather. So far the one operation which might have been of use as an example to the British, French or Germans in the West - namely an attack on the Mannerheim fortified position - has not yet been really seriously attempted. For the rest the opposing forces have been too unequal to make any deduction profitable.

Whether you have been interested or not in my commentary to-night, the warning with which I now end seems to me more important than anything I've said yet. Our enemy is ruthless, efficient, unscrupulous and cunning. We're fighting a war-machine of 88 millions of fanatical people who are ready to sell their souls for victory. If we're to beat them we have got to take things more seriously than we are doing. We have got to put our house in order. We have got to prevent overlapping in our effort and waste of money. We have to sheer through red tape, and get a move on. We have to make sure that we all know what we are fighting for and have the will to win.

It won't be an easy task. There will be setbacks and days of black depression. But the realisation of what it will mean to us if we do not win, should make us set our teeth. May we do it before it is too late. The red light is at danger. And I repeat, with all the seriousness of which I am capable, the words I spoke fifteen minutes ago: "We are fighting for our lives and for our freedom." I add:- "Once we realise that, we are bound to win."

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14/12/39 No 32

FRENCH OFFICIAL COMMUNIQUE (EVENING)

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

Rather sharp engagements between the reconnaissance
units in the Vosges and along the Blies.

NORTH SEA AIR BATTLE.

The Air Ministry announces :-

Throughout the last 24 hours, considerable forces of the R.A.F. have been operating over the North Sea. These operations have included a wide search for enemy surface craft and submarines, and a close reconnaissance of the estuaries and fortified islands of North West Germany.

One formation of our aircraft engaged strong enemy fighter forces in the Heligoland Bight. In the ensuing encounter intense fighting developed, in the course of which four Messerschmitt fighters and three of our aircraft were shot down.

All our other formations returned without loss.

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