

GUNS WITH WINGS.

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

High-speed Royal Air Force fighters of today equipped with eight machine guns firing nearly 10,000 rounds a minute, provide a striking contrast to the method of aerial warfare of 25 years ago.

On January 22, 1915, a formation of twelve German aircraft swept in from the sea and bombed Dunkirk. British, French and Belgian pilots ascended to engage the enemy with rifle and revolver fire. A German Albatross was brought down by a rifle bullet which put the engine out of action.

That engagement was one of the first large scale encounters in the history of aviation between attacking bombers and defending fighters. At that time, aircraft on both sides usually worked singly, and air combats were still rare enough to be looked upon as isolated feats of skill and daring.

Since then the armament of fighter aircraft has developed greatly. In 25 years the six-chamber revolver of the observer in the Maurice Farman has given place to the battery of machine guns of the Supermarine Spitfire and Hawker Hurricane.

Early experiments in the technique of air combat were more ingenious than practical.

It was suggested that Bristol and Martinsyde Scouts should carry quantities of steel darts which they could unload from a position immediately above an adversary.

Another deadly method of attack suggested was that a pilot should attempt to entangle the propeller of an opponent's aircraft by flying above him, trailing a weight attached to 150 feet of cable.

A variant of this device was a bomb fitted with hooks in place of the weight at the end of the cable. The pilot

angled for his enemy. Having hooked him, he exploded the bomb electrically by means of a switch in his cockpit.

Some of these devices were tried, but it was eventually realised that the machine gun was the surest weapon for fighting aircraft.

Ways to fix machine guns to tractor aircraft - having the airscrew in front of the engine - were devised. Gradually machine guns were fitted to all Scout machines, which became, in effect, the first single-seat fighter aircraft. The Lewis gun was adopted in preference to the Vickers gun, because it was lighter.

The earliest method of fixing the gun was on the side of the aircraft at an angle wide enough to miss the propeller. This meant that the pilot had to manoeuvre in one direction and fight in another.

A later, and more successful, method was to fix the gun on a mounting on the top plane, high enough for the bullets to clear the tips of the propeller, the line of fire being directed straight ahead.

The tractor Scout gave place to the Vickers F.B.5., the first effective pusher fighter to appear. The first fighter of this type - with the airscrew behind the engine and fitted with a Lewis gun in the observer's front seat - appeared in France in February, 1915.

By July, 1915, distant reconnaissances were usually entrusted only to machine-gun armed aircraft. But the machine gun supply was inadequate and early gun mountings were improvised in the squadrons.

In October, 1915, after the battle of Loos, the German Air Service began to gain air supremacy with the fighting Fokker monoplane. This aircraft held a dominant position until May, 1916. Its fighting superiority was due mainly to the interrupter gear by which the working of the machine gun was synchronised

with the engine to allow the bullets to pass between the revolving propeller blades.

So serious did the depredations of the Fokker become that alteration in the tactics of the R.F.C. was imperative. Close formation flying was introduced. It was laid down that no reconnaissance aircraft might operate without three attendant fighters escorting it in close formation. This change in tactics was equivalent to a considerable shrinkage of the strength of the R.F.C., and greatly hampered Britain's war in the air.

The first British fighter aircraft to offer serious opposition to the Fokker were the Farman F.E.2.b. and the D.H.2. Scout. Both were pusher type aircraft, each with a moveable machine gun firing forward.

In May, 1916, the first British aircraft fitted with interrupter gear was received by the R.F.C. It was the famous Sopwith two-seater.

In fact three British gearing devices to fire bullets between the propeller blades appeared in 1916 - the Vickers, the Scarff-Dibovsky and the Arsiad. All were used in conjunction with fixed Vickers machine guns. Up to that time, the Lewis had been the standard machine gun for aircraft.

But the invention which gave the R.F.C. a definite ascendancy was the Constantinesco gun gear, the invention of the Rumanian, George Constantinesco, inventor of wave transmission of power. The new interrupter gear was first tried on a B.E.2.C. in August, 1916.

It was a revolutionary advance on all mechanically operated interrupter gears, and had the added advantage of being adaptable to any type of engine.

This invention enabled the R.F.C. to outfight the enemy Fokkers. The first squadron to arrive in France, with aircraft fitted with the Constantinesco gear, was No.55, equipped with D.H.4's. These aircraft arrived early in March, 1917, and were

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quickly followed by a squadron of Bristol Fighters and another of S.E.5's.

About 6,000 of the gears were issued between March and December, 1917, and a further 20,000 between January and October, 1918. The figures indicate not only a large increase in the output of the gears, but also of the aircraft to which they were fitted. The increase in production became particularly apparent after the formation of the Royal Air Force in April, 1918.

In the years of peace that followed, no improvement on the Constantinesco gear was found. The Gloster Gladiator fighter of today has two of its four machine guns equipped with the "C.C." gear to fire between the propeller blades. The Gladiator's other two guns are fixed on the lower plane, outside the sweep of the propeller blades.

Spitfire and Hurricane, the two most modern fighters in service in the Royal Air Force, have paradoxically returned to the older method of gun placing. None of their eight guns is Constantinesco geared. All eight are fixed in the wings and fire clear of the propeller sweep. But the converging fire of these eight guns is so devastating that many experts consider the eight gun armament more effective than the small-bore, quick-firing cannon now favoured by some.

AIR AFFAIRS.

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RAID WARNING

The Air Ministry announces:

An air raid warning was sounded  
in the North East coast areas between nine and  
ten a.m. today.

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AIR AFFAIRS.

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For the information of the Press.

NATIONAL SERVICE DRIVING LICENCES.

The issue of National Service Driving Licences is being discontinued and new drivers will require to obtain Provisional Licences with a view to passing the driving test.

Present holders of National Service Licences may, however, take a driving test without first obtaining a Provisional Licence. Those who pass the test may retain their National Service Licences or, if they wish, take out an ordinary licence entitling them to drive at any time. On the other hand, those who fail to demonstrate that they are "competent to drive without danger to, or with due consideration for, other users of the road" cannot expect to be allowed to retain their National Service Driving Licences.

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The Minister of Transport also announces that he proposes at an early date to require the withdrawal of all National Service Licences where the holders have not passed a driving test. A further announcement will be made in about a month's time. As the number of applications for tests is then likely to be considerable anyone who wishes to ensure an early test should make application as soon as possible.

Application forms may be obtained either from the Local Taxation Officers of County Councils or County Borough Councils, or from the offices of Regional Transport Commissioners.

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

29th January, 1940.  
(1040)

Press Conference held at Ministry of Information Monday  
29th January at 12.30 p.m.

ROAD ACCIDENTS.

THE FIGURES.

A. Great Britain.

I. Numbers of Persons killed or injured as result of road accidents :-

<u>Year</u>	<u>Number.</u>		<u>No. of Motor Vehicles</u> <u>(including Motor-cycles).</u>
	<u>Killed</u>	<u>Injured</u>	
1895	Over 1,600	Not available.	Not available.
1927	5,329	148,575	1,899,650
1930	7,305	177,895	2,287,326
1931	6,691	202,119	2,213,722
1934 (1)	7,343	231,603	2,416,908
1938	6,648	226,402	3,093,884
1939 (2)	8,270	Not available.	Not available.

1. Second highest figure recorded.
2. Highest figure recorded.

II. Numbers of Persons who died as a result of road accidents since the outbreak of war (viz. months of September to December, 1939) with increases and percentage increases over corresponding period in 1938 :-

<u>Classification of Persons</u>	<u>Number</u> <u>1939</u>	<u>Increase (+)</u> <u>or Decrease (-)</u> <u>compared with</u> <u>1938.</u>		<u>Increase</u> <u>per cent.</u> <u>of total</u> <u>increase.</u>
		<u>Number.</u>	<u>Per cent.</u>	
Pedestrians :				
under 15 years of age	293	+ 23	+ 8.52	1.4
15 years of age and over	2,364	+ 1,411	+ 148.06	86.1
Drivers of mechanically-propelled vehicles other than motor-cycles	139	+ 7	+ 5.30	0.4
Motor-Cyclists	449	+ 114	+ 34.03	7.0
Pillion Passengers	53	- 4	- 7.02	0.2 *
Pedal cyclists :				
under 15 years of age	75	+ 7	+ 10.29	0.4
15 years of age and over	453	+ 13	+ 2.95	0.8
Other Persons †	307	+ 68	+ 28.45	4.1
<b>All Persons</b>	<b>4,133</b>	<b>+ 1,639</b>	<b>+ 65.72</b>	<b>100.0</b>

\* Decrease.

† Mainly passengers.

III. Numbers of persons who died as a result of road accidents during hours of darkness and other hours respectively during the three months October to December, 1939 :-

<u>Classification of Persons</u>	<u>During Hours of Darkness.</u>		<u>During other Hours.</u>	
	<u>Number</u>	<u>Per cent of total.</u>	<u>Number</u>	<u>Per cent of total.</u>
Pedestrians :				
under 15 years of age	35	1.6	176	20.3
15 years of age and over	1,593	74.7	220	25.4
Drivers of mechanically-propelled vehicles other than motor-cycles,	51	2.4	53	6.1
Motor-Cyclists	150	7.0	116	13.4
Pillion Passengers	15	0.7	6	0.7
Pedal cyclists :				
under 15 years of age	12	0.6	38	4.4
15 years of age and over	178	8.3	152	17.5
Other Persons	100	4.7	106	12.2
All Persons	2,134	100.0	867	100.0

B. Metropolitan Police District.

Figures supplies by the Commissioner of Police of the Metropolis afford, for the Metropolitan Police District, a more detailed analysis of the ages of pedestrians who died as a result of "night" road accidents than is available for Great Britain as a whole. The following table illustrates the incidence of "night" pedestrian deaths :-

<u>Age Group.</u>	<u>September to December 1938.</u>		<u>September to December 1939.</u>		<u>Increase per cent.</u>
	<u>Number</u>	<u>Per cent.</u>	<u>Number</u>	<u>Per cent.</u>	
Under 25 years	11	9.9	12	3.7	+ 9.1
25 - 44 "	8	7.2	34	10.6	+ 325.0
45 - 54 "	14	12.6	40	12.4	+ 185.7
55 - 64 "	25	22.5	91	28.3	+ 264.0
65 - 74 "	26	23.4	88	27.3	+ 238.4
75 years and over	27	24.4	57	17.7	+ 111.1
Total	111	100.0	322	100.0	+ 190.1

The Metropolitan Police District figures show also that, compared with a total increase of 62 per cent in deaths, the gross total of casualties (i.e. injuries as well as deaths) decreased by nearly 5 per cent; and that while "night" casualties (including persons injured) increased by 17 per cent, "day" casualties decreased by 20½ per cent.

29/1/40

4A  
- No. 8.

AMENDMENT.

In the speech of the Minister of Transport  
(Capt. Euan Wallace) at the Press Conference to-day,

Line 6. for "nearly 240,000 injured" read  
"over 230,000 injured."

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SPEECH BY THE MINISTER OF TRANSPORT  
CAPT. THE RIGHT HON. EUAN WALLACE, M.P.,  
AT PRESS CONFERENCE ON JANUARY 29 at 12-30 p.m.

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The problem of road accidents is not confined to Great Britain. It exists in every country where extensive use is made of mechanical road transport. Nor is it new. In 1895, the year in which the use of motor vehicles on the roads was legalised, over 1,600 deaths in Great Britain were attributed to horses and road vehicles. In 1934 more than 7,300 persons were killed and over 230,000 injured.

Successive Governments have recognised and have endeavoured to deal with this toll of suffering and waste, and you are all familiar with the measures which were taken, such as the 30 miles per hour speed limit in built-up areas, the institution of driving tests, the establishment of pedestrian crossings, and so on.

These measures at any rate checked the growth of the accident figures, despite a constant increase in the number of vehicles on the roads. Thus, while the number of motor vehicles increased by 28 per cent, between 1934 and 1938 the accident figures remained steady from 1935 to 1938 inclusive at a little over 6,500 killed and 220,000 injured.

The Government never regarded these figures as a cause for complacency and every possible suggestion for dealing with the road accident problem has been examined by successive Ministers of Transport.

We are, however, now faced with a problem more serious than ever before. During the last four months of 1939, 4,133 persons died as a result of road accidents, making a total of 8,270 for the year, the highest.....

ever recorded. All but a tiny fraction of the increase has taken place since the beginning of the war and there is no doubt that the increase is due to the difficulties which all classes of road users encounter in going about in the "black-out." Out of a total of 1,155 fatalities in December, no fewer than 895 resulted from accidents in the dark.

Pedestrians account for seven-eighths of the total increase in the number of persons killed since the outbreak of war. I am glad to say that the increase in the number of children killed has not been marked. Elderly and middle-aged pedestrians appear to have supplied a very large proportion of the victims.

The Government is determined to take further steps to tackle this problem. Some people have suggested that we ought to abolish the "black-out"; but the "black-out" is an essential part of national defence since, without it, enemy aircraft would be able to identify and bomb targets of vital importance during the hours of darkness. Although various methods for alleviating the "black-out" have been adopted, it must be assumed that it is essential to retain it substantially in its present form. Our problem is therefore to reduce the casualty rate while keeping the "black-out."

We propose to deal with the matter, so far as the motor driver is concerned, by imposing a 20 m.p.h. speed limit in built-up areas at night. We are satisfied that the new requirement is not unreasonable, as in general 20 m.p.h. in urban areas in the "black-out" is quite fast enough. The difference in speed between 20 m.p.h. and 30 m.p.h. makes it much easier for the driver to pull up and avoid a collision with an unwary pedestrian and for the pedestrian to get out of the way of an approaching car. It might also make all the difference between death and only slight injury.

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It has been suggested that the new speed limit cannot be enforced. The Police Authorities do not take that view. At the same time we do need the co-operation of drivers of all descriptions and I am confident that, with the help of the press, we shall secure it. I hope drivers will make it a point of honour to observe the new limit and the press can do much to assist in encouraging this point of view.

The most difficult problem we have to tackle is the pedestrian. It has often been suggested lately that we ought to control the movements of pedestrians to make it an offence for them not to use pedestrian crossings, to make them carry a torch, wear white armbands or even white clothes or to make "jay walking" an offence.

These are all excellent maxims of conduct, but I am not in favour of making failure to observe them into new statutory offences. I believe myself that practically all the imprudences and indiscretions which road users can and do commit are the result of carelessness and not of malice aforethought, and I have always held the view that the toll of road casualties, in peace or in war, can be reduced by the use of judicious propaganda.

The use of intensive propaganda in this connection is somewhat of a novelty and I am most grateful to Sir John Reith for his co-operation. The campaign is to start tomorrow.

It will be directed chiefly to helping the pedestrian because he is the worst sufferer and, under "black-out" conditions, it lies in his hands to make the greatest contribution to safety. Every pedestrian must remember that during the "black-out" he can see the lights of an approaching motor vehicle long before the driver can see him.

Our chief propaganda instrument is to be the press, which is the most powerful and the most immediate way of appealing to the whole population of this country to use their common-sense on the roads. We are seeking your co-operation for an energetic campaign to be undertaken during the next two months on a nationwide scale. More than 250,000,000 copies of newspapers will carry our message to every town and village; I might almost go so far as to say to every home in the country.

Several short films are to be prepared by the Ministry of Information for exhibition in cinemas all over the country during the coming year. Leaflets will be employed where they will be useful. In particular, we are arranging that special leaflets dealing with "black-out" dangers should be sent to all motorists when they obtain or renew their driving licences.

Posters will be used freely in the later stages of the campaign and I hope also to be able to arrange for public meetings. The National "Safety First" Association will co-operate in this part of our programme. I feel sure we shall in addition be able to obtain the valuable co-operation of the B.B.C.

In addition to helping with the Ministry of Information campaign the National "Safety First" Association will, I trust, continue the excellent work which they are already doing; I know they are starting a "Safe Driving" competition for drivers engaged in National Service organisations. The London Passenger Transport Board too are running a Road Safety Campaign.

Any plan of campaign must be based on the best information obtainable and I am proposing, with the co-operation of the Home Office, Scottish Office and of the Police, to make a sample investigation into the causes of road accidents in certain typical areas.

ARTIFICIAL IMMUNISATION AGAINST DIPHTHERIA.

The Minister of Health (<sup>7.</sup>Dr. Walter Elliot) has issued to County Councils and sanitary authorities a revised edition of the official memorandum (Memo.170/Med.) on the Production of Artificial Immunity against Diphtheria.

Diphtheria is essentially a disease of children under 15 years of age; about 60,000 cases are notified annually in England and Wales and the average annual number of deaths is approximately 3,000. Diphtheria occupies the seventh place in order of magnitude amongst the causes of mortality during the first two years of life, and at four years becomes and remains for the next six or seven years the principal cause of death of children of school age. No abatement of incidence or permanent reduction of mortality has taken place since the early years of the century.

Infective persons are not necessarily, or even most commonly, those obviously suffering from the disease or in the incubation stage; the chief source of infection is the apparently healthy "carrier" i.e., the person who shows no sign of illness or incapacity but whose throat or nose is harbouring virulent diphtheria bacilli. In districts where diphtheria is endemic the infection is gradually disseminated by their means with the result that before the end of school life, a large proportion of the population becomes immune, but the cost of this (natural) process is heavy - in mortality, in sickness and in permanent disability. On the other hand immunisation of susceptibles by artificial means properly carried out involves no risk to the individual or the community and is acquired in a few months.

Artificial immunisation should therefore be undertaken as early in the child's life as is practicable and should form an integral part of the work of child welfare centres.

The Memorandum also gives technical details of procedure and of the various forms of Diphtheria prophylactic used.

- 2 -

In the covering circular attention is drawn to the necessity of obtaining the written consent of parents or guardians of all children whom it is proposed to test for susceptability or to immunise.

MINISTRY OF HEALTH,  
Whitehall, S.W.1

29/1/40 - No. 7.

FRENCH OFFICIAL COMMUNIQUE.

(MORNING).

Paris, Monday, January 29th, 1940.

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

NOTHING TO REPORT.

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# MINISTRY OF LABOUR & NATIONAL SERVICE

## Press Notice

8/29.1.40.

### BAKING TRADE BOARD (SCOTLAND).

The Baking Trade Board (Scotland) have decided to propose that the minimum rates of wages which they have proposed to fix under the provisions of the Trade Boards Acts shall be subject to increases depending upon the rise in the cost of living figure, as published by the Ministry of Labour and National Service, above the level of 55. The effect of this further proposal would be that in the case of workers whose proposed minimum rate is 60/- per week or more, there would be added 1/6d. per week for the first 10 points rise in the cost of living figure and 1/- per week for each subsequent rise of 5 points. Increases of smaller amounts would apply to workers whose proposed minimum rate is less than 60/- per week, in such a way that where the proposed weekly rate lies between 40/- and 60/- the corresponding additional amounts would be 1/3d. and 9d., while for workers with proposed wages of less than 40/- the amount would be 1/- or 6d. for the corresponding change in the cost of living figure.

The Board have also decided to use the powers conferred on them by the Holidays with Pay Act, and propose to give a direction providing that workers in the trade shall be paid each year for holidays of a duration not exceeding the worker's normal working week. Other proposals decided upon by the Board will prescribe conditions for the employment of indentured apprentices, will apply special rates to baker roundsmen who spend not less than 3½ hours per day on productive work and will provide minimum rates of wages for storemen, male clerks and male despatch workers.

Full particulars of these proposals will be circulated at an early date to all employers in the trade so far as their names and addresses are known to the Board. Employers in the trade who have not received copies of the earlier Notice of Proposal issued by the Board should apply to the Secretary of the Trade Board, Sunnyside Mansions Hotel, Knowsley Road, Southport, for both Notices, in order that they may be aware of the statutory obligations which will rest upon them when the Board's proposals have been brought into effective operation.

Press Office,  
Ministry of Labour and National Service,  
Montagu House, Whitehall, S.W.1.

Telephone: Whitehall 6200.

A.M. Bulletin No. 357A.

29/1/40 - NO. 9.

Add: Raid Warning.

The Air Ministry announces:

Enemy aircraft were reported off the North-East coast shortly after nine a.m. today.

Air raid warnings were sounded in several districts. The "raiders passed" signal was given about an hour later.

A number of Royal Air Force fighter aircraft were sent up and anti-aircraft guns opened fire in the Tyne district.

No enemy aircraft crossed the coast.

AIR AFFAIRS.

29/1/40 - NO. 10.

MINISTRY OF HEALTH.

Medical attendance for Air Raid Casualties.

The Minister of Health (Mr. Walter Elliot), in a circular to Local Authorities and to voluntary hospitals which are included in the Emergency Medical Scheme, states that arrangements have been made to provide medical treatment in their own homes for civilian air raid casualties, or civil defence volunteers injured in the course of their duties.

The main provision for treatment of casualties will continue to be in first aid posts and in hospitals under the Emergency Medical Scheme. As a rule, any treatment necessary after discharge will be given at out-patient departments.

Where, however, the medical superintendent of a hospital certifies that a patient needs further attention which it is impracticable to provide at a hospital, medical attendance will be available in the patient's own home.

It has been agreed between the Ministry of Health and the British Medical Association that a fee of 16s. will be paid to doctors by the Government for each civilian treated. This payment will cover a period of one year from the date of the first attendance. The cost of drugs and dressings will also be borne by the Government.

This agreement with the doctors does not apply to persons entitled to medical benefit under National Health Insurance. Patients who would normally make their own arrangements for home treatment will of course be free to do so.

In Scotland similar provisions have been made by the Department of Health.

MINISTRY OF HEALTH,  
Whitehall,  
S.W.1.

January 29th, 1940.

29/1/40 - No.11.

B.E.F. LEAVE

The War Office announces that all home leave for the B.E.F. is temporarily postponed owing to the intensely severe weather conditions.

A further announcement will be made as soon as weather conditions make it possible to reopen leave.

War Office,  
Whitehall, S.W.1.

29/1/40 - No.12.

PRESS NOTICE.

Mr. Leslie Burgin, Minister of Supply, is back at work at the Ministry of Supply today, after his absence with influenza.

MINISTRY OF SUPPLY.

29/1/40 - NO. 13.

TURKISH RELIEF FUND.

New Zealand Government's Gift.

The Government of New Zealand has made a donation of £5,000 (New Zealand currency) to the Turkish National Relief Fund. The High Commissioner for New Zealand has sent a remittance for the sterling equivalent of this sum to the Relief Fund in Ankara.

EMPIRE AFFAIRS.

29/1/40. - No.14.

CYPRUS IS GROWING  
MORE FOOD.

Wheat has been sown throughout the cereal growing areas in Cyprus and there has been general impetus to production as the result of the Cyprus Government's policy in encouraging the use of all land which can be economically cultivated.

The Government's issue of seed corn on loan, without interest, to farmers who require this assistance, has been appreciated by the agricultural community.

The news of the arrival in France of Cypriot recruits - the first Colonial troops to reach the fighting line - has stimulated interest in the War, and stiffened determination to see it through everywhere in the Island.

EMPIRE AFFAIRS.

29/1/40 - No.15.

ROAD ACCIDENT FIGURES.

The Ministry of Transport draws attention to the following correction in the road accident figures issued at today's Press Conference:-

In Paragraph (1) the number of persons injured for the year 1938 should be 226,711, NOT 226,402 as issued.

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29/1/40 - No. 16.

COMMUNIQUE

NOT FOR PUBLICATION OR BROADCAST BEFORE THE MORNING  
OF TUESDAY, 30TH JANUARY, 1940.

SIMULTANEOUS PUBLICATION IN INDIA HAS BEEN ARRANGED.  
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The King has been pleased to approve the appointment of Mr. Lionel Clifford Horwill, I.C.S., at present an acting Judge of the High Court of Judicature at Madras, to be a Puisne Judge of that High Court, in the vacancy that will occur on the retirement, in February next, of Mr. Justice Stodart.

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INDIA OFFICE.

29th January, 1940

No. 17  
M.A.F. 146

JOINT ANNOUNCEMENT BY THE MINISTRY OF AGRICULTURE AND FISHERIES AND  
THE MINISTRY OF FOOD.

THE HOME-GROWN OATS (CONTROL & MAXIMUM PRICES) ORDER, 1940.

The Minister of Food has made the Home-Grown Oats (Control & Maximum Prices) Order, 1940, which will come into force on 1st February, 1940.

The Order controls the sale and distribution of home-grown oats in the United Kingdom and prescribes maximum prices for oats sold for purposes other than use as seed. The Order requires all growers of oats to sell their oats only to approved buyers, that is to say, persons milling oats for human consumption, merchants authorised to issue wheat certificates under the Wheat Acts, and such other persons as may be licensed as approved buyers. Approved buyers will be free to sell feeding oats to any person, but they will be permitted to sell oats for oatmeal milling only to another approved buyer (including an oatmeal miller) and oats for seed only to another approved buyer or to a grower buying such oats for use as seed. The maximum price to be paid to a grower for oats sold for feeding purposes will be 11/- per cwt., and in the case of oats sold for oatmeal milling for human consumption, the maximum price to the grower will be 13/- per cwt. until 29th February, 1940, and 12/- per cwt. after that date. Maximum prices are also laid down for sales by merchants to other merchants, to oatmeal millers or to farmers and others for feeding purposes.

It should be noted that the prices prescribed in the Order apply to sales during the present cereal year. The prices for the 1940 crop will be fixed at a later date.

A separate Order will be made in the course of the next few days providing for certain modifications of the principal Order in the case of Northern Ireland.

29/1/40 - No.18.

PRESS NOTICE.

The Royal Commission on Workmen's Compensation intimate that their next sitting for the purpose of taking evidence will be held in Room 137 on the first floor of Thames House (No.2 entrance), Millbank, London, S.W.1, on Thursday, 1st February at 10,30 a.m. and on Friday, 2nd February at 10,30 a.m.

The sitting of the Commission will be open to the public and the Press.

HOME OFFICE.

29/1/40. - No. 19.

TEA PRICES

The Ministry of Food have made an order revoking the Tea (Provisional Prices) Order 1939, which was made at the outbreak of War with the object of preventing speculation while the arrangements for the control of tea supplies were being completed.

The original order prescribed that the price of tea must not exceed that of similar tea just before the War, but the same freedom of choice of tea cannot now be available to blenders and dealers, and accordingly the principle of similarity is no longer applicable.

The Ministry are now making contracts with Empire producers and teas will be passed through trade channels for distribution to the consumer. Some variation from time to time in the supply of particular brands must be expected. Prices will be kept under close review.

MINISTRY OF FOOD

THIS IS NOT AN OFFICIAL STATEMENT, BUT IS PLACED AT THE  
DISPOSAL OF THE PRESS FOR SUCH USE AS THEY LIKE  
TO MAKE OF IT.

During the last three days there have been three particularly revolting cases of the sinking of neutral ships without warning, in conditions which gave the crews practically no chance of surviving, when the general conditions at sea can be better imagined than described. The following neutral vessels have been sunk without warning by enemy submarines:-

DANISH SHIP---- ENGLAND

The only survivor is the second officer who was picked up after 32 hours on a raft. He states that there were two explosions.

NORWEGIAN SHIP --- FARO

The wreck of the FARO drove ashore yesterday morning. The Captain and six men were rescued by breeches buoy. One boat originally containing eight men was washed ashore with one man alive and three bodies. The master states that after an explosion the crew abandoned ship in two boats, the master's boat subsequently returning to the ship.

NORWEGIAN SHIP --- HOSANGER

A boat belonging to the HOSANGER, containing three men in an exceedingly exhausted condition was picked up by one of H.M. ships. It is believed that these are the only survivors.

NAVAL AFFAIRS.

29/1/40. - No. 21.

NOT TO BE QUOTED AS AN AIR MINISTRY ANNOUNCEMENT.

TODAYS AIR RAIDS.

Enemy aircraft today made the most ambitious series of attacks on British shipping which they have yet attempted.

The attacks were distributed over four hundred miles of coast - from the mouth of the Tay in the north to the Kentish coast in the South.

The time during which the attacks were made extended from shortly **after** 9 a.m. till nearly midday.

In spite of severe weather conditions and poor visibility R.A.F. fighter command aircraft were able to engage and drive off the enemy at many points. In the Tyneside area anti-aircraft guns were also in action.

As a precaution air raid warnings were sounded in several North East coast districts.

One raider is reported to have dropped seven bombs near the steamer 'Llan Wern' in the Tyneside area without securing a hit.

Another enemy aircraft attacked the S.S. Imperial Monarch off the Scottish coast but fled towards the clouds as soon as British fighters were sighted. Two fighters fired at the raider at long range before he disappeared.

Off Tyneside, a Heinkel bomber came out of the clouds and the pilot found himself flying straight into a section of British fighters. When he saw his danger he climbed steeply into the clouds and made off but not before the fighters had opened fire.

Further South, fighters attacked a Heinkel which fled East into low-lying clouds, firing his rear gun. One fighter was struck by a single bullet but no damage was done.

Other enemy raiders were driven away by fighters while attacking ships off the Yorkshire coast.

Two of the vessels attacked by the raiders were defenceless lightships.

Later in the morning, enemy aircraft raided ships off the Kentish coast. Ships which reported attacks were the S.S. 'Miriam', 'S.S. 'British Officer', 'S.S. 'Atholl Monarch' and S.S. 'Danny Bryn.'

Further ships reporting attacks at various points were S.S. 'Stanburn', 'Otterpool', 'Knitsley' and 'Wellpark'

AIR AFFAIRS.

-----oOo-----

29/1/40. - No. 22.

CANADIAN'S SERGEANT'S TRANSFER.

RECOMMENDED FOR COLDSTREAM GUARDS COMMISSION.

Sergeant Andrew Drummond Hay, member of the first Provost Company of the Royal Canadian Mounted Police, has been recommended for a Commission in the Coldstream Guards. He began his officer's training course today.

Sergeant Hay not only becomes the first Canadian of the 1st Division to be transferred to an Imperial Unit for promotion, but also he realises a long standing ambition. He always hoped to become a Coldstreamer, as his father formerly commanded this regiment, and a brother is a serving officer with the unit.

During their Majesties' tour of Canada last summer, Hay was one of a select group singled out to serve as body-guard on the Royal train.

29/1/40. - No.23.

CIGARETTES FOR THE CYPRUS MULETEERS.

A Cypriot firm of Cyprus cigarette manufacturers has sent a gift of 5,000 cigarettes to the Cyprus Muleteer Unit serving with the B.E.F.

A number of English women are making comforts especially for the use of the Cypriot contingent in France.

EMPIRE AFFAIRS.

-----oOo-----

MORE ULSTER LINEN FOR THE U.S.A.

During 1939 there was a substantial increase in the value of Ulster linen exports to the United States of America, 9,301,541 dollars' worth being sold as compared with 6,548,692 dollars' worth in 1938.

The number of unhemmed linen handkerchiefs totalled 4,563,229 as against 2,218,882, and the number of linen handkerchiefs hemmed or hemstitched 2,659,220 compared with 1,152,102. The weight of plain woven linen (under 4 ounces) rose from 1,227,618 lb. in 1938 to 2,846,682 lb. last year.

Although prices rose during 1939 to augment the total, these figures are a very good augury for the new plans of the linen industry to increase its exports to the U.S.A., Canada and other American countries so that additional dollar currency may be obtained to assist in the prosecution of the war.

Linen is the second largest item of British exports to the U.S.A., and the improved position of the industry is due in considerable measure to concessions under the Anglo-American Trade Pact.

25

MINISTRY OF AGRICULTURE

NEWS SERVICE FOR ALLOTMENT HOLDERS NO.11.

SITTINGBOURNE'S BIG DRIVE.

A most satisfactory Urban Horticultural Committee has been set up at Sittingbourne, Kent. Its membership includes representatives of the Urban District Council Allotments Committee; the local seed trade; allotment and gardening societies in the district; the two paper mills; and local schools. The offices of the District War Agricultural Committee have been placed at its disposal for meetings.

By way of propaganda a letter from the Committee, calling attention to the need for food production in allotments and gardens and indicating the ways in which the Committee is prepared to help, is being delivered to householders by members of the Committee with the help of school children and this will be followed by a personal visit to the householders by the members, each being responsible for a certain district. By this means it is hoped to ascertain the need for advice and a panel of advisers is being set up to meet the need.

In addition local cinemas are being asked to help, and seedsmen in the town have agreed to devote part of their window displays to publicity on behalf of the Committee. The seedsmen's representatives have also stated that they will be willing to allow a discount of 10% on seeds purchased from their firms on production by buyers of a registration card issued by the Committee.

Preston Pushes Forward.

At Preston, Lancashire, allotments are being provided rent free for unemployed, old age pensioners, boy scouts and girl guides. The Parks Superintendent, acting as Technical Adviser to the Horticultural Committee, is laying down demonstration allotments, one on each allotment site; nine in all with a possibility of extension to fifteen. The initial cultivation is being done by the Parks staff, and subsequent management will be

the responsibility of the local Allotment Association. A series of six fortnightly lectures has been arranged to be given in the Town Hall.

#### Queues at Kew.

Kew has turned to vegetable production and it is gratifying to find that, in more senses than one, its efforts have not fallen on stony ground. Its famous Green has been ploughed up and reveals a brown, loamy soil of quite good depth and already there are many more applications for allotments than the Green can accommodate.

Mr. G. Humphreys, the Parks Superintendent, is taking steps to acquire more sites for the unsuccessful applicants for plots on the Green.

#### Bournemouth Looks Ahead.

Bournemouth has pegged out 332 plots in readiness for working and over 300 applications have been received. But this falls far short of Bournemouth's expectations of what it hopes to do in the way of digging for victory. The Corporation has scheduled 59½ acres of land, which, at 14 plots to the acre, would provide over 800 allotments. More land can be requisitioned if necessary.

The Corporation is impressing on its citizens the fact that it is no use waiting until scarcity presses. Food will not grow overnight and crops of a general character often do not grow at their best in the first year. Now, this week, is not too early to take over fresh land and begin preparing it for vegetable production.

#### Lime at Half Price.

As has already been announced by Sir Reginald Dorman-Smith, those with private gardens attached to houses or cottages may now buy lime at half price, and basic slag at three-quarters price, by taking advantage of the Land Fertility Scheme.

But the Scheme would become impossibly complicated if the lime and slag subsidy were granted to every individual who bought a small consignment. Therefore to obtain the subsidy, not less than two tons must be ordered. This difficulty can be easily overcome, however, if a few gardeners will get together to form their own association that can order not less than two tons at a time. Householders in the same road might do this, cottagers in the same village, or even farm workers on the same farm if they want cheap lime and slag for their gardens.

The association must have written rules governing its constitution, but these can be of the briefest and the whole procedure is exceedingly simple.

#### Vegetables and Your Health.

##### The Nutritional Value of Vegetables.

It is possible for the human body to obtain all the nourishment it needs from a purely vegetable and fruit diet but, in the ordinary mixed diet of the meat and bread-and-butter eater, vegetables, with certain exceptions, are of chief value in supplying vitamins and mineral salts. In addition, the carbohydrates required for energy, of which the most important are starch and sugar, are supplied by potatoes and root vegetables especially potatoes. Potatoes, as everyone knows, can take the place of bread in supplying our needs for bulky, starch foods.

The body-building proteins are contained in all living matter, but in the vegetable kingdom they are stored up especially in the seeds of many plants. Hence our best sources of vegetable protein are the crops of which the part we eat is actually the seed, namely, peas and beans.

The greatest value of vegetables in our diet, however, lies in the vitamins they contain. There are at least six well-defined vitamins and of these all but one are readily obtainable from vegetables of different kinds. Unfortunately, some of the vitamins are partially destroyed by cooking, and the longer the

cooking the greater the damage. Hence, those vegetables which we eat uncooked or only lightly cooked are the most valuable from this point of view. The outstanding vegetable in this respect is the lettuce. It contains relatively large quantities of all the vitamins except one and, as we do not cook it, we get full value. Incidentally, the lettuce also contains a substance that encourages sleep. This attribute of the lettuce used to be better appreciated than it is now.

Tomatoes, are specially valuable, since they are normally eaten raw and contain large quantities of vitamin C, as well as some of the others. Young carrots, particularly when eaten raw, are an important source of vitamin A which, among other things, is believed to help in protection against some infectious diseases.

Of the vegetables which are almost always cooked, one of the most outstanding from the nutritional viewpoint is spinach; it is very rich in vitamins and is one of the best sources of iron, which we need primarily for the blood. Peas and all green vegetables, especially if cooked for the minimum time, preferably by steaming, are valuable for vitamins and mineral salts, but the blanched vegetables such as celery, seakale, endive and cabbage heart, are not important nutritionally. The same must be said of the onion, for it contains little of real food value; its importance lies in its flavour. After all, eating is more than mere feeding, and a diet must have palatability and variety as well as food value.

To sum up then, grow and eat potatoes for their energy value; peas and beans for their building power; and green vegetables, especially lettuce, spinach and greens, for their protective properties. Cook only what must be cooked and then as quickly as possible, by steaming for preference.

Ministry of Agriculture and Fisheries,  
10, Whitehall Place,  
London, S.W.1.

29th January, 1947.

29/1/40. - No. 26.

AIR RAID WARNING IN SHETLANDS AREA.

The Air Ministry announces:

An air raid warning was sounded in the Shetlands shortly after midday today. Several bombs were dropped in the sea; no damage or casualties have been reported. The "raiders passed" signal was given after some fifty minutes.

Fighters went up but owing to unfavourable weather conditions no interception was made.

AIR AFFAIRS

29/1/40 - No.27.

MINISTRY OF FOOD ANNOUNCEMENT

Current Meat Supplies.

The Ministry of Food state that owing to weather conditions the number of stock entered at markets continues to be below normal. This necessitates the issue of a higher proportion of frozen meat.

Mutton, both home-killed and imported, is in better supply than beef. Pork for the time being is in short supply.

The fighting services have the first claim on available supplies of frozen beef; and the civilian population is asked to accept a higher proportion of mutton and a smaller proportion of beef than usual. Every endeavour is being made to allocate available supplies equitably, but for the present some consumers who have been accustomed to home-killed meat, may have to accept frozen meat instead, and some who would prefer beef may have to accept mutton.

The public can materially assist not only the Ministry of Food, but also their retail butchers, by cheerfully accepting what meat is available, and not insisting on particular varieties, bearing in mind that the total quantity that is being distributed is sufficient to provide a reasonable amount for every consumer.

-----oOo-----

29/1/40 - No.28

ANGLO-FRENCH CO-OPERATION IN SHIPPING MATTERS.

Sir John Gilmour, the Minister of Shipping, has recently received a visit from Monsieur A. Rio, the French Minister of Mercantile Marine, accompanied by Monsieur Jean Marie, Director of Maritime Transport in time of war.

The consultations which ensued were also attended by Sir Cyril Hurcomb, Chairman of the Anglo-French Permanent Executive Committee for Shipping, and by Monsieur Hypolite Worms, Head of the French Delegation to the Committee.

These conversations have resulted in the exploration in a spirit of mutual understanding of the various problems now presenting themselves in connection with maritime co-operation between the two countries.

MINISTRY OF SHIPPING.

NOT TO BE PUBLISHED BEFORE THE MORNING NEWSPAPERS  
OF 31ST JANUARY, 1940 OR BROADCAST BEFORE 7 A.M.  
ON THAT DATE.

WAR OFFICE CASUALTY LIST NO. 1.

The Army Council regret to announce the following casualties.

These names represent all casualties up to 31st December, 1939.

The next-of-kin have already been notified.

OFFICERS.

KILLED (at sea, ex S.S. "Yorkshire").

EAST LANCASHIRE REGIMENT.

BEER, Capt. F.W. P/23782.

ROYAL ARMY MEDICAL CORPS.

REYNOLDS, Lt. Col. W.L.E., M.C. P/8773.

ROYAL ARMY ORDNANCE CORPS.

CORNFORD, Lt. Col. H. P/20134.

DIED.

EXTRA REGIMENTALLY EMPLOYED LIST.

DOUGLAS, Capt. (Qr.Mr) W.F.R., M.B.E.  
P/49680.

ROYAL ARMOURED CORPS.

(ROYAL TANK REGIMENT).

HUBBARD, Lieut. R.J. P/67435.

ROYAL ARTILLERY.

CROSS, Lt. Col. N.P. P/2053.  
EMSLIE, 2nd Lt. J.W. P/98028.  
FRENCH, 2nd Lt. J.G. P/50381.  
GODFREY, Major A.F.H. P/26247.  
LEITH-HAY, 2nd Lt. C.A. O'N. P/77554.  
HAYWARD, Capt. T.R. P/60762.  
MAINWARING, Lieut. V.F.W. P/105810.  
MUIRHEAD, Lt. Col. A.J. P/33938.  
POTTER, Major N.A.R. P/21721.  
RADCLIFFE, Major C.G. P/11013.  
SARGEANT, 2nd Lt. J.B. P/86694.  
SOWERBY, 2nd Lt. R.T.R. P/98349.  
SUCKSMITH, 2nd Lt. W.A. P/73339.

DIED (contd)

ROYAL ENGINEERS.

BESSELL, Lt. J.E. P/49015.  
HUNTER, 2nd Lt. P.W. P/87218.  
LARKE, Lt (Qr.Mr) P.J. P/75325.  
MOUNT, 2nd Lt.N.E. P/97706.  
OLIVER, A/Capt. R.L. P/99248.  
PIRIE, Lt.Col. G.M. P/6562.  
REISS, Lt. B.C. P/66043.  
TUCKER, Capt. R.F. P/76666.

COLDSTREAM GUARDS.

LASCELLES, Lt.Col. J.N.P. P/13766.

SCOTS GUARDS.

TURNER, Lieut. (Qr.Mr) J. P/63245.

LINCOLNSHIRE REGIMENT.

MITCHELL, 2nd Lt. R.G. P/75046.

LEICESTERSHIRE REGIMENT.

DRIVER, 2nd Lt. H.H. P/76756.  
RALEIGH, Major A.G., M.C. P/13085.

LANCASHIRE FUSILIERS.

HULL, Lt. H.G. P/62408.

ROYAL SCOTS FUSILIERS.

COSH, Lt. S. P/78842.

ROYAL WELCH FUSILIERS.

ROBERTS-MORGAN, Capt. D., D.C.M., M.M.  
P/15822.  
GARNONS-WILLIAMS, Lt.Col. H.F. P/9670.

GLOUCESTERSHIRE REGIMENT.

BURNEY, Lt. N.M. P/63826.

EAST LANCASHIRE REGIMENT.

NAPPIN, 2nd Lt. A. P/59929.

DUKE OF CORNWALL'S LIGHT INFANTRY.

ARNOLD, Lt. M.E.D. P/65697.  
MILWARD, 2nd Lt. P.C.S. P/95474.

HAMPSHIRE REGIMENT.

COURTIER, Capt. R.F. P/62863.

NORTHAMPTONSHIRE REGIMENT.

EKINS, Capt. R.N. P/48905.

QUEEN'S OWN ROYAL WEST KENT REGIMENT.

HULL, Lt.Col. H.C.E., D.S.O. P/4619.

DIED (contd).

KING'S SHROPSHIRE LIGHT INFANTRY.

JONES, Lt. H.G.E.E. P/13768.

WILTSHIRE REGIMENT.

DINGLE, Lt. G.V.T. P/48348.

NORTH STAFFORDSHIRE REGIMENT.

WHITLA, Lt. J.R.H. P/10684.  
(Attached South Lancashire Regiment).

ROYAL ARMY SERVICE CORPS.

CLARKE, Capt. E.C. P/76313.  
FRANCIS, A/Capt. D.E. P/108315.  
GEORGE, Major A.C.W., M.C. P/27623.  
MARTIN, Lt. W.F., M.M. P/77098.  
PELLY, 2nd Lt. E.G., D.S.O., M.C. P/101521.  
WILSON, Capt. E.L. P/60471.

ROYAL ARMY MEDICAL CORPS.

CRITCHLEY, Lt. A.N.F. P/87502.  
HILL, Lt. A.E. P/98634.  
LLOYD, Lt. I. P/104684.  
SAUNDERS, Capt. G.H. P/73565.  
TODD, Acting Major T.F. P/93591.

ROYAL ARMY PAY CORPS.

RUSHTON, Lt. F.V. P/48477.

GENERAL LIST

EDESCON, A/Capt. A. P/102450  
LUXMCCRE, 2nd Lt. C.F.C. P/107706.  
ROBERTSON, Capt. G.J. P/41264.

QUEEN ALEXANDRA'S IMPERIAL MILITARY NURSING  
SERVICE (RESERVE)

DAVIDSON, Staff Nurse E.F.

WARRANT OFFICERS, N.C.O's AND MEN.

4.

KILLED.

LEICESTERSHIRE REGIMENT.

BARROW	L/Cpl.	P.
WALKER	Cpl.	R.W.T.
WOODWARD	Pte.	E.W.

KING'S SHROPSHIRE LIGHT INFANTRY.

PRIDAY	A/Cpl.	T.
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HIGHLAND LIGHT INFANTRY.

BROOKS	Pte.	J.
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KILLED (AT SEA EX S.S. "YORKSHIRE").

ROYAL TANK REGIMENT.

ALLAWAY	L/Cpl.	W.C.
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ROYAL NORFOLK REGIMENT.

BONE	L/Cpl.	A.E.
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GLOUCESTERSHIRE REGIMENT.

HANDY	Pte.	D.E.
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KING'S OWN YORKSHIRE LIGHT INFANTRY.

BROWNHILL	Pte.	J.
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ROYAL ARMY MEDICAL CORPS.

BRADLEY	Pte.	W.
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DIED OF WOUNDS.

LEICESTERSHIRE REGIMENT.

BARNES	Cpl.	W.H.
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WOUNDED.

ROYAL CORPS OF SIGNALS.

BARR	Signm.	T.
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LEICESTERSHIRE REGIMENT.

BARKBY	Sjt.	G.
BEE	L/Cpl.	F.P.
CLARKE	Pte.	J.E.
DAWSON	Pte.	F.
HUMBER	L/Cpl.	B.H.
JACKSON	Pte.	L.
LAMEY	Pte.	T.
PARKER	L/Cpl.	F.W.
PIZER	Pte.	J.D.
TOWSON	Pte.	M.J.
WESLEY	Pte.	J.R.

DECEASED (CONTINUED)BLACK WATCH.

BELL,	Pte.	A.T.
McGREGOR,	Pte.	A.G.

KING'S SHROPSHIRE LIGHT INFANTRY.

JAMES,	Pte.	G.V.
LEE,	Cpl.	J.
LOWE,	W.O.III	M.
MAILE,	Pte.	O.
MAUND,	Pte.	E.
MOORE,	Pte.	T.
STACEY,	Pte.	T.

HIGHLAND LIGHT INFANTRY.

BINGHAM,	Pte.	G.
McCOLL,	Pte.	H.

ROYAL ULSTER RIFLES.

CLARKE,	Rfn.	P.
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MISSING. (AT SEA EX S.S. "YORKSHIRE").

ARMY EDUCATIONAL CORPS.

BARBER,	W.O.I.	A.C.
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DIED.ROYAL HORSE GUARDS.

EVANS,	Tpr.	G.
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THE ROYAL DRAGOONS.

CHAPLIN,	Tpr.	F.D.
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ROYAL SCOTS GREYS (2ND DRAGOONS)

WILSON,	Farr.	H.H.
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CAVALRY TRAINING REGT.

BURN,	Tpr.	E.
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LEICESTERSHIRE YEOMANRY.

EGGLESTON,	Tpr.	E.S.
JENKINS,	Tpr.	S.O.

NORTHUMBERLAND HUSSARS.

SCARTH,	Tpr.	R.
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NOTTINGHAMSHIRE YEOMANRY.

CRATE,	Farr.	E.
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ROYAL WILTSHIRE YEOMANRY.

PRATTEN,	Tpr.	S.
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DIED (CONTINUED).LOVAT SCOUTS

CAMERON	Tpr.	C.
MACKENZIE	Tpr.	R.

ROYAL ARMOURED CORPS

ALLEN	Tpr.	W.
DOLMAN	Tpr.	J.
FULFORD	Tpr.	A.
MORBAY	Sjt.	G.
MOWATT	Tpr.	D.R.

ROYAL ARMOURED CORPS (HUSSARS)

AVIS	Tpr.	R.
BASS	S.Q.M.S.	W.C.
CHAPMAN	Tpr.	C.A.
HEWITT	Sgt.	J.
JARVIS	Sgt.	G.A.
RICHARDSON	L/Cpl.	A.

ROYAL ARMOURED CORPS (LANCERS)

DARVELL	Tpr.	E.T.
SIME	L/Sjt.	H.R.

ROYAL ARMOURED CORPS (ROYAL TANK REGIMENT)

BOWER	Tpr.	J.R.
COLES	Pte.	C.A.E.
DWYER	Tpr.	E.
GLIDDON	Pte.	L.
MIDDLETON	Tpr.	J.W.
TAGG	Tpr.	J.L.

ROYAL ARTILLERY

ACQUROFF	Gnr.	A.
ADAMS	Gnr.	D.R.
ALLEN	Sjt.	B.
ANDERSON	Gnr.	A.
ASKEY	Gnr.	H.
ASTON	Gnr.	J.
ASTON	Gnr.	J.A.
AUDLEY	Gnr.	L.F.
AYLEY	Gnr.	A.R.J.
BAILEY	B.Q.M.S.	H.E.
BAIRD	A/L/Sjt.	H.
BARTCLAY	L/Bdr.	D.
BATESON	Gnr.	J.
BIDDLE	Gnr.	R.H.
BILBEY	Gnr.	F.J.
BLACKBURN	Bdr.	K.
BOOTH	Gnr.	G.
BOURNE	Gnr.	A.
BOYD	Bdr.	T.W.
BOYTON	Gnr.	N.
BRADLEY	A/L/Sgt.	D.
BRICKLEY	Gnr.	T.
BRIERS	Gnr.	F.G.
BURDETT	Gnr.	J.

ROYAL ARTILLERY (continued)DIED continued.

BUSH,	Gnr.	S.G.
BUTCHER	Gnr.	A.E.
CAMERON,	Gnr.	J.T.R.
CARR,	Gnr.	A.B.
CHARLESWORTH	Sjt.	F.
CLARK	T/SM	F.E.
CLARKE	Gnr.	D.
COCKS	Gnr.	C.J.
COLLINS	Gnr.	A.G.
COOPER	Gnr.	A.J.
COYNE	Gnr.	W.
COX,	Gnr.	A.W.
CRAWFORD,	Sgt.	R.
CRUMP	L/Sgt.	J.H.
DONNELLY	Gnr.	D.
DUFFY,	Gnr.	O.
DWYER,	Gnr.	G.W.
PROBYN-EVANS	Gnr.	N.S.
FARR,	Gnr.	A.N.
FAWCETT,	Gnr.	F.
POWKES,	Gnr.	R.H.
FRETWELL,	Sgt.	C.
GASSOR	Gnr.	I.C.
GIBB,	Gnr.	J.H.
GILSON,	Gnr.	S.J.
GORDON,	Gnr.	R.
GOVER	Gnr.	S.W.
GOWLAND	Gnr.	G.
GRAHAM	Gnr.	A.
GREENWOOD	Sgt.	E.
GRIFFITHS	Pte.	F.
GUNNING	Gnr.	E.
HALL	Gnr.	A.G.
HARPER	Bdr.	E.D.
HARRIS	Gnr.	A.
HARRIS	T/W.O.I.	C.A.
HARRIS	Gnr.	K.G.
HAWES,	W.O.II	C.A.
HAWES	L/Sgt.	F.J.
HAWKINS	Spr.	W.B.
HAZELL	Gnr.	J.A.
HEALY	Gnr.	C.
HEATH	Pte.	R.M.
HILDREW	QM Sgt.	N.
HODSON	Gnr.	J.
HUGHES	Gnr.	H.
HUGHES	Gnr.	O.
JACKSON	Gnr.	G.W.
JEHAN	Gnr.	R.C.
JEZZARD	Bdr.	G.L.
JOHNSON	Gnr.	W.
KEEGAN	Gnr.	A.
KILDUFF	Dvr.(MT)	T.
KING	Gnr.	E.
LACEY	Pte.	J.W.A.
LATTA	Gnr.	D.G.
LEWIS	Gnr.	D.O.

ROYAL ARTILLERY (continued).

LEWIS	Gnr.	W.R.
LLEWELLYN	Gnr.	G.V.L.
LLOYD	Gnr.	W.
LORENZ	Gnr.	G.
LOUD	Bdr.	H.W.
LOWDEN	Gnr.	H.
LOWTHORPE	Gnr.	C.
LYTH	Gnr.	C.
McCAFFERTY	Gnr.	E.D.
McKENZIE	Gnr.	C.
MITCHELL	Sgt.	A.
MORTON	Gnr.	J.J.
NATHAN	Gnr.	A.
ONIONS	Gnr.	H.
PAYTON	Gnr.	A.E.
PENGILLY	Gnr.	J.
POWELL	Gnr.	C.
POWELL	Gnr.	S.
RABY	Gnr.	D.P.
REID	Dvr.	S.
ROBERTS	Gnr.	P.A.
ROBINSON	Gnr.	G.S.
ROCHE	B.Q.M.S.	J.T.
ROGAN	Gnr.	E.
ROUTLEDGE	Gnr.	J.
RUDDICK	Gnr.	J.C.
RYALLS	L/Bdr.	W.
SAUNDERS	Gnr.	J.T.C.
SANMYER	Gnr. (Dvr i/c)	R.G.
SHARRATT	W.O.11	J.E.
SITHERAS	Gnr.	A.G.
SLOAN	Sgt.	S.J.
SMITH	Gnr.	M.C.C.
STREADBURY	W.C.111	W.E.
STACEY	L/Sgt.	R.G.L.
STEELE	Gnr.	W.
STENHOUSE	W.O.11	A.
STOKES	Gnr.	A.
STUBBINGS	Gnr.	A.H.
TATE	Bdr.	F.L.
THOMAS	Bdr.	A.F.
THOMAS	Gnr.	B.
THOMPSON	T.S.M.	A.
TITHERIDGE	L/Bdr.	D.
TOMLIN	Gnr.	S.J.
WALKER	Dvr.	R.A.
WARE	Gnr.	R.A.
WATKINS	Pte.	A.A.
WATSON	Gnr.	A.
WATSON	A/Sgt.	P.P.
WELLS	Gnr.	J.
WEST	Gnr.	B.
WESTON	Bdr.	W.
WHITE	Gnr.	F.
WILSON	Gnr.	J.W.
WONDERLING	A/L/Sgt.	H.
WOOD	S/Sgt.	J.H.
WOODS	Gnr.	M.J.
WOOMBLE	Gnr.	A.D.
WRIGHT	Bdr.	H.B.

ROYAL ENGINEERS.DIED (Contd.)

9.

ALDEN	L/Cpl.	L.R.
ATKINSON	Spr.	H.
AUSTIN	Spr.	D.J.
BEECHEY	Spr.	J.W.
BROSTER	Sgt.	T.H.
BRYAN	Spr.	J.
BUCHANAN	Spr.	W.
BURNARD	Sgt.	F.
BURNETT	Pte.	F.
CARTER	Spr.	T.J.H.
CATHCART	Spr.	A.C.
CLIFFORD	Sgt.	R.G.
COLLINS	Spr.	L.C.
GOULSON	Spr.	F.J.
COUSINS	Spr.	A.A.
COWELL	Spr.	E.E.
CRAWFORD	Cpl.	J.
CROFT	Spr.	H.A.
DAWSON	Q.M.S.	W.H.
DAUBREY	L/Cpl.	D.A.
DIDCOCK	Spr.	D.E.
DONCASTER	Spr.	G.W.
FINCH	Spr.	W.
FIRTH	Spr.	W.
FLINT	Spr.	H.
FRIEND	Spr.	A.T.
GALTRESS	Spr.	G.F.
GIBSON	L/Cpl.	H.W.
HARROTT	Spr.	W.
HART	Spr.	J.
HENSTRIDGE	Sjt.	T.J.
HUGHES	Gnr.	O.
HUNTER	Spr.	R.C.
JACKSON	Spr.	D.
JAMES	Spr.	W.H.
JENNINGS	L/Cpl.	J.W.
JONES	Dvr.	A.
KEMISH	Spr.	G.E.
KENNING	Spr.	B.
KINLOCHLIN	Spr.	J.
LEITHES	Spr.	A.E.
McCONVILLE	A/Cpl.	W.
MITCHELL	Sgt.	E.F.
MULLANEY	Spr.	J.P.
MURPHY	L/Cpl.	T.D.
NETTLEINGHAM	Cpl.	W.T.
NORRIS	Spr.	J.G.
OLDHAM	Spr.	W.
O'MARA	Spr.	J.P.
PASFIELD	Cpl.	W.
PAYNE	L/Sjt.	A.A.G.
PELOW	Spr.	S.
PRESTON	Cpl.	C.G.
RATCLIFFE	Spr.	J.
ROBERTS	Spr.	M.
ROLFE	Spr.	A.H.
ROSE	S/Sgt.	B.C.
ROSS	Spr.	W.E.
SADLER	Spr.	L.H.
SANDERS	Spr.	W.
SAVAGE	L/Cpl.	P.C.
SHERRATT	Spr.	A.
SWEETNAM	Spr.	J.A.
TAIT	C.Q.M.S.	W.
TARLING	Spr.	G.E.
TARR	Spr.	A.C.
WHITE	Spr.	J.H.
WORSLEY	Sjt.	J.H.
WYATT	Spr.	W.E.
YATES	Cpl.	J.

ROYAL CORPS OF SIGNALS.DIED. (Continued)

ANDERSON.	Sigmn.	C.
ASKINS.	Sigmn.	S.F.
BELLWOOD.	F/S/Sgt.	W.
BENNETT.	Sigmn.	C.J.
BIRD.	Sigmn.	W.E.
BOOTH.	Sigmn.	M.
BRIDGER.	Sigmn.	H.G.
BRUCE.	L/Cpl.	A.J.
CASE.	Sigmn.	S.
CATTRALL.	Sigmn.	W.
CLARK.	Sigmn.	J.
CROSBIE.	Sigmn.	W.H.
CROWTHER.	Sigmn.	F.
CUTHBERTSON.	Sigmn.	R.
DEANUS.	Sigmn.	G.
DELANEY.	Sigmn.	J.R.
GIDDINGS.	Sgt.	W.E.
GILES.	L/Sgt.	J.W.
GLEDHILL.	Sigmn.	E.
GOODING.	Sigmn.	R.A.
GRAHAM.	L/Cpl.	J.
GRAHAM.	A/L/Cpl.	J.H.
HEYWOOD.	Sigmn.	F.G.
HILL.	Sigmn.	F.
HINNIGAN.	Sigmn.	J.
HIRD.	Sigmn.	S.
HORNELL.	L/Cpl.	W.
JONES.	Sigmn.	B.
KIBBLER.	Sigmn.	G.C.A.
KITCHING.	Sigmn.	C.
LARMAN.	Sigmn.	D.C.
McGINNIS.	Sigmn.	D.H.G.
MILES.	Sigmn.	J.T.
MURRAY.	Sigmn.	G.
NAYLOR.	Sigmn.	A.R.
ORFORD.	Sjt.	J.
OSTLE.	Dvr.	W.S.
PIRIE.	Sigmn.	W.
RICHARDSON.	Sigmn.	G.F.
RICHMOND.	T/L/Cpl.	E.
SMITH.	L/Cpl.	C.W.
SMITH.	Sigmn.	H.P.
SULLIVAN.	Sigmn.	W.M.
SYMMONS.	Sigmn.	W.E.
TAYLOR.	Sigmn.	C.H.
TAYLOR.	Sigmn.	R.C.
TRESLOVE.	Sigmn.	G.W.
UNDERWOOD.	Sigmn.	F.
WALKER.	Sigmn.	N.M.
WATTS.	Sigmn.	J.S.
WOOD.	Sigmn.	R.

GRENADIER GUARDS.DIED. (Continued)

BRADBURY.	Pte.	C.S.
HOLDING.	L/Sjt.	J.A.
MACE.	Pte.	J.A.
MEE.	Pte.	F.
PERKINS.	Pte.	S.E.
STIMPSON,	Pte.	A.O.

GOLDSTREAM GUARDS.

BURRITT.	Pte.	C.R.
LIGHT.	L/Sgt.	W.A.
WHITE.	Sjt.	A.R.

SCOTS GUARDS.

CAUKWELL.	Pte.	J.W.
NAPIER.	Pte.	A.

IRISH GUARDS.

GALLAGHER.	W.O.III	J.
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WELSH GUARDS.

GRIFFITHS.	Gdsman.	W.D.
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DIED (continued)ROYAL SCOTS

GRINDLEY, Pte. S.F.

THE QUEEN'S ROYAL REGIMENT (West Surrey)

HUGHES, Pte. G.H.  
 MAYNARD, Pte. F.J.  
 MUIRHEAD, Pte. M.K.S.  
 WHITE, Pte. D.R.

THE BUFFS

INGS, C/Sgt. G.F.  
 MARRIOTT, Pte. A.

KING'S OWN ROYAL REGIMENT (Lancaster)

ELSDEN, C.S.M. C.W.  
 LAWSON, Pte. T.A.  
 TERRY, Pte. E.

ROYAL NORTHUMBERLAND FUSILIERS

HARPER, Pte. W.  
 MARSHALL, Pte. J.  
 RAILTON, Fus. A.  
 SCOTT, Pte. A.

ROYAL WARWICKSHIRE REGIMENT

BRADLEY, Pte. R.G.  
 CULLEN, Cpl. C.  
 HUBBARD, Pte. B.  
 ROGERS, L/Cpl. J.E.  
 TAYLOR, Pte. A.  
 WADSWORTH, Cpl. W.C.

ROYAL FUSILIERS

HAZLEWOOD, A/Sjt. T.  
 JOHNSTON, Cpl. D.H.  
 McGILLICUDDY, Cpl. D.  
 SMITH, Sgt. R.P.

KING'S REGIMENT (Liverpool)

O'HARA, Pte. A.  
 THOMAS, Pte. G.

ROYAL NORFOLK REGIMENT

ABLETT, Pte. J.R.J.J.  
 EMMERSON, Pte. A.  
 HAWKES, Pte. V.A.  
 HICKS, Pte. L.J.  
 WALKER, Pte. H.A.

LINCOLNSHIRE REGIMENT

STOCKS, Pte. A.

DEVONSHIRE REGIMENT

CLARK, Pte. R.S.  
 DOCKETT, Pte. H.  
 LETTEN, Pte. F.  
 RAINBOW, Pte. H.R.  
 LEE-ROBERTS, Pte. T.A.S.

DIED (continued)

13.

DEVONSHIRE REGIMENT (continued)

THOMPSON, Band/Sjt. W.

SUFFOLK REGIMENT

HAYNES, Pte. A.J.  
POLAND, Pte. H.V.

DIED (Contd.)SOMERSET LIGHT INFANTRY

BEER,	W.O.1	G.F.
HILLARD,	Pte.	A.J.
QUINN,	Pte.	W.J.
WATERWORTH,	Pte.	H.M.

WEST YORKSHIRE REGIMENT

CROSS,	Bdsm.	L.
HOLLERAN,	Cpl.	M.
HORWELL,	Pte.	T.
MASTERMAN,	Pte.	J.E.
WHITEHURST,	Pte.	W.

EAST YORKSHIRE REGIMENT

HARGREAVES,	Pte.	J.
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BEDFORDSHIRE & HERTFORDSHIRE REGIMENT

ALLEN,	Pte.	R.
GODFREY,	Pte.	S.A.
LAWTON,	Pte.	A.E.
McCULLOUGH,	Pte.	J.M.

LEICESTERSHIRE REGIMENT

BERRY,	Cpl.	M.G.
FINDLEY,	Pte.	A.
MASON,	Pte.	A.J.
SNOW,	Sgt.	L.

GREEN HOWARDS

BARRETT,	Pte.	J.
BOWYER,	Sgt.	F.L.L.
KRIEHN,	Pte.	W.
MALCOLM,	Pte.	D.R.

LANCASHIRE FUSILIERS

CHOLLERTON,	Fus.	R.
GRIFFITHS,	Fus.	T.
HALL,	Pte.	W.
HOLLAND,	Pte.	H.
PICTHALL,	A/Cpl.	G.

R. SCOTS FUSILIERS

MacNAUGHTON,	Pte.	D.
MAIR,	Pte.	J.
PATTERSON,	Pte.	D.
WEBSTER,	Pte.	W.J.
WHITE,	Pte.	J.

DIED (Contd.)CHESHIRE REGIMENT

BARNES	Cpl.	H.K.
BOOTH	Cpl.	C.
BURTON	Sgt.	H.
CLARKE	Pte.	J.G.
CORK	Pte.	W.H.
HARRISON	L/Cpl.	H.
NEEDHAM	Pte.	W.
PENDLETON	Pte.	J.
REYNOLDS	Pte.	J.F.
ROBINSON	Col/Sgt.	J.
SCANLON	Pte.	J.
SLADE	Pte.	F.

ROYAL WELCH FUSILIERS

BRADSHAW	Pte.	V.C.
DAVIES	Pte.	O.L.
GRIFFITHS	Fus.	D.R.
LANGFORD	Sjt.	F.
THOMAS	Fus.	T.W.

SOUTH WALES BORDERERS.

HAMMONDS	Pte.	T.J.
JOHN	Pte.	I.L.
MILLARD	Pte.	C.
PARRY	Pte.	A.
FUGH	Cpl.	R.C.

KING'S OWN SCOTTISH BORDERERS

HENDERSON	L/Cpl.	L.
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CAMERONIANS (SCOTTISH RIFLES)

KELLY	Pte.	E.
McFARLANE	Pte.	A.D.
McLAUGHLIN	Pte.	J.

DIED (contd).ROYAL INNISKILLING FUSILIERS.

LAMONT, Sgt. J.  
McGRILLIS, Fus. J.  
QUIGG, L/Sjt. R.W.

GLOUCESTERSHIRE REGIMENT.

BARKER, Pte. J.  
LAKE, Pte. G.

WORCESTERSHIRE REGIMENT.

BOUCHER, Pte. J.J.  
DARBY, Pte. J.  
HARTWELL, Pte. H.A.

EAST LANCASHIRE REGIMENT.

CARTWRIGHT, Pte. J.  
CLARKE, Pte. G.  
HAMPSON, Pte. A.  
MARSHALL, Pte. S.  
WOODS, Pte. R.

EAST SURREY REGIMENT.

BISHOP, Pte. S.J.  
COOPER, Pte. G.D.  
MASON, Pte. J.J.I.  
ROSEWELL, Cpl. R.W.

DUKE OF WELLINGTON'S REGIMENT (WEST RIDING).

McMANUS, Pte. B.  
OVEREND, Pte. J.  
ROPER, Pte. W.

BORDER REGIMENT.

BIRCH, Pte. M.L.  
BLACKBURN, Pte. T.  
FIELDING, Pte. J.J.  
HUMPHREYS, Pte. R.  
McNICHOLL, L/Cpl. J.J.  
WALKER, Pte. G.

ROYAL SUSSEX REGIMENT.

LEGG-WILKINSON, Pte. A.

HAMPSHIRE REGIMENT.

FULLICK, Pte. F.A.C.  
SILLENCE, Pte. E.G.

SOUTH STAFFORDSHIRE REGIMENT.

AUBREY, Pte. J.  
CUTRESS, Bndsman L.  
EVANS, Pte. H.  
FAUNCH, Pte. R.E.S.  
ROSS, Sgt. H.  
WHITEHOUSE, L/Sgt. G.W.

DORSET REGIMENT.DIED (Continued)

FOOT.	Pte.	A.
SPRAKE,	Pte.	H.R.
W. TTS.	Pte.	S.J.

SOUTH LANCASHIRE REGIMENT.

PEACOCK.	L/Cpl.	F.
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WELCH REGIMENT.

BOND.	L/Sgt.	A.
JONES.	Cpl.	W.D.

BLACK WATCH (ROYAL HIGHLANDERS)

ARNOTT.	Pte.	T.
CRAIG.	L/Cpl.	A.
FOR SYTH.	Pte.	J.
MURRAY.	Pte.	D.
REILLY.	Pte.	J.
ROBERTSON.	Pte.	R.

OXFORDSHIRE AND BUCKINGHAMSHIRE LIGHT INFANTRY.

ADAMS.	Pte.	E.B.
CLIFFORD.	Pte.	F.L.
DOOLAN.	Pte.	V.
SOANES.	W.O.1.	F.

ESSEX REGIMENT.

BARRETT.	Pte.	A.G.
HEARN.	Pte.	C.R.
THORNTON.	Pte.	G.
THREDDER.	Pte.	R.L.C.

SHERWOOD FORESTERS (NOTTINGHAMSHIRE & DERBYSHIRE REGIMENT)

HARRISON.	Pte.	H.
RAISIN.	Pte.	W.A.

THE LOYAL REGIMENT (NORTH LANCASHIRE)

BUCKLAND.	Pte.	B.F.
DRIVER.	Pte.	T.L.
FARRELL.	W.O.1.	L.J.
JOLLY.	Pte.	A.
PENTITH.	Cpl.	S.

NORTHAMPTONSHIRE REGIMENT.

REID.	Pte.	L.S.
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ROYAL BERKSHIRE REGIMENT.

CASHMAN.	Pte.	E.P.
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QUEEN'S OWN ROYAL WEST KENT REGIMENT.

DREW	Pte.	H.S.G.
JONES	Pte.	W.G.F.
MARTIN	Pte.	J.H.
TILLET	Pte.	E.D.

KING'S SHROPSHIRE LIGHT INFANTRY.

NUTTALL	Pte.	H.
SLINN	Pte.	H.C.
TAYLOR	Pte.	M.W.

MIDDLESEX REGIMENT.DIED (Continued)

COLLMAN.	L/Cpl.	F.W.
CULLING.	Pte.	G.L.
EDWARDS.	Pte.	L.J.
HALL.	Pte.	G.
HAYNES.	Pte.	S.M.
HIRD.	L/Cpl.	W.D.
STEVENS.	Pte.	C.

KING'S ROYAL RIFLE CORPS.

CATHORNE.	Pte.	W.
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WILTSHIRE REGIMENT.

DRAKE.	Pte.	E.R.
LENG.	Pte.	C.R.J.
TOMKINS.	Pte.	J.R.
UPHILL.	Pte.	R.S.L.

MANCHESTER REGIMENT.

BARDEN.	Pte.	E.
HUNT.	Pte.	A.
LOWE.	Pte.	W.
MAYERS.	Pte.	H.
PECK.	Pte.	M.
STANLEY.	Pte.	T.
WILKINSON.	Cpl.	H.
YATES	Pte.	J.W.

NORTH STAFFORDSHIRE REGIMENT.

BECKETT.	Pte.	N.
COOPER.	Pte.	J.
COOPER.	Boy.	L.F.
FERRIE.	Pte.	H.
HAWLEY.	Pte.	J.V.
TAYLOR.	L/Sgt.	A.

YORK AND LANCASTER REGIMENT.

BENBROOK.	Pte.	W.
ELLISON.	L/Cpl.	T.
GOLDTHORPE.	Pte.	T.J.
WOOD.	Pte.	S.

DIED (contd).DURHAM LIGHT INFANTRY.

ANDERSON, Pte. T.  
 DRAKEFORD, Pte. D.G.  
 HARTLEY, Pte. T.  
 MORALEE, Pte. A.  
 SHANLEY, Pte. P.  
 WATSON, Pte. T.

HIGHLAND LIGHT INFANTRY.

BRANNIGAN, L/Cpl. J.  
 BURNS, Pte. J.  
 CLANCY, Pte. W.  
 CRICHTON, Sgt. R.  
 GARDINER, Pte. J.T.  
 HIND, Pte. G.  
 ROUGH, Pte. W.  
 URQUHART, Pte. D.

SEAFORTH HIGHLANDERS.

DAVIES, L/Cpl. J.  
 JUNOR Pte. W.  
 NEULANDS, Pte. W.

GORDON HIGHLANDERS.

CASSIE, Pte. G.W.  
 HAY, Pte. A.M.  
 WATSON, Pte. D.  
 YOUNGSON, L/Cpl. W.M.

CAMERON HIGHLANDERS.

BELL, Pte. A.  
 HORSEFALL, Pte. J.D.  
 LOVEGROVE, Pte. W.J.

ROYAL ULSTER RIFLES.

BAXTER, Pte. T.  
 BORZA, Pte. E.B.  
 CLEMENTS, W.O. Ill. J.  
 MULCANY, Pte. H.

ARGYLL AND SUTHERLAND HIGHLANDERS.

BLUE, Sgt. J.  
 CAMERON, Pte. D.  
 DILLON, Pte. H.  
 DUNCAN, L/Cpl. J.  
 GALT, Cpl. W.  
 JAMES, L/Cpl. T.  
 KERR, L/Cpl. S.  
 MCGOWAN, Pte. T.  
 MCKINLAY, L/Cpl. J.  
 PATTERSON, Pte. R.  
 WYLIE, Pte. J.

RIFLE BRIGADE.

CASE	Pte.	J.
CAVE	Pte.	J.W.
ROBERTSON	L/Cpl.	J.
SLATER	Cpl.	G.

ROYAL ARMY SERVICE CORPS.

ADAMS	A/CSM.	J.D.
ALBERRY	Cpl.	V.G.
BOWERS	Pte.	F.
BOWLING	Dvr.	J.
BUTLER	Dvr.	A.
CASWELL	Cpl.	A.
CLARKE	Dvr.	C.J.
CORLEY	Dvr.	W.
ELVIDGE	Dvr.	W.
GREATOREX	Dvr.	G.
HIGNETT	L/Cpl.	J.
HILL	Dvr.	D.K.
HINGSTON	Dvr.	F.W.
LANE	Dvr.	F.A.
LOXAM	Pte.	W.
MACDONALD	Dvr.	W.J.
MOLLOY	Dvr.	J.
PAGET	L/Cpl.	D.J.
REES	Dvr.	L.J.
RIMMER	Sjt.	F.
SHIPPEN	Dvr.	H.
SMITH	Dvr.	V.
STEPHENS	Ret.	J.H.
STEPHENSON	Cpl.	J.
WATTS	Cpl.	G.
WHITE	Dvr.	C.
WHITEHOUSE	CSM.	H.H.
WILSON	Pte.	J.W.
URQUHART	Pte.	J.

DIED (continued)ROYAL ARMY MEDICAL CORPS

BAKER,	Sjt.	W.H.
BELL,	Pte.	J.N.
BROWN,	Pte.	H.
CRADDOCK,	Pte.	J.C.
HEMMING,	Pte.	H.
HILL,	Pte.	S.T.
HOPGOOD,	Pte.	W.
LONGMAN,	Pte.	A.
MURRAY,	Cpl.	A.
SILKE,	Pte.	H.W.
WAKELIN,	Pte.	J.
WHITWELL,	Cpl.	J.
WILSON,	Cpl.	A.D.

ROYAL ARMY ORDNANCE CORPS

CHAPPLE,	Pte.	D.
CROUCHER,	Boy	A.
DAPLYN,	Pte.	G.J.
DENYER,	Pte.	N.J.C.
DEWAR,	Pte.	D.K.
EDWARDS,	Pte.	W.H.
EVANS,	Sjt.	F.J.
FARRAND,	Pte.	G.
GOLDEN,	Pte.	J.
NOLAN,	Pte.	J.
NUTTER,	Cpl.	C.
OWEN,	Sub Condr.	H.G.
WELCH,	Pte.	J.
WHITE,	L/Cpl.	B.F.

ROYAL ARMY PAY CORPS

KERSHAW,	S/Sjt.	H.E.
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CORPS OF MILITARY POLICE.

BROWITT,	Sjt.	H.
CARTER,	L/Cpl.	F.T.
JONES,	L/Cpl.	C.I.
NOTMAN,	L/Cpl.	J.D.
STEELE,	L/Cpl.	J.D.

NATIONAL DEFENCE COMPANIES

ABBOTT,	Pte.	H.
BAKER,	Pte.	J.
BIRD,	Pte.	J.
BROWN,	Pte.	A.
BURDEN,	Pte.	A.
CLARKE,	Pte.	F.
COMBS,	Pte.	J.W.
COOPER,	Pte.	V.B.
CREW,	Pte.	J.E.
DENTON,	Pte.	H.
FELL,	Pte.	B.C.
FIRTH,	Pte.	A.
GRANVILLE,	Pte.	T.W.
HAYES,	Pte.	A.F.
HOGG,	Pte.	R.
HOWLE,	Pte.	J.
HUNTER,	Pte.	P.
LAKES,	Pte.	C.

DIED (continued)NATIONAL DEFENCE COMPANIES (continued)

LEWIS	Pte.	T.B.
McARTHUR	Pte.	G.
McKEAND	Pte.	T.D.
MAIRS	Pte.	J.H.
MARTIN	Pte.	J.
MEARS	Pte.	T.H.
MONK	Pte.	J.
MUIR	L/Cpl.	W.
MURRY	L/Cpl.	R.W.
NAISMITH	Pte.	J.I.
PARKIN	L/Cpl.	J.
PLATTEN	Pte.	J.
PRICE	Pte.	S.
ROLLING	Pte.	J.T.
SLATER	Pte.	J.H.
SUMMERS	Pte.	S.
TABBRON	Pte.	W.
TAYLOR	Pte.	J.W.
VALLANCE	Pte.	T.
WALSH	Pte.	P.
WILKINSON	Pte.	J.T.A.
WILSON	Pte.	R.
WYATT	Pte.	F.D.

HOME DEFENCE BATTALIONS

GERRAGHTY	Pte.	M.
MARSH	Pte.	A.V.
TRIGG	Pte.	A.V.

AUXILIARY MILITARY PIONEER CORPS

CHARLTON	Spr.	J.
DEVINE	Pte.	T.
LEE	Spr.	J.
MUNRO	Pnr.	J.
RICHARDSON	Spr.	G.
TURLEY	L/Cpl.	H.E.

AUXILIARY TERRITORIAL SERVICE

SARGEANT	Senior Ldr.	W.E.
SHAW	Volr.	F.G.

29/1/40 ... No. 30.

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AT THE DISPOSAL OF THE PRESS FOR SUCH USE AS THEY  
LIKE TO MAKE OF IT.

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Rear Admiral Doenitz in an interview to the Borsen  
Zeitung warned neutral ships against seeking the safety  
of British convoys, since by sailing in convoy of  
British warships they lose the special consideration which  
German U-boat commanders otherwise show neutral shipping.

Only one neutral ship has been sunk in convoy, while  
113 other neutral ships have been sunk.

NAVAL AFFAIRS.

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29/1/40. - No. 31.

THIS IS NOT AN OFFICIAL STATEMENT BUT IS PLACED  
AT THE DISPOSAL OF THE PRESS FOR SUCH USE AS THEY  
LIKE TO MAKE OF IT.

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Much has been heard in the last few days from  
Germany of the great destruction wrought by the  
DEUTSCHLAND whose safe return to Germany is now being  
featured.

During her cruise the DEUTSCHLAND actually sank  
the Norwegian ship LORENTZ W. HANSEN of 1900 tons and  
stopped the American ship CITY OF FLINT, putting a prize  
crew on board. It is surprising that the DEUTSCHLAND  
attempted no further action against the vast mass of  
British ships passing to and fro on the sea. On the  
other hand, she may have preferred to keep away from  
the main shipping routes where merchant vessels are  
normally convoyed by warships.

She met and sank the British armed auxiliary  
cruiser RAWALPINDI whose fight against hopeless odds will  
be remembered.

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The GRAF SPEE, the DEUTSCHLAND'S sister ship  
now rusts on the bottom of Montevideo harbour. Unlike the  
RAWALPINDI she preferred to scuttle herself rather than  
fight, although the GRAF SPEE was a warship and the  
RAWALPINDI only a converted merchantman.

NAVAL AFFAIRS

29/1/40 - No.32.

GOVERNMENT URGE COAL ECONOMY.

The prolonged spell of exceptionally severe weather is greatly hampering transport with the result that much difficulty is being experienced in maintaining a regular flow of coal to the consuming areas. This has resulted in temporary shortages of coal in certain districts. The railways are making every effort to ensure the continuance of vital supplies and in order to do so it may be necessary for them to suspend a number of passenger services.

The Government urge the public for the time being to exercise every economy in the use of coal, coke, gas and electricity, whether for cooking, heating, or lighting. Do not think " - the little coal, coke, gas or electricity which I use won't matter". These little economies in millions of households make all the difference. This special economy will only be necessary until coal supplies, of which there are plenty, are moving freely again.

-----oOo-----

Press & Censorship Bureau.

29/1/40 ... No. 33

FRENCH OFFICIAL COMMUNIQUE -(EVENING)

Paris, Monday, January 29, 1940.

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

The aviation and artillery have shown a certain amount of activity.

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34 mag-

29/1/40 - No 35.

WINTRY WEATHER FLIGHTS

(Not To Be Quoted As An Air Ministry Announcement)

Regularly twice a day, throughout the severe weather of this month, the meteorological aeroplane has gone up from one of our bomber stations.

Flying personnel of the meteorological flight - a Flight Lieutenant and a Warrant Officer - have not allowed the coldest conditions since 1894 to interfere with their job.

On every flight one or other of them climbed to 25,000 feet, taking readings at regular intervals. They wore ordinary flying suits. Though the aircraft was fitted for electrically heated clothing, they said they didn't need it.

The wet and dry bulb thermometer, which is fixed on one of the struts, went off the scale at 45 degrees below zero with unfailing regularity.

The flyers estimated that on the coldest day there was approximately 90 degrees of frost. Both of them escaped frostbite. They didn't even catch a cold.

The motto of this meteorological flight might well be "Come what may, we go up". Since November 23, 1936 not a single schedule flight has been missed. Even fog has not stopped them. Landings have been made in ~~visibility~~ as low as 25 yards.

It takes about 45 minutes for the aircraft to reach 25,000 feet and for the pilot to make the various readings.

"How long it takes to come down depends on how hungry you are", said one of the pilots, "On the average it's about 15 minutes, but one must not descend too quickly for fear of damaging the eardrums".

No 34 29-1-40.

Weekly No. 4.

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NOT TO BE PUBLISHED BEFORE  
THE MORNING NEWSPAPERS OF  
FRIDAY, 2ND FEBRUARY, 1940.

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AIR MINISTRY WEEKLY NEWS LETTER

Note : The information contained in this News Letter may be used by the Press, without acknowledgment, if desired.

C O N T E N T S

THIRD TIME LUCKY! STORY OF AN AIR BATTLE  
PROGRESS OF THE AIR WAR  
M.P.'S IN THE ROYAL AIR FORCE  
THEATRE BUILT IN FIGHTER HANGAR  
THE GERMAN JU.88 BOMBER  
R.A.F. CROSS COUNTRY RUNNERS  
BRITAIN'S "TURRET" FIGHTERS  
PADRE AS TRAVELLING SHOWMAN  
ORNITHOLOGICAL NOTE: ENEMY RAIDERS WERE GEESE  
MANY ROADS LEAD TO R.A.F

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

2nd February, 1940.

THIRD TIME LUCKYTHE STORY OF AN AIR BATTLE.

Three miles high above the Allied line in France, a British ~~Hawker~~ Hurricane fighter sat like a hawk in the sky. It was alone on patrol. Puffs of anti-aircraft fire in the east warned the pilot of the approach of enemy aircraft. He made for the spot, and saw a German Dornier 17 bomber heading towards him.

The Hurricane closed in to the attack. As the enemy turned and dived towards a cloud, the British pilot opened fire at long range. The Dornier replied, using tracer bullets and firing from his gun below the fuselage. A lucky shot hit the Hurricane, and the pilot was forced to break off the action. He landed safely on his own aerodrome.

Meanwhile the ground air defences had been busy. A message from a French observer post had sent ~~two~~ more Hurricanes to the attack. One climbed to a height of five miles and sighted the raiding Dornier, apparently escorted by three Messerschmitt fighters. The Messerschmitts turned back as the Hurricane came up. The Dornier climbed hurriedly towards the clouds. The Hurricane followed in pursuit, firing short bursts.

The third Hurricane then appeared on the scene and joined in the chase. The pilot had sighted the raider from 10,000 feet below and had climbed rapidly to intercept it. Holding his fire until well within range, the Hurricane fired a succession of

/accurate

accurate bursts. Smoke streamed from the Dornier's port motor and the British pilot turned away, awaiting the end.

Still the Dornier flew on. It turned towards Germany and dived towards a cloud-bank. The British pilot again attacked, holding a steady fire on the enemy until within a few yards' range. The German banked steeply to the right as the burst went home, then spiralled downwards, emitting white and black smoke. It crashed to earth in the middle of a small French village.

#### PROGRESS OF THE AIR WAR.

Some relaxation of winter's grip has encouraged the Germans to attempt further air attacks on British ships.

High flying raiders which attacked a cargo vessel off the Shetlands on January 24th were driven off by British fighters.

British air units have continued their patrol work over the North Sea and German mine-laying bases, and have assisted ~~in~~ ~~keeping the~~ enemy penned in his heavily fortified harbours. German "Flak" vessels which engaged Royal Air Force coastal aircraft on reconnaissance near the German coast were bombed. In France, British air activity has mainly consisted of reconnaissance flights over Germany and of defence patrols.

The lengthening days may bring increased German attempts to penetrate Britain's air defences. The enemy's raids so far have been unproductive of any marked success.

/Postponement

Postponement of the threatened "all-in" air attacks on Britain has raised questions as to the necessity for the continuance of the "black-out". Britain's evergrowing power may continue to deter the Nazis from beginning an air war on non-combatants, comparable with that adopted by them in the war at sea. But there is evidence that the Germans are pressing on with the construction of fast, long range bombers designed for use other than in close co-operation with military or naval forces. With this weapon still in his hands, it seems unlikely that the enemy will capitulate without attempting a desperate onslaught on Britain's vital targets. In conjunction with the active air defences the black-out is an important element in the effective protection of Great Britain against this major risk. Tests by the civil defence authorities, including continuous observation flights by civil air pilots over the whole country, have nevertheless made possible some amelioration of the complete "black-out" originally devised.

x            x            x            x

Behind the comparative lull in the air war considerable activity goes on. Since the outbreak of war, many of Britain's bomber aircraft have been replaced by more powerful types, or re-equipped. New type aircraft with performances exceeding those of any in the world are in production. Features suggested by

/air

air actions in the present war are being incorporated into the designs for new fighters and bombers.

Further purchases of advanced types of American aircraft have been made to augment the output from British and French factories. Additional purchases from the U.S.A. of aircraft may assist the British Government, without restricting the war effort against Germany, to carry out its undertaking to the League of Nations to give substantial aid to Finland by the release of war material.

x            x            x            x

A side-light on the close connection between the economic war and the airwar is afforded by the recent announcement that Germany is now short of petroleum, copper, iron, cotton, oils and fats. All these materials are vital elements in aircraft and balloon construction and maintenance.

MEMBERS OF PARLIAMENT WITH THE ROYAL AIR FORCE.

Sixteen Members of Parliament are now serving with the British Air Forces in various capacities.

One M.P. is a flying instructor, two are on other flying duties, and one is a pupil pilot. One commands a squadron. Balloons seem to make a popular appeal to our M.P.'s, three being found with the Balloon Barrage. Other Members are employed on staff duties, whilst Sir Arnold Wilson is an Officer

/Air

Air Gunner. This job has been described as one of the "stickiest" of the war.

The present ranks of the British airmen M.P.'s range from Wing Commander to Sergeant. Their ages vary from 56 down to 29 years.

Here is the complete list of Royal Air Force M.P.'s with their constituencies. It is noteworthy that this includes two of the three members for St. Pancras:-

Reserve of Air Force Officers.

Flight Lieutenant W.W. Wakefield,

Constituency

Wiltshire,  
Swindon.

Royal Air Force Volunteer Reserve.

Flight Lieutenant Sir Alfred L. Beit, Bt., St. Pancras, S.E.

Squadron Leader E.H. Keeling, M.C.,

Twickenham.

Pilot Officer P.D. MacDonald,

I.O.W.

Pilot Officer J.R. Rathbone,

Cornwall, Bodmin.

Acting Pilot Officer P.W. Donner,

Basingstoke.

Pilot Officer Sir Arnold T. Wilson,  
K.C.I.E., C.S.I., C.M.G., D.S.O.

Hitchin.

Sergeant W.R.D. Perkins,

Stroud.

Auxiliary Air Force.

Wing Commander The Marquess of  
Clydesdale, A.F.C.,

Renfrew, E.

Wing Commander J.A.C. Wright,  
A.F.C., T.D., D.L.,

Erdington.

/Squadron

Squadron Leader Sir Hugh M. Seely, Bt.,	Northumberland, Berwick.
Squadron Leader N.J. Hulbert,	Stockport.
Flight Lieutenant R.G. Grant-Ferris,	St. Pancras, N.
Pilot Officer H.W. Kerr,	Oldham.
Acting Pilot Officer E. Errington,	Bootle.
<u>Auxiliary Air Force Reserve of Officers.</u>	
Squadron Leader T.L.E.B. Guinness,	Bath.

#### THEATRE BUILT IN FIGHTER HANGAR

A Royal Air Force sergeant and four aircraftmen at a Fighter Command station have made a theatre to seat 1,000. They carried out the work in their spare time.

Space was allotted in a portable hangar. Timber was bought out of funds derived from canteen rebates. Lengths of red velvet for curtains were purchased.

The sergeant is a Halton apprentice, and has served nearly 15 years in India and Iraq. He is a Fitter I, the highest grade of Royal Air Force tradesmen.

His four assistants all joined the Royal Air Force last year. In civil life they were carpenters. One is a fabric worker, a recognised Royal Air Force trade. He was given the task of cutting and hanging the backcloth.

The sergeant, a talented amateur, painted a modernistic decor for the proscenium.

/By

By Christmas, the stage was ready - 40 feet across and 30 feet deep - with a surface fit for a ballet. The Entertainments Officer who comes from the cinema industry, then sent out an S.O.S. A local concert party agreed to appear in mid-January.

At that time there were no dressing rooms, lighting, orchestra pit or seats. There was no wall round the back of the auditorium to help the acoustics; the curtain had not been hung and the back-cloth was unpainted. Opening night in mid-January seemed impossible.

A day working party was put on to help, and the five volunteers worked one night till two in the morning. Five minutes before the curtain went up on the night of the concert the loud speakers were finished and the last job was done.

There were stools for the ladies' dressing rooms, a stand for the conductor's score and a big mirror in each wing for the players' final adjustments.

At one time during the "first night" the performers wondered whether a portable hangar was capable of standing up to an unlimited volume of applause.

The workshop sergeant and his men felt that it had been worth while.

#### THE GERMAN JU.88 BOMBER.

A new, high speed bomber which the Germans are now producing is the JU.88. It has not been employed to any great  
/extent

in the raids so far attempted. But it may be assumed that considerable numbers of the type are likely to form part of any full scale air attack which the Nazis may attempt to launch against Britain.

This medium-sized two-motor Junkers aircraft follows conventional German lines, being built primarily for speed, and good performance at high altitudes. A special version is claimed to have set up world speed records for bomber aircraft just before the war. Carrying a load of just under two tons, it attained a speed of 321 m.p.h. for a distance of 621 miles. At 311 m.p.h. the distance claimed was 1,243 miles.

The performance of the JU.88 when fitted with guns and military equipment is somewhat lower than that of the speed version. Maximum speed is about 315 m.p.h. which is high for a bomber. Cruising at about 265 m.p.h. the JU.88 would have a range of approximately 1,300 miles, which is less than half that of the British Wellington.

The JU.88 carries a crew of three or four, and was designed with three gun positions. One is in the nose, and one above and one below the fuselage, but there is no tail gun. Although the Germans may now be attempting to increase the armament, as a result of the lessons learned in their encounters with British fighters, it is not likely that the design of the JU.88 would permit of the installation of tail guns. Armour

or deflector plates are probably fitted, and the usual self-sealing fuel tanks.

The special speed version of the JU.88 had two Junkers-Jumo engines of the petrol-injection type. These give about 975 h.p. each at cruising speed and are supercharged to produce about 1,200 h.p. for take-off. Alternative motors are the Daimler-Benz, which are also of the petrol-injection type and of about the same power.

The maximum height of the service type JU.88 may be taken as just under 30,000 feet, or nearly six miles. Such a height precludes bombing with any degree of accuracy, but it gives some protection from anti-aircraft fire, and assists the bomber in its approach. Height affords little protection against the faster, more heavily armed fighter, with its higher "ceiling" and greater manoeuvrability, such as the 367 m.p.h. British eight-gun Spitfire.

#### R.A.F. CROSS COUNTRY RUNNERS.

Many Royal Air Force stations now have cross country running teams. One station in the South of England has a team whose leading spirit was a pilot in the last war. Though he is 20 years older, he can still keep up easily with his younger colleagues.

This officer established a Royal Air Force record - 1 minute, 57 and 4/5th seconds - for the half mile in 1919 and

/his

his time stood in the Royal Air Force for ten years.

The running **team** includes aircraftmen as well as officers.

#### BRITAIN'S "TURRET" FIGHTERS.

Modern defence aircraft have developed principally on the lines of the fast, powerfully armed single-seater fighter of rapid climb. In action this type generally pursues its adversary, the bomber or hostile fighter, and attacks it from behind, with guns or cannon.

The British Spitfire and Hurricane fighters are probably the best examples of this type. Both are armed with eight forward firing fixed machine guns, and ~~each~~ is fast enough to out-fly any enemy bomber. The Spitfire is also faster than any other standard fighter in the world.

The fixed gun fighter, however, has certain limitations. One of these is the inability to make a broadside attack on its quarry. A new type of British fighter, the two-seat Boulton Paul Defiant, which has been developed for the Royal Air Force, overcomes this difficulty by the use of the power driven gun-turret.

The turret houses a battery of guns, and is operated by a trained air gunner. In an attack upon an enemy aircraft the pilot of a turret fighter could place his aircraft in such a position that his bullets would strike the enemy at an angle

/favourable

favourable to penetration of the vulnerable parts. Flying alongside a formation of hostile bombers the Defiant gunner would be able to rake them with gunfire from nose to tail.

The Defiant is a low-wing monoplane with single Rolls Royce Merlin engine of over 1,000 h.p. and is fitted with a three-bladed controllable pitch airscrew.

**This robust aircraft is of all-metal, stressed "skin" construction.** The wing area is 250 square feet, which is a little more than that of the Spitfire and Hurricane fighters, Like these two, it also has a retractable undercarriage as an aid to speed in flight.

With the new Defiant fighter, the Royal Air Force has added a new technique to air defence.

#### PADRE AS TRAVELLING SHOWMAN.

A Nonconformist padre from Brixham, Devon, who is stationed at the Royal Air Force Headquarters in France, has travelled over 6,000 miles in the past three months with a portable cinema outfit. He gives entertainments at isolated Royal Air Force posts.

The padre drives himself in a motor van with his cinema apparatus packed in the back. He has become quite skilful as a cinema operator. Some of his shows have been held in the Maginot line, and in the evacuated villages between the fortified line and German advanced posts.

"ENEMY RAIDERS" WERE GEESE.

Ornithologists in the Royal Air Force are finding that their work on lonely, scattered stations gives them wider opportunities than they had in civilian life. Bird-watching pilots at one Scottish station have discovered that redshank, snipe and oyster-catchers are near neighbours. A kestrel flies tamely round waiting aircraft, quite undeterred by the noise and bustle of taking off. Occasionally, there is a glimpse of the rarer Arctic skua foraging inland.

At another station plovers have become so tame that they will only rise if a passer-by stops and looks directly at them. Anti-aircraft gunners have also found that most birds soon become used to wartime disturbances.

A curious incident occurred at a third station. Observers noted the approach of "enemy aircraft" which turned out to be a gaggle of geese. With poor light, or the sun behind them, high flying geese in V formation may easily be mistaken for a flight of marauding Heinkels.

MANY ROADS LEAD TO R.A.F.

Among the officers doing ground jobs at a Bomber Station in the North of England are a man who used to act and sing in George Edwardes' musical comedies and with the "Follies";  
/a stockbroker,

a stockbroker, a hotel manager, a film actor, a South African who has umpired at Wimbledon; the cricket correspondent of a national newspaper, and an ex-pilot who has been an "all-in" wrestler and dirt-track rider.

# FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No. 13

29th January 1940

## BULGARIA: GERMANY AND THE BALKANS

Though Germany will not interfere with Italian interests in the Balkans she will not allow any harm to her own policy there, stated the Berlin correspondent of the OUTRO yesterday.

"Germany desires to keep the Balkans out of war but does not conceal her sympathies for countries seeking a revision of the frontiers," added the paper. "Respect for the status quo will lead nowhere. Yugoslavia can play a part as an intermediary in the solution of territorial questions. Her position is the stronger as she has a pact of friendship with Bulgaria".

Mr. Churchill's speech was given some prominence in the Bulgarian Press and one newspaper used the headline "England building a real Maginot line of financial might".

## SWITZERLAND: DIFFICULTIES FOR DR. MOTTA'S SUCCESSOR

The question of a successor to the late Dr. Motta the Swiss Foreign Minister is discussed in today's Swiss Press which, during speculation on this subject, pays further tribute to the former Minister.

The NATIONAL ZEITUNG states:-

"His successor is unlikely to wield the same authority. His path will be peculiarly difficult and he will be compelled to seek the approval of public opinion to a far greater extent".

"Dr. Motta's successor will require qualities not easily found in one man," states DER BUND. "The Federal Council must consider not merely candidates but also the country's needs."

The view of the JOURNAL DE JENEVE was given in the words:-

"The general opinion is that foreign affairs should be confided to a member of the present Government who has been able to prepare for the task by following current questions. The necessary continuity of the policy of neutrality will thereby be assured".

Turning to the Roumanian oil question the BASLER NACHRICHTEN states: "The war will not be decided by whether Germany buys more or less oil from Roumania. Winter has shown that the quantity transportable is equally as important as the quantity purchasable. Transport is becoming a main problem of the war."

29/1/40.

U.S.A: GERMANY'S FEAR OF THE TRUTH.

The NEW YORK HERALD TRIBUNE contrasts conditions in Germany and Britain by the fact that while Fascists are being permitted to heckle Mr. Churchill at a public meeting at Manchester, Germans are simultaneously told that they must not listen to foreign broadcasts.

"Because the British believe in free speech they respect the power of words but are not afraid of them. The Nazis have no respect for words so they say, but they are apparently terrified by the magic properties which they themselves assign to them. They themselves have used words as shells in consolidating their system. Now they are taken in by their own necromancy and do not consider death too harsh a punishment for anyone who contaminates his Nazi soul by listening to foreign incantations, and sells his chances of entering into Nazi 'Valhalla' by yielding to the Devil when he offers him an earphone and secretly spreads the carnal world of other nationals! broadcasts before him. The idea that any radio broadcaster could disseminate a personality so fully that death alone can be considered an adequate antidote is a compliment to the profession, so extreme as to be staggering in its implications. With death or the penitentiary hanging over the Germans, they are apparently listening in to every bit of Allied propaganda which gets through and every bit which does get through, must for this reason be twice as effective because of the horror which the Nazi regime professes to entertain vis-a-vis these voices from abroad.

"One can well understand Mr. Churchill's impulse really to test the strength of a system which is put together with such fantastically unnatural bonds as these."

Dorothy Thompson discusses the value of the culture of the smaller neutrals and says: "The disappearance of these small countries means social reaction, not social progress. It also means future civil wars and future rebellions. The only solution lies in some sort of confederation. And the best hope for confederation lies in the small nations themselves. That is why the United States should support the small neutrals and form a great moral and economic front against anarchy, with them. The United States are still animated by a sense of world responsibility."

For the rest this morning's papers are occupied with Finland and the Polish Primate's letter to the Pope.

29/1/40.

GERMANY: NAZI REPORTS OF BRITISH SABOTAGE.

A section of the Nazi Press is under the impression that Britons are becoming alarmed at acts of sabotage and the authorities have found it necessary to post more sentries at vital points.

Under the heading "Panic Fear of Sabotage and Spying" the WESTFAELISCHE LANDESZEITUNG reported from Amsterdam: "A proclamation by the British War Office which has been broadcast by the Press and wireless has aroused great agitation amongst the British population. Obviously influenced by the numerous acts of sabotage and bomb attacks of the last few days, the British Government, it is stated, finds it-self obliged to have vulnerable points guarded by military sentries,

"The deep impression caused in responsible quarters by the acts of sabotage and espionage is reflected in the contents of this proclamation which states that the military sentries have been instructed to shoot all persons who do not stop when challenged or who do not give satisfactory explanations for their presence."

In another message from Amsterdam, the same paper wrote: "Although Churchill boasts that he has mastered the U-boat, abolished the mine danger and ensured the safety of trade traffic to the British Isles, the Admiralty has had to decide on a new measure, which turns to ridicule the braggings of the Lie Lords. It is stated in England that the Admiralty now intends to take in hand the building of merchant ships. By this means a speeding up of the completion of the ship building programme is expected.

"The confiscation of Britain's entire shipping has thus not sufficed to overcome existing difficulties. Now, by urging on the building of new vessels, an attempt is being made to fill the terrific gaps which the German trade war has made in Britain's fleet."

The holding up by the British authorities of suspect postal packets was described in this newspaper as "burglary."

"With cynical frankness the London radio admitted on Friday for the first time the extent of the British postal robberies on neutral ships," continued the paper. "Full of pride the radio announced that no fewer than 25,000 postal articles had been confiscated in the last three months. The radio naturally ignored the fact that this was sheer burglary in which not only articles of considerable value were stolen, but in addition information was gained which in ordinary life would be branded as economic espionage against neutral countries."

Lack of Coal.

To give comfort to the German people who are suffering from a shortage of coal, the Nazi papers are publishing messages about the fuel shortages in other countries.

In this connection the Amsterdam correspondent of the WEST-FAELISCHE LANDESZEITUNG wrote yesterday: "Despite the strict censorship which consistently tries to suppress all news about provisioning difficulties, the British Press is now obliged to admit that there is a serious lack of coal in England, the famous land of coal."

Some typical Nazi comment regarding the Maoris who are to fight for the Empire was contained in this newspaper.

"Further representatives of culture have been added to the African negroes and Canadian Indians who are to defend European civilisation against the countrymen of Goethe," it was stated. "Polynesian Maoris have been impressed by England for war service. Red-skins and niggers have to sacrifice themselves for their oppressors."

Referring to the dissolution of the Canadian Parliament, the NATIONAL ZEITUNG yesterday used the headline "Eden Pipes and Ottawa Dances," and it was alleged that Canada was even less enthusiastic about the war than South Africa.

HUNGARY: NAZIS UNWILLING TO EXTEND WAR AREA.

"Germany Does not Desire an Extension of the European War Area" is a headline used in today's PESTER LLOYD the pro-Government organ.

The FUGGET LENSEG, another pro-Government newspaper, quoting the Nazi paper NATIONAL ZEITUNG declares: "Roumania is prepared to guarantee the situation of the Transylvanian Hungarian minority by a special constitution."

The alleged inability of British Air authorities to deal with the German menace is referred to in the Liberal organ PESTI HIRLAP which states: "Air Commanders admit that British aerial defence is helpless against new methods."

ITALY: MR. CHURCHILL'S SILENCE CAUSES ANXIETY.

The fact that Mr. Churchill did not refer to the neutral countries in his Manchester speech has caused some disappointment according to the Belgrade correspondent of the Leghorn newspaper TELEGRAFO.

This paper stated that it was feared that the First Lord's allusion to keeping the Germans guessing regarding the Allies' next move meant that the Allied Army in Syria was a greater menace to Balkan peace than the reported concentrations of Russo-German troops along the Carpathians.

This paper concluded: "The fear increases that the Allied pressure will continue and particularly that it will make itself felt through Turkey's intervention in the Balkan Conference."

EGYPT: ISLAM CO-OPERATION WITH DEMOCRACIES

Moslems are able to co-operate with the Democracies far better than with totalitarian states.

This belief was expressed in an article in the Arabic newspaper AL SHASSA which, commenting on the failure of German efforts to win over the Moslem world, stated: "The reason is obvious, as the Moslems, by virtue of their religion and history are Democrats. Besides, they have known Democratic nations for generations and although occasional tensions are unavoidable it has always been possible to find the means for understanding."

After quoting the examples of Egypt and Iraq the article concluded: "Islam which is the complete antithesis of Dictatorships has seen nothing to encourage co-operation with them."

BRAZIL: PRESS'S ANTI-RUSSIAN ATTITUDE.

An anti Russian attitude was noticeable in yesterday's Brazilian Press and large head-lines were used over reports of Russian disasters in the Russo-Finnish war.

Mr. Churchill's speech at Manchester received a good Press and an article in O JORNAL welcomed the pronouncements of Anglo French statesmen as an augury for a more durable peace settlement.

The CORREIO DA MANHA analysed the dissolution of the Canadian Parliament as leading to an even more active prosecution of the war.

YUGOSLAVIA: NAZI ANXIETY AT TURKEY'S POLICY

Germany's anxiety at Turkey's line-up with the Allies is revealed in a message reaching the influential newspaper POLITIKA from its Berlin correspondant.

After affirming that Italo German policy in the Balkans was almost identical this correspondent stated that Germany considered the Balkan Entente as an instrument of peace but was uneasy regarding Turkey "on account of the Ankara Pact which might disturb the peaceful south east.

"Germany is satisfied with her economic position in the Balkans and is therefore, unwilling to accept the patronage of the Balkan bloc"

An unattributed Rome message in the POLITIKA cited the TRIBUNA as defending Roumania's oil policy and emphasising the economic advantages of trade with Germany. The message added that Italian oil supplies were perfectly secured by a commercial treaty.

DENMARK: CLOTHING AMERICA'S "SILK CLAD LEGS"

"If America's millions of silk clad legs become independent of Japan that will bring the most unpleasant consequences for Japanese export." This comment on the ending of the trade treaty between the United States and Japan is made in today's POLITIKEN the Radical organ.

The view of the BERLINGSKE TIDENDE, the Conservative newspaper, was that, faced with the breaking off of trade connections with America, Japan might find herself compelled to alter her attitude.

SWEDEN: NAZI SEA METHODS CONDEMNED.

Strong denunciations of Nazi Germany's ruthless sea warfare have been made in the Swedish Press and one newspaper has described it as degrading and disgusting.

The SOCIAL DEMOKRATEN, the organ of the Social Democratic Party stated yesterday: "Germany is employing the same grim methods against defenceless seamen as the Russian aircraft are using against women and children. Without warning a German submarine fires a torpedo on peaceful neutral vessels."

Even stronger was the language of the NYA DAGLIGT ALLEHANDA the Conservative paper.

"The mine warfare represents an inhuman war and is unworthy of human beings," declared this paper. "The torpedoing of defenceless people is also inhuman and furthermore it is a sign of the depths to which humanity has sunk. We non-belligerents can do nothing about it. We can only express disgust for war methods which make human beings destroy the lives of fellow men without warning.

Referring to the rumoured common frontier between Germany and Roumania, the STOCKHOLM TIDNINGEN, the organ of the People's Party stated: "The British guarantee is not important compared with the fact of having Germans on the frontier. Germany is expanding into the Russian sphere of interest just as Russia expanded in the Baltic."

Referring to the Russo-Finnish war this paper added: "The world has been shocked by the Russian air raids on Finnish civilians made possible with American petrol. One's thoughts fly to President Roosevelt's messages to spare civilians and the talk of moral embargo. Finland's friends expect such American action - let us hope not in vain."