

9/1/40 - No.1.

Advance copy of Speech to be delivered by

SIR JOHN ANDERSON, THE HOME SECRETARY,

at the City Corporation Lunch, City Chambers, Edinburgh

at 2 p.m. on Tuesday, 9th January, 1940.

General War Situation.

Four months have passed since that Sunday morning in September when we heard the Prime Minister's voice over the wireless telling us that once again we were at war. For many of us there was a dramatic moment when, a few minutes after the Prime Minister had finished speaking, we heard the air-raid sirens sounding for the first time, as we thought, in earnest. We had thought that war with Germany might begin that way - a massed attack from the air on our great cities and centres of population. We did not know at the time that this was a false alarm: for a few moments at any rate we believed that we were to be called upon there and then on the very first morning of war, to face perhaps in its worst and most intense form the new type of "total war" which we had spent months - many of you years - in preparing ourselves to meet.

Nothing could have been finer than the spirit in which the country, at the beginning of the war, braced itself to withstand the shock of such an attack. And here in Scotland, though there has been no attack on centres of civilian population, you have had further experience of the nervous strain of air-raid warnings, forays by hostile reconnaissance aircraft, and attacks on military objectives near at hand. When enemy planes skimmed over the housetops in Edinburgh we in the south were proud to read of the calmness, indeed nonchalance in some cases, of our fellow citizens. But the months have passed, and there still has been no air attack of the kind for which we had prepared, no raids on the great cities and densely populated areas of this country. In the South it is being said in some quarters that, because there have been no such raids in this opening phase of the war, the attacks against which we prepared will not now materialise. In the North some may be thinking that the air raid menace has been exaggerated and that what we shall have to contend with will be nothing much more serious than raiding on the scale which has already been experienced. This kind of talk is dangerous. In the old days we could look upon the amateur strategist with amusement. We can see him in the pages of "Punch" laying down the law in the safety of his armchair at the club or in his home - a bore perhaps, but quite a harmless bore. His grumbles and his theories could not affect the fighting men by whom the war was being carried on. But in a total war the amateur strategist may be more than a harmless nuisance, since his views may influence people who may to-morrow be in the front line of our defences on the home front. In modern conditions of war, the spirit and resolution of the people at home will count for far more than ever before; and we must guard against any mood of false confidence or optimism based merely on the fact that the attack which we expected has not yet been delivered.

The enemy's vast air force is still intact; and although he has not yet directed it against us in any concentrated attack, nothing has occurred to warrant our assuming that it will not be used for the purpose of intensive attack on this country whenever it suits the enemy's strategy to do so. I have no doubt that all of you read the other day the report of a speech by Field-Marshal

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Goering, in the course of which he said:-

"The German Air Force will strike at Britain with such an onslaught as has never before been known in the history of the world. German war-planes still content themselves with surveying with sharp eyes Great Britain's war measures. All that is needed is the Fuehrer's command for them to carry over loads of destructive bombs instead of a load of cameras".

We need not take too literally everything that is said by Germany's leaders. We know what their promises are worth, and we need not set any more value on their threats. But from our own knowledge, and not merely from what Field-Marshal Goering says, we can be sure that it would be criminal folly to allow the people of this country to slip into thinking that, because the blow has not fallen in the first four months of war, the danger of heavy air attack on this country is any less than it was at the outset. That danger is every bit as great to-day as it was on that Sunday morning in September: and the vigilance and the resolution which our people showed at that time are just as necessary to-day. We must still stand ready and prepared to meet, and to counter, the blow whenever it falls.

Impressions of Morning's Tour.

What I have seen this morning shows that, so far as physical preparations are concerned, Edinburgh has made great strides in fitting herself to meet that testing time whenever it comes to this City.

(The Home Secretary will no doubt make further reference to what he has seen in the morning's tour.)

Training.

Civil Defence has now reached a transition stage. The earlier stages of enrolling personnel, and establishing posts, centres and depots, are now giving place to the stage of combined training and mutual support exercises in which the scattered units of Civil Defence will be drawn together and made ready to work as one flexible organisation, capable of applying the maximum resources wherever they are most needed.

Much attention has recently been given to training schemes. New manuals of training are about to be produced by my Department, and these will help to increase materially the effectiveness and utility of the A.R.P. services. The aim of these new training schemes is to make each member of the various services feel that he is a unit in a force which has set itself definite standards of skill and discipline and will come to have an esprit-de-corps comparable with that of the fighting services with their long traditions.

There is an indirect as well as a direct utility in A.R.P. training. I heard with much interest of the aid rendered to casualties in the recent Valleyfield colliery disaster. The great national effort which has built up these vast volunteer services has given evidence of a sense of civic responsibility which is in accordance with our great national traditions; and, even though our Civil Defence services have not yet been called upon to deal with air raids, they have given an opportunity of service to many thousands who are anxious to help the national

cause/

cause, and are now training to fit themselves for the part which they will play when the hour of trial comes.

Recruitment.

There are still many opportunities for others to undertake this form of national service. 130,000 volunteers have been enrolled in Scotland - a great achievement of the voluntary system. But there is still need for part-time volunteers in several branches of the Civil Defence services, and there is always the need for a constant flow of new recruits to make good the wastage which for various reasons must inevitably occur. We are all anxious to secure that these services shall be organised in such a way that the employment of full-time paid personnel is kept to a minimum - and there is ample scope for the volunteer who is able to give part-time unpaid service.

There is one underlying principle by which all A.R.P. problems must be measured - this is essentially a citizen's service, by which the citizens of each town and county assume responsibility for the defence of their own local community. In the more vulnerable areas it is necessary to enlist the services of men and women throughout the twentyfour hours in order to ensure that urgent action can be taken immediately the need for it arises. These full-time workers form a framework which will be filled in by the main body of part-time volunteers when a situation arises which calls for the employment of the full force. Such a framework is of the first importance - it is in fact a necessary first line service. But the enrolment of full-time personnel should be limited to that service, and nothing in the experience of the past year leads one to doubt that the unselfish patriotism of the people will supply the voluntary part-time service necessary to bring our Civil Defence forces up to full strength. I feel confident that, in spite of the difficulties, local authorities will continue to be able to organise this part-time service in such a way that it can be deployed in full so as to form an efficient system of defence when the situation calls for the employment of our full resources.

Scottish Problems.

(a) Evacuation. I should like to say a word about the Government's policy as regards evacuation. This is a matter on which I feel doubly qualified to speak, for, before I had any Ministerial responsibility in respect of Civil Defence, I was closely connected with the formulation of the evacuation policy as Chairman of the Committee of Members of the House of Commons which considered this difficult problem as far back as 1938. I was convinced then - and nothing which has since occurred has in any way shaken me in that conviction - that the evacuation of school-children and the other priority classes from the cities likely to be exposed to air attack is a wise measure of precaution which should form part of any thorough scheme of Civil Defence. I should never have been prepared to contemplate - and the Government have no intention of applying - any measure of compulsion in a matter of this kind involving, as it does, the disruption of intimate domestic ties and relationships. I must, however, confess that when I contemplate the probable future course of the war I should feel far more re-assured if far larger numbers of people had taken advantage of the facilities which the Government offered them in September to remove their children from our crowded cities into the greater safety of the reception areas. It is a cause of great anxiety to me that the response to the Government's evacuation scheme was so small - particularly in Scotland - and I am still more disturbed to think that, out of the relatively small total

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which took advantage of the Government's offer, so large a number of children have already been brought back to the towns. I would appeal most earnestly to parents who are now thinking of bringing their children back from the country to think ahead before they take any precipitate step and to realise the dangers to which children in our crowded cities will be exposed when air attack begins.

(b) Tenement Wardens. May I say a word of praise for the initiative which both Glasgow and Edinburgh have shown in starting schemes of "tenement wardens". These wardens carry out simple training with the tenants on each staircase in the tenement, help to clear attics of lumber, and made themselves responsible for instilling a corporate spirit among all the tenants. This development is in close keeping with the spirit of the original schemes for Civil Defence which contemplated that the warden would be a "leader and adviser of his neighbours". I am glad to hear that in some cases landlords have shown their public spirit by providing simple equipment - e.g. stirrup pumps - for use in these tenement buildings.

(c) I am sorry to hear that in Edinburgh there has been some reluctance on the part of owners of vehicles which would be suitable for emergency use as ambulances to allow these vehicles to be enrolled as available for service "on call" after an air raid, or to leave them when not in use at the disposal of the casualty services. We are all anxious to avoid the excessive expenditure which would be incurred if all the vehicles required in an acute emergency had to be purchased or hired and kept standing idle until such an emergency arose; and a system by which a number of vehicles are earmarked as "on call" has very great advantage in cutting out unnecessary expense. I should like to make a special appeal to owners of such vehicles to co-operate by giving a promise that their vehicles will be made available when urgent need arises.

(d) In the initial stages the A.R.P. services naturally developed on an individual basis - each local authority being concerned solely with its own area. To-day co-operation comes more to the fore-front. Co-operation between individual services, and also co-operation between localities for mutual aid. Here in Edinburgh it is particularly interesting to see the detailed schemes of co-operation which have been worked out between the City authorities and the authorities of the Port of Leith.

(e) Pacificism. The absence of stirring events on the Home Front is perhaps responsible for a feeling here and there that the war is not worth while. There is no widespread feeling of this kind, but I should like to utter a warning against pacifist propaganda. It can be very subtle, and its origin is at least suspect. This country has shown in a hundred ways that it is resolutely behind the Government in its determination to put an end to the rule of jungle law in international affairs. Peace now might very well suit our enemy. But can anyone believe that it would be anything else but war postponed? There is a great issue at stake. Are we to live under the rule of law or the rule of brute force? That question cannot be left unanswered - there can be only one answer, and it must be given now.

Morale.

I have spoken already about the danger of indifference to air-raid perils on the part of the public. It is perhaps even more important that this feeling should not gain ground among the personnel of our Civil Defence services. There are a number of A.R.P. Controllers with us to-day, and I should like to take the opportunity therefore to urge them to use every possible endeavour to keep their volunteers in good heart. Although there is in
fact/

fact a great deal for these services to do in training and practical exercises, a certain amount of uninformed criticism has been levelled against them as though they were sitting about doing nothing; and there is a real danger of personnel becoming discouraged if they are allowed to think that they are doing less than their duty in standing by and preparing to acquit themselves efficiently when the time comes for more active service. It is their job to be on guard, to keep watch and be ready for the call when it comes. They must be there in readiness, even if there are as yet no air attacks. Up to now there has been little activity on the Western Front, but no one would suggest that because of this we should recall a proportion of our Forces from France. Nor are we proposing to demobilise our anti-aircraft guns and our balloon barrage because there have been no air raids here. It is a dreary business, I know, waiting for things to happen, but there is a good deal of that in war; and it is the duty of all Controllers and others in authority to do what they can to mitigate this feeling of boredom or impatience among the men and women under their control. Patience and endurance must be our watchword until the day when action is demanded of us, and when that day comes I know full well that the Civil Defence services will give a good account of themselves.

BOMBER PILOTS OF TOMORROW

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

A steady flow of young men is arriving every week at the stations of the Bomber Command Training Group of the Royal Air Force. They are the bomber pilots of tomorrow. With them come observers, air gunners and wireless operators.

The Training Group takes these men from the Flying Training Schools, and, after weeks of intensive training, passes them on to operational or reserve squadrons. There, after further experience, they take their places among the bomber crews which fly over Germany, the North Sea and the German seaplane bases at Borkum, Sylt and Nordeney.

By the time these young men arrive at the training stations they have won their wings. Now they come to "the real thing".

The highest standards are required of them before they are passed on to the operational squadrons. The pilot must be capable of flying his aircraft by day or night and in all weather. He must be able to fly in formation and to perform operational duties.

Before he leaves the station, he will have learned, too, to carry out all types of bombing attacks, and will have studied fighting tactics and the problems of evasion of enemy defences.

The days are full of work. These young men - their ages ranging, in the main, from 19 to 23 - are too keen to wish it otherwise.

Apart from the actual flying, there are scores of lectures to be attended on airmanship, navigation, armament, signals, reconnaissance, photography, operations, tactics and meteorology. The syllabus omits nothing. Log-keeping, map-reading, astronomical navigation come into it.

There are also technical lectures dealing in detail with the aircraft itself. The lectures on bombs embrace half a dozen main subjects - "Choice and effect of bombs on targets"; "Method of attack", and so on.

Reconnaissance will be an important part of the young bombers' work. There is a great deal to learn in this field - the sort of information Headquarters want; the recognition of types of targets; the noting of vulnerable points; how to pilot the aircraft so as to get the best results on a photographic reconnaissance; the geography of Germany; signals procedure; the variations of wind with height; ice accretion, cloud, fog and thunderstorms.

But flying instruction always takes precedence over the work on the ground. The lectures are fitted in when there is no flying. Ground work and flying mean six full days' work a week.

In addition, there is night flying when conditions are suitable. In the ordinary way, Sunday is a free day unless there has been a lag in the flying schedule.

"The crew spirit" is built up at the training stations. Pilots, observers, air gunners and wireless operators are taught their responsibilities to each other.

When their Station Commander sees them on their arrival, he stresses that point. "The pilot's life may depend upon you", he says to the air gunner. "In the same way, your life may depend upon the pilot."

The safety of a force of bombers rests largely in its formation being maintained. This calls for discipline from the pilot in face of an attack. There are times when the gunner must hold his fire, though his natural inclination might be to blaze away. This again demands discipline. The wireless operator, working often under conditions of extreme difficulty, must still give all his attention to his job.

Physical fitness is an essential. No one who was not fit could stand up to the conditions on some of the flights which our bombers undertake.

Reports sent in from the training stations to Group Headquarters show the progress each pilot is making. When the time comes he goes out to a squadron to start the real work.

9.1.40 - No. 3.

FRENCH OFFICIAL COMMUNIQUE (Morning)

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

During the night enemy patrols were repulsed at various points.

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For the information of the Press.

Visits to Reception Areas at
Reduced Fares.

Arrangements have now been made for further trains on which cheap fares may be obtained to be run to the London reception areas on 21st and 28th January. In addition to most of those places served before Christmas, cheap fares will be available to a number of towns not previously served and to London reception areas in Kent, Surrey, Sussex and East Hampshire.

In the London County Council area, the voucher issuing centres will be open on Thursdays and Fridays between 1 p.m. and 3.30 p.m. The arrangements for the issue of vouchers in the Boroughs and Urban Districts on the outskirts of London will be announced locally. Anyone who is in any doubt where to obtain a voucher should ask at his local school.

No vouchers for the trains to be run on the 21st January will be issued after the 12th January, and no vouchers for the trains to be run on the 28th January after the 19th January. Everyone is advised to apply for his voucher as early as possible.

The trains to be run on the 21st January will be as follows:-

- | | |
|------------|---|
| (1) From | To |
| Paddington | Frome
Bruton
Maiden Newton
Bridport
Dorchester
Weymouth |
| (2) From | To |
| Paddington | Radley
Minety and Ashton Keynes
Kemble
Cirencester
Chalford
Gloucester |

- | | |
|--|---|
| (3) From | To |
| Paddington | Theale
Savernake
Devizes
Trowbridge
Westbury
Warminster
Witham
Shepton Mallet
Wells |
| (4) From | To |
| Paddington | Banbury
Handborough
Shipton
Kingham
Moreton-in-Marsh
Campden |
| (5) From | To |
| Liverpool Street
Hackney Downs
Tottenham | Histon
Long Stanton
St. Ives
Chatteris
March
Newmarket
Kennett
Bury St. Edmunds |
| (6) From | To |
| Liverpool Street
Hackney Downs
Tottenham | Downham
Kings Lynn
Hunstanton |
| (7) From | To |
| Liverpool Street
Stratford
Ilford
Chadwell Heath
Romford | Witham
Kelvedon
Marks Tey
Manningtree
Bently
Ipswich
Derby Road
Orwell
Frimley
Felixstowe Town |
| (8) From | To |
| Liverpool Street
Stratford
Ilford
Chadwell Heath
Romford | Stowmarket
Haughley
Mellis
Diss
Tivetshall
Norwich Thorpe
Wroxham
North Walsham
Cromer |

- | | |
|--|--|
| (9) From | To |
| Liverpool Street
Stratford
Ilford
Chadwell Heath
Romford | Halstead
Wivenhoe
Thorpe le Soken |
| (10) From | To |
| Liverpool Street
Hackney Downs
Tottenham | Soham |
| (11) From | To |
| King's Cross
Finsbury Park
Wood Green
New Barnet | Spalding
Whittlesea
Wisbech |
| (12) From | To |
| St. Pancras
Kentish Town
Walthamstow
Blackhorse Road
West Hampstead
Cricklewood | Irchester
Burton Latimer (for Isham)
Kettering
Geddington
Gretton
Oakham |
| (13) From | To |
| Euston
Willesden
Broad Street
Dalston
Highbury
Camden Town
Kentish Town (West)
Gospel Oak
Hampstead Heath
Finchley Road
West End Lane
Brondesbury
Brondesbury Park
Kensal Rise
Queens Park
Kensal Green | Northampton |
| (14) From | To |
| Victoria
Denmark Hill
Catford
Bromley South
West Dulwich | Hollingbourne
Charing
Ashford
Appledore
Rye
Hastings
Sandling Junction
Hythe
Brookland
Lydd Town
Lydd-on-Sea
Greatstone
New Romney |

(15) From

To

New Cross
St. Johns
Hither Green
Grove Park

Headcorn
Ashford
Sandling Junction
Shorncliffe
Folkestone
Rye

(16) From

To

London Bridge
New Cross Gate
Honor Oak Park
Forest Hill
Sydenham
Norwood Junction
East Croydon

Haywards Heath
Hassocks
Brighton

(17) From

To

Victoria
Battersea Park
Balham
Streatham Common
East Croydon

Haywards Heath
Lewes
Polegate
Eastbourne
Newhaven Town

(18) From

To

London Bridge
Queen's Road
Peckham Rye
East Dulwich
North Dulwich
Streatham
Tooting
Haydens Road
Wimbledon

Billingshurst
Pulborough
Arundel
Barnham
Chichester

(19) From

To

Waterloo

Salisbury
Semley
Gillingham
Templecombe
Milborne Port
Sherborne
Yeovil
Axminster
Honiton
Exeter Central
Topsham
Exmouth
Stalbridge
Sturminster Newton

(20) From

To

Victoria
London Bridge
Lewisham
Ladywell
Catford Bridge
Lower Sydenham
East Croydon
South Croydon
Selsdon

Uckfield
Heathfield

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

9th January, 1940.

(540)

MINISTRY OF AGRICULTURE WEEKLY NEWS SERVICE, No. 18.

WARTIME FEEDING.

ROOTS IN THE RATION.

An invidious distinction is often drawn between foodstuffs grown for human and for animal needs. The ultimate object for the growing of any product is human use, and it is necessary to keep this perspective in considering additional cereals grown for human consumption and additional feeding stuffs grown to replace imported cakes and cereals.

In many ways we are now having to revert to the farming practices of a previous generation, to the days when roots were a far more important crop than some now consider them. Even allowing for a clear gain of 330,000 acres of sugar beet, our root acreage in 1938 was only 965,900 compared with 1,447,000 in 1914, although in the same period our cow and heifer population had grown from 2,484,220 to 3,074,319.

In the old days, large quantities of roots and straw, with a small amount of oilcake, were sufficient to enable cattle to fatten slowly and cows to milk tolerably well. There seems little doubt that dairy stock fed on these lines lived longer and reproduced with greater regularity than they do now. If the winter cows in milk lost some condition, they recovered quickly when the spring grass came.

Keeping the Balance.

In the coming year we shall be producing a much larger quantity of straw, and on many farms it will be utilised for feeding. A diet consisting largely of straw needs the corrective of a large root supply and if the present head of livestock is to be maintained, increased cereal acreages, especially on stock farms, must be balanced by an increased acreage of root crops such as mangolds or swedes. There is no other crop like mangolds that will produce from 17 to 80 tons per acre.

Here again our forefathers showed their skill in balancing their farming operations. For not only were the mangolds a valuable cleansing crop; they were also a form of insurance against a bad year for hay, for the kind of season unfavourable to the harvesting of a good hay crop is the season in which mangolds would give a bumper yield. War time conditions are likely to re-emphasise the usefulness of such a balance and give special value to a crop grown on the farm.

It should be noted that the County War Committees may, at their discretion, approve a root crop for land ploughed up and otherwise eligible for the £2 per acre grant.

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PREVENTING POULTRY LOSSES.

How to Deal With Coccidiosis.

The present shortage of feeding stuffs makes it particularly important that no waste should occur through loss of stock by preventible disease.

Coccidiosis is one of the most serious causes of such loss and it attacks chicken, turkeys and to a lesser extent geese and ducks. The acute form affects poultry chicks mainly between the second and tenth weeks of life, but it may occur as early as five or six days after hatching. A more chronic form of this disease, causing equally serious losses, may occur to birds from three to six months old.

If effective measures to stamp out the disease are to be taken, correct diagnosis at the earliest possible stage is essential. When losses occur, specimens should be sent to a veterinary laboratory for a diagnosis to be made. The name and address of the nearest laboratory where poultry diseases are investigated can be obtained on application to the County Agricultural Organiser at the County Offices.

MAN POWER AND FARMING. APPLY NOW FOR "KEY" MEN'S POSTPONEMENT.

In practice, only the 20 year old group among farmers and most classes of farm workers are being called to the colours. But in spite of this, there are a number of instances where a young man of 20 is a "key" man on the farm and no suitable substitute can be found.

New arrangements have been made postponing the calling up of persons in this category. It is most important, however, that applications for the postponement of any men who have been registered but not yet called up should be made to County War Agricultural Executive Committees by the 15th January. Otherwise it will be too late to arrange for any postponement.

Agriculture must have the necessary men to play its part in this struggle, but there is no industry in the country - including even the armaments industries - that is entirely exempt from making any contribution towards the military needs for man power.

Frost and the Forester.

Good Days For Haulage.

To the forester, frost and snow is both a curse and a blessing. Very young plants in the nursery may suffer severe damage, the leaves browning off through the rupture of the cells. This may be avoided by covering the seed beds with light frames made of plasterer's laths, although those who do not already possess them will now have difficulty in buying them. A heavy fall of snow will act in the same protective manner.

Planting out operations come to an abrupt standstill, as the frozen clods of soil are unworkable and unsuitable to receive young plant roots. The roots, if exposed to the cold air for a few moments would freeze, and the delicate root hairs be ruptured. Planting has to stop, and all trees already lifted are safe if left heeled in.

Purchased plants, which have come a long distance by rail, are another matter. They will have been ordered in sunnier

NURSERY CENTRES FOR EVACUATED CHILDREN.

A new scheme to meet the exceptional needs of evacuated children under the age of 5 is announced in a Circular issued to local authorities to-day by the Board of Education and the Ministry of Health.

War-time Nursery Centres are to be established in reception areas to provide these children with social training and occupation during the day. These centres will not only benefit the child but will also relieve the householder and allow more of the mothers to occupy their day profitably. These children need special care. They are in new surroundings, many of them unaccompanied by their parents and their helplessness demands the attention of someone in whom they can put their trust.

For evacuated children under the age of 2 years a simple day nursery or creche will be sufficient, but for those between 2-5 years something more is required. It is suggested that they should meet at centres in groups of 10-20 for sessions corresponding to those in ordinary Infants Schools. Each centre should be within easy walking distance of the children's billets and the children would usually return for their midday meal unless communal meals are provided nearby. Single empty rooms would provide the necessary accommodation provided that each child had a minimum floor space of 15sq. ft. The children would be under the charge of a warden, not necessarily a qualified teacher but someone specially selected on her suitability for the work. In many cases it is expected that a competent person would undertake this work as a form of national service without payment: in others a paid warden might be necessary.

A Superintendent who should be a trained and experienced Nursery school or Infants teacher must be appointed to supervise the work of the wardens. The Superintendents may be in charge of some four or five centres according to the local distribution.

No charge for these centres will fall on reception authorities or the householder with whom the children are billeted.

The centres are intended primarily for the benefit of the evacuated children but local children can be admitted if there is room for them after the evacuated children have been provided for. The cost of maintenance of these children would be recoverable from the Local Education Authority.

CHILDREN LIKE TO CLIMB AND TEAR THINGS UP.

An Appendix to the Circular contains detailed advice on the premises, equipment and the conduct of the centres. It stresses the importance both of play and of introducing an ordered routine into the life of the children.

Every child wants to play and it is as necessary to him as work and leisure are to the adult. Children like to climb ladders, steps or walls and to attempt things which offer physical difficulty. They also like to scribble, to tear and to cut. If opportunities for these kinds of amusement are provided at centres much destruction of other people's property will be prevented.

Play materials and equipment which would be welcomed as gifts or loans at nursery centres include:- dolls and their accessories; boxes of all kinds; bricks; parts of broken toys such as wheels; sand; materials for dressing up including old lace curtains and ladies' handbags.

On the question of order in a child's life, the Appendix points out that for everyone the most comfortable home is one that is run with some order and regularity. The mother or hostess may feel that she can manage to produce the steady routine which provides for meals, cleanliness, warmth and a comfortable bed. But there will be little or no means of coping with the ceaseless activity of the young children during the day. The children will be able to feel that a nursing ^{ery} centre is a place where they can live the kind of life that is interesting to them but not acceptable to grown-up people and where they will find a warden who has time to talk and play with them.

9/1/40 - No 7.

WEEKLY STATEMENT FOR INFORMATION OF PRESS

Sinkings due to enemy action for week 31st December, 1939,
to 6th January, 1940.

	No.	Tonnage
British	2	5,758
Allied	-	-
Neutral	<u>3</u>	<u>5,385</u>
Total	<u>5</u>	<u>11,143</u>

British Sinkings:-

December 31st:	BOX HILL	5,677 tons
	ETA	81 "

Neutral Sinkings:

January 1st:	Norwegian	LUNA	959 tons
	Swedish	LARS MAGNUS	
		TROZELLI	1,951 "
3rd:	Swedish	SVARTON	2,475 "

Total number of ships, British, Allied and Neutral, convoyed to date	5,911
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Total lost by enemy action whilst in convoy to date	12
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Percentage of losses to total number convoyed	0.2%
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GERMAN AIR ATTACKS ON FISHING VESSELS.

The RIVER EARN was an innocent fishing trawler, unarmed and devoid of any protection either for ship or crew. It was mid-December when she left her home port for the fishing grounds of the northern part of the North Sea.

One would have thought that the weather conditions in those latitudes at that time was enough to contend with, but the RIVER EARN was soon brought face to face with the fact that Germany's illegal methods of waging war at sea are imposing added risks upon those who have nothing to do with the war.

It was nearly 3 a.m. on December 18th when a flare was sighted. The RIVER EARN altered course to investigate - and found three men clinging to a raft. They were Danes, and their ship, the Danish steamer BOGO, had been sunk by one of the mines which Germany lays in defiance of humanity, international law, and the rights of neutrals. That the BOGO was a neutral ship meant nothing to the German minelayers. Nor did it matter to the Germans that three neutral seamen, all lightly clad (and one of them with nothing on but a shirt) were clinging to a waterlogged raft in the early hours of one of the coldest of December mornings.

No wonder those three Danes were in a dreadful state from exposure when they were picked up. Those in the RIVER EARN did what they could for them, while the trawler continued to nose her way towards the fishing grounds.

That same evening a single aircraft was sighted. She came close, flying very low, and had a good look at the RIVER EARN. Those on board the trawler could clearly see the black crosses on wings and fuselage. The aircraft attacked the unarmed trawler, and dropped a bomb. This missed, and the aircraft flew away towards the south-east.

Having due regard to the usual behaviour of the German airmen, one cannot help feeling that the abandonment of that attack must have been due to shortage of fuel or bombs, rather than any change of heart on the part of the pilot.

It was on the following day that the RIVER EARN had her next encounter with German aircraft. It was about 9 o'clock in the morning when a single German flying boat appeared. This circled the RIVER EARN, flying very low and very close. There was no doubt that the aircraft wanted to make quite certain that the trawler was nothing more than an innocent fishing vessel. Having done so, it dropped a bomb, which fell in the water some yards from the trawler. Then that aircraft also flew away.

The RIVER EARN, however, was not left for long to her peaceful occupation of fishing. Two German aircraft appeared. They, too, circled the trawler, flying very close and so low that they were hardly higher than the mast-head. Satisfied that the vessel was the type of craft which German airmen delight in attacking, the Germans started to bomb, skimming over the trawler so low that they barely cleared the mast-head.

The very first bomb - a comparatively small one - scored a hit right forward. The crew of the RIVER EARN at once set about getting their lifeboat out in order to abandon ship, whereupon the Germans began their favourite sport of spattering the upper deck of the trawler with machine gun bullets. Two bursts of machine gun bullets were fired. The bullets ripped open the engine-room casing and ricocheted off the deck, but mercifully no man was hit. As the crew, and the three survivors from the Danish ship BOGO, tumbled into the lifeboat and began to row away, the bombing continued. The German aim, however, had deteriorated, and for some time no further hit was registered. One of the German aircraft, apparently seeking a variation of the sport, aimed a bomb at/

at the heavily laden lifeboat. The bomb fell close alongside the boat and all but swamped it. Finally the RIVER EARN was hit by a heavy bomb, and she sank.

The Germans few off, leaving the 17 foot lifeboat with thirteen men in it, a long way from land or from any of the shipping routes. That boat was actually rowed no less than sixty miles before it reached the shipping track; and its thirteen men were picked up by the Swedish steamer TRITON. To row an overcrowded boat sixty miles is no mean feat at the best of times. In this case the occupants had to bail as well as row, for the boat was continually shipping water. Moreover, the weather was very cold, and squalls of hail and snow were continually sweeping over the North Sea. For thirty six hours those thirteen men were in that open boat, and during the whole of that time the skipper of the RIVER EARN stood at the tiller. There was no room for him to sit down. The courage of those fishermen is in strong contrast with the cowardly conduct of the German airmen. Each of the aircraft which attacked the trawler flew round her very low. The airmen could not therefore have mistaken the vessel for anything but what she was - an unarmed fishing trawler, flying the Red Ensign.

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NAVAL AFFAIRS

MINISTRY OF AGRICULTURE ANNOUNCEMENT.

REGISTER OF CERTIFIED STOCKS OF POTATOES

IN ENGLAND AND WALES, 1939.

The Ministry of Agriculture announces the issue of the Register of stocks of potatoes which were inspected whilst growing during the past season and certified as true to type and reasonably free from rogues. The Register shews the varieties, the counties where grown, the names of certificate holders with addresses, the certificate numbers, and the acreage certified. Stocks that have been approved under the special schemes for sale as Class 1 (English Special Stock) and Class 1 (Welsh Special Stock) are denoted. Copies of the Register may be obtained from the Ministry (Dept. X.A.) at 83, Baker Street, London, W.1., at price 1/- post free.

Growers are reminded that, under the Wart Disease of Potatoes Order of 1923, the only potatoes that may be planted in land on which Wart Disease has occurred at any time are potatoes of approved immune varieties which have been inspected whilst growing and certified as true to type and reasonably free from rogues, or potatoes of approved immune varieties saved from crops grown on the land in the previous year. The Order further provides that, on the sale of any potatoes for planting, the number of the relative certificate issued under the Order must be quoted. In the case of potatoes of approved immune varieties, the certificate number to be quoted is the "T.S." or "A.T.S." certificate number given in the Register referred to above, but in the case of other varieties the number to be quoted is that of the relative "C.L." Certificate issued to the growers concerned.

Growers are also reminded that no potatoes may be sold for planting in England or Wales unless they are the subject of a certificate in one of the forms prescribed by the Order. Any growers in England or Wales who propose to sell seed potatoes from their 1939 crop and who have not yet obtained the necessary certificate should accordingly make early application for it to the Ministry.

It should be remembered that the seller of uncertified potatoes is not the only person who can be proceeded against under the Order. Any person who plants uncertified potatoes (other than seed saved from the crop grown on the same land in the previous year) renders himself liable to legal proceedings; all growers should therefore, for their own protection, insist on being furnished in writing with the number of the certificate relating to any potatoes which they use for seed purposes.

9/1/40. No. 10.

BOARD OF TRADE ANNOUNCEMENT.

EXPORT LICENCES.

The note under "Miscellaneous" in the announcement issued by the Board of Trade under the above heading on 8th January should have read as follows:-

Gum Kauri and varieties of seedlac, sticklac and shellac have been added to List C, and artificial graphite to List A.

Board of Trade.

9th January, 1940.

9.1.40

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No.11.

ULSTER'S £100,000 A WEEK WAR SAVINGS.

According to the latest figures given by the Ministry of Finance, Northern Ireland is subscribing to War Savings Certificates and War Defence Bonds at the rate of £100,000 a week.

Up to December 30 approximately 465,000 Savings Certificates were sold, representing £350,000, while the sales of Defence Bonds since November 22 have amounted to £185,000, making a total of £535,000.

It is hoped that Ulster's weekly contribution to the war effort in this way may be maintained at a figure well above the £100,000 mark.

EMPIRE AFFAIRS.

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9/1/40 - No 12.

SOUTH AFRICA'S EFFORT

Training the Air and Artillery Arms

Potchefstroom, the Western Transvaal town where many of the South Africans who served in the Great War received their preliminary training, has once more become a great artillery camp.

It is intended ultimately to have 12,000 men in barracks there, and at the rate at which recruits are pouring in this number should be reached without any difficulty. One gunner is a professional man who sacrificed an income of £2,000 for the few shillings a day he receives from the Army.

The South African Department of Defence has announced that Bloemfontein, capital of the Orange Free State, will shortly become the centre of the Union for preliminary air training. An air ground training school and a school of military aeronautics is being established.

EMPIRE AFFAIRS.

9.1.40 - No.13.

LEGISLATIVE PROGRAMME IN SOUTH AFRICA.

The South African Government proposes to concentrate on war-time legislation during the session of Parliament opening on January 19, but a number of other important measures are likely to be introduced.

These include an Emergency Regulations Indemnity Bill, electoral law amendments including compulsory registration of voters, appropriation of gold proceeds above 150/- per fine ounce, a tax on war profits, and a Ribbon Development Bill.

EMPIRE AFFAIRS.

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GERMAN BOMBERS ATTACK BRITISH MERCHANTMEN.

The Air Ministry announces:-

Enemy aircraft this morning, under cover of mist, attacked with bombs and machine-gun fire two merchant ships off the East coast of Scotland, and two further south.

Reports so far received from the ships indicate that no serious damage was done, and only one man slightly injured.

A fifth ship was attacked by two Heinkels. A number of bombs were dropped and the ship was damaged.

Fighter aircraft were sent up but owing to bad visibility no contact was made.

The High Commissioner for India has placed at the disposal of the Council a large room at India House as a depot, as well as accommodation for working parties.

It is hoped that ladies who have ties with India will be willing to work or to send gifts in kind to the Fund, and these will be gladly welcomed.

Subscriptions to the Fund may be sent to the Hon. Treasurer, Indian Comforts Funds, India House, Aldwych W.C.2., or to the credit of the Indian Comforts Fund at the Imperial Bank of India, 25, Old Broad Street, E.C.2.

Knitted goods and other comforts should be sent to the Hon - Secretary, India House, Aldwych, W.C.2.

INDIA HOUSE.

MAJOR A. I. HARRIS, CONTROLLER OF TIMBER, MINISTRY OF SUPPLY,
IN A BROADCAST TALK AT 6.15 P.M. THIS EVENING SAID:

TIMBER IN WAR TIME.

There can be very few people, who - in one form or another - are not interested in timber. You may be an architect, or a builder, using timber in the construction or repair of buildings - a householder requiring a few odd lengths of wood for day to day repairs - a cabinet-maker carrying on the tradition of fine craftsmanship - or perhaps you are just one of those thousands of people who seek relaxation with saw and chisel. Timber touches intimately every aspect of our daily life and, as distinct from many other raw materials, there is something about it which is warm and friendly. The very expression "touch wood" has a popular significance, it's our symbol of safety.

Now in peace time vast supplies of timber worth many millions of pounds enter the ports of Britain every year - Softwoods from the great forest belts stretching across Canada and Europe; Hardwoods from India, Burma, Australia, America and the Far East, and from the steamy tropical jungles of Nigeria, the Gold Coast and the Cameroons. Then again Plywood from Finland, the Baltic States and Russia. The forest treasures of the world are normally open to us - stocks in yards and wharves throughout Great Britain are ample, and we replenish them as we want to - we can all buy and sell without let or hindrance. Then comes war - we want a few loads of wood to complete a housing scheme in which we have invested our savings - we want wood to maintain production in our business - or we want wood for some purpose connected with our homes and especially our gardens. We find - quite suddenly - that we can't get it and that some unpleasant thing called "TIMBER CONTROL" has intervened - supplies have suddenly diminished or even dried up altogether - work is stopped, men are thrown out of employment, and we feel that so much dislocation can't be necessary. We argue that this sort of thing didn't happen in 1914, and that this is probably just another example of bureaucracy. What we are inclined to overlook, though, I feel, is that this war differs substantially from the last war. Vast quantities of timber have been needed for trenches, emergency bridges and other A.R.P. activities. But "civil defence" is only one side of the problem - timber must also be found for the fighting services, for the Navy, the Army and the Air Force. Have you ever thought of the vast array of stores and equipment which are either wholly or partially made of wood? - the hutments for housing troops, and for emergency hospitals - although both are in future to be largely made from substitute materials - the ordnance factories, the ammunition boxes, the millions of cases and crates used in the distribution of rations, the lorry bodies, and the tent poles. In the scale of importance a mere splinter, even the tent peg has to be provided to the tune of 24 million required a year.

Concurrent with this prodigious demand for timber, imports have naturally diminished; the movement of supplies from certain countries has either been interrupted or stopped, shipping has been needed for munitions, for the transport of troops and for the carrying of essential foodstuffs.

Because/

Because of all this - and until we could find out exactly what we had in the country and what we might expect to get from abroad - wasn't it in the National interest to prohibit the use of timber except for purposes directly connected with the war? Wouldn't the Government have been lacking in foresight if it had failed on September the 1st to set up a Timber Control? "Control" is an unhappy word - it suggests something which is repugnant to British ideas and creates a false impression of what the Control really is.

The Control of timber is based on the one hand upon centralised buying, and on the other hand upon a licence system to ensure a fair and proper distribution of the supplies that are available. Now just look for a moment at the advantages of centralised buying in War time. In the first place it avoids competition in those overseas countries which remain open to us - if hundreds of buyers were allowed to operate in a restricted market, prices would quickly soar. Conversely it enables us to leave alone any source of supply if it appears that the producers are attempting to exploit our present difficulties. Also the Controller need only buy those species of timber which are urgently wanted for the war effort. Again, centralised buying allows the regulated expenditure of foreign currency, because there are occasions when, for reasons of financial policy, purchases of timber ought to be made in one country rather than another.

So much, then, for centralised buying - what about the licensing system? Why have we got to go through all this red tape, all this fuss and bother to get a little wood? Well, because the release of wood only against a licence ensures that the reduced stocks available are used only for essential war purposes. And, moreover, an applicant for a licence for some particular kind of wood can be required to use some other kind.

The machinery of the licensing system is operated by the Area or Regional Offices of the Timber Control. If you wish to buy timber you apply to your nearest Area Officer, who will satisfy himself that the timber really is required for work of national importance, and, that no more is demanded than is necessary to do the job, of course, allowing for waste. Work of national importance involves the use of timber for many purposes besides those I have mentioned. At first sight some of them may seem to have very little connection with the War effort. For example, there are the needs of food production - the tomato and apple boxes, the thin wood punnets for soft fruits - the boxes of conveying fish inland from the ports - the chicken houses, the beehives and so on. Then there is timber for the coal mines, millions upon millions of pitprops to support the workings - timber for the railways and for lorries so that communications may be maintained - timber for factories, and timber for packing exports which bring us valuable foreign currency. When you think of all these things you surely won't think it unreasonable that when you have asked for a licence to buy timber for some non-essential purpose you have been told, courteously but firmly, that you can't have it? The first Order relating to the Control of Timber took into consideration the small user - the little man who wanted a few odds and ends.

/Provided

Provided his needs did not exceed £20 worth a month he could obtain them from his ordinary merchant upon signing a simple form. Unfortunately this privilege has been abused, and on January the 1st we had to issue an amended Order reducing the monthly value to £5. I suppose there will always be a small minority who ignore the country's difficulties, and think only of themselves. However, they are receiving the attention of the authorities, and I am sure no right-thinking member of the community will regret the penalties they will receive.

Another new Order relating to the Control of Timber has just come into effect, and provides that no person having in his possession more than a certain quantity of timber shall be allowed to use it without a licence, thus extending the same control over manufacturers' stocks as we have over merchants' stocks.

The functions of the Timber Control are manifold - one of the most important being to stimulate the production of home grown supplies. Home grown timber represents a valuable addition to our resources - a war-time reserve - and I would appeal to all land-owners to market their timber by getting into touch with local merchants. Maximum prices for standing timber are fixed and will remain unchanged throughout the war, so that there is nothing to gain from withholding supplies, and there may be something to lose.

Now I want to say a word on the aesthetic side. All of us in this country are lovers of trees - we admire the sturdy oak, symbolic of our own tradition, the smooth barked beech of the chalk hills, the elm of the hedgerow, and the chestnut. It is natural that we hate the idea of their being ruthlessly felled. But don't overlook one point - trees are a crop just like any other - from seedling they grow over a period of years until they reach maturity, when they should be felled, so long as replacement has been provided. Re-forestation in this country is comparatively in its infancy, but it is a comfort to know that a bold programme of planting has been, and is being consistently carried out by the Forestry Commission, and by some of our far sighted Estate owners. For every tree which is taken to meet our national need, others will take its place, so that the beauty of the countryside will not ultimately be impaired.

Economy represents another important function of the Timber Control - the Service Departments, in collaboration with the Control have reviewed every item of stores and equipment involving the use of timber. The cost and the amount of wood used in each has been reduced to the minimum which is compatible with a quality adequate in war-time. As a result of this, a very large sum of money has been saved, and what is even more important, we have been able to make a considerable quantity of wood available for other purposes.

/I know

I know many people regard the Controller as a sort of "big bad wolf" - a super smash and grab raider who takes sadistic pleasure in inflicting hardship. But even a Controller has his troubles - he knows he has not enough raw material to go round so that he is compelled to resort to strict rationing and priority. What ought to be the order of priority? - who should come first after the Service Departments have been satisfied - the export trader or the borough surveyor concerned with civil defence - the farmer or the fishing industry?

Luckily the question of priority is not one for the Timber Controller to decide. A Government Priority Committee upon which all interests are represented has allocated how much of the stocks available shall be issued for each different demand. It is for the Controller to advise as to the stock position. A Controller is continually augmenting his stock of raw material from abroad, but he must make due allowance for delays to ships through the convoy system and even for occasional losses by enemy action - furthermore some new development is always liable to upset his calculations. Whatever he does is likely to hurt someone and in consequence he receives many brick-bats. Whilst these are not resented, I hope this talk will have given you a clearer understanding of what the Timber Control is aiming at and what it is achieving.

MINISTRY OF SUPPLY

9/1/40 No 17

MINISTRY OF FOOD ANNOUNCEMENT

Control of Meat and Livestock

Prices of Livestock

In the table of livestock prices issued on 7th January the price of pigs over 12 score should read 16/- and not 15/- per score.

~~www.le...co...~~

MINISTRY OF FOOD ANNOUNCEMENT.

BACON AND HAM PRICES.

The Bacon (Prices) Order, 1940 made by the Minister of Food on 6th January prescribes fixed wholesale prices and maximum retail prices for bacon and ham.

The retail prices are the same as those announced on 3rd January, except that those for cooked and tinned bacon and ham are now as follows:-

	per lb.	
	s.	d.
<u>COOKED</u> (in slices or pieces) <u>BONELESS</u> and <u>SKINLESS</u>		
Bacon or Ham, other than shoulder meat	3.	3.
Shoulder Meat.....	2.	6.
<u>COOKED</u> , <u>BONELESS</u> in Tins.		
Bacon or Ham, other than shoulder meat	1.	11. (Gross for Nett)
Shoulder Meat.....	1.	6½ (Gross for Nett)

The Order includes a provision that in calculating the price of bacon on sale by retail any fraction of a farthing is to be regarded as one farthing.

9/1/40 - No.19.

SOUTH AFRICAN WOOL PURCHASES.

The British Wool Committee bought 25 per cent of the combings at yesterday's wool sales in Cape Town. The marketing showed a firm and upward tendency and 80 per cent of the offerings were sold.

It is authoritatively stated that since the British wool scheme came into operation the market for Mediums and Shorts has advanced by 25 per cent. Buyers from France, Italy and America are also operating.

The British Wool Scheme, concluded a few weeks ago, provided for purchases on behalf of the British Government on the wool auctions in South Africa at prices not below those in a schedule agreed on by the two Governments.

EMPIRE AFFAIRS.

9/1/40 - No. 20.

MINISTRY OF FOOD ANNOUNCEMENT.

TEA CLUBS.

The Ministry of Food wish to make it clear that while canteens and recognised staff dining rooms can be registered as catering establishments, this privilege does not extend to ordinary office "tea clubs." Such clubs are accordingly not in a position to obtain the allowance of 1/7th oz. sugar for each hot beverage served.

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9/1/40 - No 21.

PRESS NOTICE.

Mr. Leslie Burgin, Minister of Supply, has appointed Colonel Sir W. Charles Wright, Bt., K.B.E., C. B., to be controller of Iron and Steel in the place of Sir Andrew Duncan, G.B.E., who has been recently appointed President of the Board of Trade.

Sir Charles Wright is Chairman of Guest-Keen-Baldwin Iron & Steel Co., Ltd., and Baldwins Ltd., but ceased active participation in those Companies when he became Deputy Controller of Iron and Steel on the outbreak of War.

He was Controller of Iron and Steel production in the Ministry of Munitions 1917/9, President of the Iron and Steel Institute 1931/33, and President of the British Iron and Steel Federation 1937/38.

MINISTRY OF SUPPLY.

9/1/40 - No. 22.

(NOT TO BE PUBLISHED IN THIS OR ANY
OTHER COUNTRY BEFORE WEDNESDAY
MORNING, 10th JANUARY)

(NOT TO BE BROADCAST BEFORE
MIDNIGHT JANUARY 9th.)

FIRST COLONIAL TROOPS IN FRANCE

TRANSPORT UNIT FROM CYPRUS.

The first Colonial Troops have arrived in France. It is announced today in despatches from France that a Cypriot Transport Unit has joined the British Expeditionary Force. The news will be welcomed as further evidence of Imperial solidarity.

The Cypriot Contingent was enlisted in the early days of the war, and their departure from the Colony some two months ago was accompanied by scenes of great enthusiasm. They have spent the last two months in intensive training. Cyprus will be proud to have had the privilege of providing the first Colonial Unit to join the British troops on active service in a theatre of war.

EMPIRE AFFAIRS.

PRESS NOTICE

The increase in the strength of the Army in France has necessarily involved some modification in the organisation of the Air Forces required, as well as the best means of affording the necessary co-operation and support to the Army. In November last this matter was fully reviewed in the light of practical experience of the exercise of the control of the Royal Air Force in support of the Army in France. As a result of this review, the following agreed recommendations were approved by the War Cabinet at the beginning of December.

A Royal Air Force Command, to include all units of the Royal Air Force in France, is to be formed. The new Command will be designated "British Air Forces in France", and will be under the command of an Air Officer Commanding in Chief.

The Air Officer Commanding in Chief will also be responsible, in consultation with the Army Commanders in Chief concerned, for ensuring the most effective support by the British Air Forces for the British Expeditionary Force and the French armies on the Western Front. In conjunction with the General Officer Commanding in Chief, French Air Forces, he will also be responsible for co-ordinating the operations of the Royal Air Force in France with those of the French Air Forces.

The above arrangement involves no change in the principle which governs the relationship between the Army and the Royal Air Force. It is based on the analogy of the existing relationship between the Royal Navy and the Coastal Command, Royal Air Force, and will ensure the closest co-operation between the Army and the Air Forces in the field.

10, Downing Street,

S.W.1.

9/1/40 - No. 24.

FRENCH OFFICIAL COMMUNIQUE. (Evening)

Paris, Tuesday January 9, 1940.

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

DURING THE DAY MARKED ACTIVITY OF OUR PATROLS.

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9/1/40 - No.25.

AIR MINISTRY BULLETIN.

BRITISH AIR FORCES IN FRANCE.

Appointment of Air Officer Commanding-in-Chief.

The Air Ministry announces:-

Air Marshal A.S. Barratt, C.B., C.M.G., M.C., has been appointed Air Officer Commanding-in-Chief, British Air Forces in France, and will shortly assume his **duties.**

AIR AFFAIRS.

9/1/40 - No. 26.

AIR MARSHAL BARRATT'S CAREER.

(NOT TO BE QUOTED AS AN A M ANNOUNCEMENT)

Air Marshal A.S. Barratt, C.B. C.M.G. M.C.

Air Marshal A. S. Barratt who was born in 1891 at Peshawar, India, and educated at Clifton, has throughout his career been closely connected with the army. He passed through the Royal Military Academy, Woolwich in 1909-1910 and was appointed as second lieutenant in the Royal Artillery in December 1910.

He became a flying officer in the Royal Flying Corps in June 1914 and served with the Royal Flying Corps in the field in France during a considerable part of the war.

At different periods he commanded Number 2 and Number 3 wings and was temporarily in command of the second brigade Royal Air Force.

During part of 1918 and 1919 he was attached to R.A.F. Headquarters at Cologne with the British Army of Occupation.

In August 1919 he resigned his regular army commission and was given a permanent commission as Squadron Leader with the Royal Air Force. He became a Wing Commander in November of the same year.

In 1924 he took the course at the Staff College at Camberley and on passing out became Commandant of the School of Army Co-operation.

Subsequently he served on air staff duties on the staff of the G.O.C. Shanghai Defence Force and of Number 22 Army Co-operation Group at home.

After a period as instructor at the R.A.F. Staff College he had command of Number 1 (Indian) Group in 1931 and became Senior Air Staff Officer in India in 1932.

He was Director of staff duties at the Air Ministry from 1935-1936 and was Commandant of the R.A.F. Staff College from the beginning of 1936 to the outbreak of war. Shortly before this he had been selected to take up the post of A.O.C. India, but instead he was appointed the principal R.A.F. Liaison Officer in France with the French Army and Air Forces.

He became a Group Captain in 1928, Air Commodore in 1932, Air Vice Marshal in 1936, and Air Marshal in July, 1939.

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AIR AFFAIRS

9/1/40 - No. 27.

OFFICIAL ADMIRALTY COMMUNIQUE.

Attacks by enemy aircraft on small unescorted merchant vessels have been reported in the North Sea today. Reports received indicate that three ships have been sunk; - the British S.S. "GOWRIE", of 689 tons, crew all saved by a Danish ship. The Danish ship "IVAN KONDRUP", of 2369 tons, from which eleven survivors have been landed by a British vessel but there are still ten men missing, and the Danish ship "FEDDY" of 955 tons. No news of her crew is yet available.

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