

FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No. 32.

.....20th February, 1940

U.S.A: AMERICAN PUBLIC OPINION ON BRITAIN'S SIDE.

The belief that American public opinion regarding the Altmark incident has been won over to Britain's side, and allegations that Norway failed in her duties as a neutral are contained in a section of to-day's New York Press.

The MIRROR writes: "There is no point in talking about International Law in the case of the Altmark 'prison ship'. The drama of the British daring raid has won over public opinion in America. A cold analysis of Norway's actions leads to the conclusion that Norwegian officials probably lied when they said they made a thorough search of the Altmark and found no prisoners on board. The prisoners made enough noise to be heard in London.

"Norway does not want trouble with Germany".

The WORLD TELEGRAM wrote yesterday: "Germany is not impressive in the miscast role of a pious plaintiff against a breach of International Law. Her attitude to neutral rights is guided not by law but by convenience. Several circumstances of the Altmark incident tend to justify Friday's coup on 'moral if not technical ground'. The Altmark was certainly no merchantman.. She was a naval auxiliary and 'prison ship' for the Graf Spee."

"The raid was daringly conceived and brilliantly carried out," declared the NEW YORK SUN. "Norwegian officials accepted the word of the German commander concerning personnel on board the Nazi ship. Germany violated Norwegian neutrality."

The BOSTON HERALD wrote: "The attitude of Americans will probably be identical with that of the British Government, remembering German contempt for International Law in the invasion of Austria, Poland and Czechoslovakia. Americans will probably conclude that Germans merely had a dose of their own bitter medicine. If an American captain were to act like the English in similar circumstances there could not be any doubt as to what the reaction here would be."

Referring to the war at sea the NEW YORK TIMES states to-day: "Germany will wage unrestricted sea warfare against all British ships. The world may well ask what Germany has been doing since September 3rd but waging unrestricted warfare where it suited her to do so. Assuming, as the Germans do, that Churchill sank the Athenia, did Churchill also sink more than 150 neutral vessels which have gone to the bottom during this war? At the beginning of this month 205 Swedish seamen and 347 Norwegians had lost their lives owing to German mines and torpedoes. Would all of these have been drowned if Germany had given them a chance to escape as the rules of submarine warfare prescribe? If this is the sort of 'restricted' warfare Germany is waging at sea her latest threat is meaningless."

The NEW YORK HERALD TRIBUNE states: "The most important Russian product for Germany - Soviet oil - appears largely problematical, not only because of the lack of adequate transportation, but also because the Soviet petroleum industry has not kept up with its domestic consumption."

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TURKEY: ALTMARK - BRITISH ACTION LEGAL SAYS TURKISH PRESS.

The view that the British Navy's action in freeing prisoners from the Altmark was legal has been expressed in the Turkish Press.

A leading article in the Ankara newspaper ULUS stated yesterday: "The last war and the present conflict have proved that the country least respectful of International Law is Germany, which sinks merchant ships without warning, and disregards the lives of sea-men. Her conduct is no better on land, and her action against Poland was not only contrary to International Law, but was against the primary rules of humanity. It is apparent that the Germans deceived the Norwegians, but the latter failed to conduct a thorough examination of the Altmark.

"After the rejection of the suggestion for a fresh examination, the British action in freeing prisoners who had been wandering for months under oppressive conditions was not only legally right, but was a humane duty."

The IKDAM, in reference to sea warfare, declared: "The Reich's declaration of unrestricted submarine warfare will only arouse indignation and resentment among the neutrals, and force them to arm their vessels or accept the Allies' convoy system. This system is thoroughly effective, and losses are infinitesimal. The Allies have already answered the latest inhuman German measure by sinking seven submarines in the space of a week."

CUMHURIYET, in an earlier issue, stated that the fact that the Anzacs had travelled 10,000 miles without loss had proved the complete naval supremacy of Britain.

Referring to German propaganda in connection with the Palestine question YENI SABAH remarked: "Germany, who alleges she defends the rights of one million Arabs did not hesitate to swallow ten million Czechs and twenty million Poles, proclaiming that neither state would rise again."

DENMARK: DENMARK SYMPATHISES WITH BRITISH NAVY'S ACTION.

The tendency of to-day's Danish Press is to view the Altmark incident in a more cautious light than was the case yesterday, and sympathy for the British action is expressed.

The NATIONALTIDENDE, the right-wing organ, writes in a leader: "The Altmark affair is not of such a character as need produce strong feelings outside the countries and places immediately implicated. It would be hypocritical if we here in Denmark pretended we cannot sympathise with the British Navy's motives in taking action. The Englishmen knew that 400 of their fellow-countrymen were prisoners on board the German ship, and these men, according to human reckoning, were suffering the greatest danger.

The KRISTELIGT DAGBLAD declares: "From the human view-point one can readily appreciate the British Navy's desire to take the law into their own hands, when possessing the actual power to liberate fellow countrymen from a terrible fate, and one can hardly be surprised that crowds in Leith rejoiced on meeting them."

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A writer in BE LINGSKE AFTENAVIS compared the incident with the similar case of the steamship Igoz Mendi in Danish waters in February 1918 when Danes released British prisoners and interned the crew.

"The principle of International Law is that war prisoners cannot be transported via neutral territory to the country whose authorities captured them", it was stated. "They must be interned or released. There is no equally precise provision governing prisoners brought to neutral territorial waters. But here undoubtedly analogy comes into force, and territorial waters cannot be used to transport prisoners. That a flagrant British breach of neutrality has taken place cannot be doubted but the background must not be ignored, namely the German attempt to abuse Norwegian territorial waters for the transport of prisoners to Germany".

HOLLAND: MILD REPROACHES FOR BRITAIN.

The Dutch papers to-day take a strictly neutral attitude to the Altmark affair and although England is reproached the tone is mild.

DE TELEGRAAF writes: "The incident has many serious lessons for neutrals. Norway is herself to blame in the first instance. Norway's is the heaviest responsibility. Slackness only increases the dangers for neutrals."

A Berlin message to this paper states: "The Wilhelmstrasse's feelings are at boiling point, 'Gott strafe England' is the unanimous opinion of the German people."

"It is impossible to judge the case yet but it has an unpleasant side for all neutrals," declares the NIEUWE ROTTERDAMSCHER COURANT. "The Venlo case was, however, worse violation because it did not free Germans but imprisoned Englishmen and Dutchmen."

HET VOLK writes: "We cannot blame Lord Halifax for demanding an explanation of so slack an observance of neutrality. Nevertheless the Admiralty was wrong because the significance of the incident goes far beyond the actual event."

SWITZERLAND: NORWEGIAN "TIMIDITY" CONDEMNED.

The Swiss Press to-day condemns Norwegian "timidity" in connection with the Altmark affair, and emphasizes the difficulties of maintaining strict neutrality.

DER BUND writes: "Germany recently boasted that she dominated the North Sea. The British Navy has taken action and given an answer that will ring throughout the world."

The NEUE ZUERCHER ZEITUNG states that the Cossack's action conflicted with the rights of sea warfare and adds: "It is understandable that Germany should be indignant with the action of the British Fleet but the passionate accusations that Germany brings against the British Navy can only be considered in the light of methods she applies to sea war herself. In this respect Norwegian territorial waters have been highly advantageous to the German naval command".

20.2.40.

BELGIUM: THE NEUTRALS WILL REMEMBER.

The view that German statements about the Altmark incident will not divert the neutrals' attention from the torpedoing of the Burgerdijk has been expressed in the Belgian Press.

The LIBRE BELGIQUE, the right-wing newspaper, declared yesterday: "The violation of neutral territory is not sufficient to justify a similar action even as a reprisal by the other belligerent. We have protested, and will continue to protest, against all violations of the rights of men, of which the neutrals are too often the victims. But it would be unjust if all were measured by the same rule - for example, those which cause the neutrals a loss in ships and human lives".

"The diversion by Berlin of the Altmark incident will not turn attention from the Burgerdijk".

The left-wing journal LE PEUPLE, accepted the British version of the affair, but added: "There remains the fact that belligerent action took place in neutral waters, and, justified or not, it creates a grave precedent which brutally reminds us of the daily dangers surrounding the neutrals".

The STANDAARD, the Flemish Catholic newspaper, stated: "Out of many breaches of neutrality which have lately occurred - and the Altmark case in particular - one can see that precious little remains of the rules of international law".

BULGARIA: GERMANY TO IGNORE SEA WARFARE REGULATIONS.

"The decision to arm British merchant ships has led Germany to denounce the convention regarding submarine warfare".

This statement was made in a Berlin message to the usually well-informed ZORA yesterday, and it was added: "German submarines will no longer feel obliged to observe regulations regarding the conduct of submarine warfare".

Both the ZORA and the OUTRO discussed the possibility of war in the Near East, and the OUTRO, quoting a Rome correspondent, stated: "If war breaks out in the Near East all neutrals led by America will be obliged to intervene".

EGYPT: COSSACK'S ACTION "A GREAT FEAT".

"The greatest feat after the Graf Spee" was the expression used by two Egyptian papers to describe the British action in rescuing prisoners from the Altmark.

In editorial articles justifying the British action AL MOKATTAM and AL BALAGH stated yesterday that the feat was one "depriving Germany of the fruits of piracy and repudiating the right of Germany to mention international law after her repeated violations".

The important rôle Egypt would probably play if the war spread to the Near East was stressed by AL AHRAM. This paper added: "The world will see in Egypt a country loyal to its principles, loyal to its signature and loyal towards civilisation... The Orient in defending democracy defends the existence of independence and liberty as well as the existence of civilisation".

In a leader AL DASTOUR described the Anglo-French-Turkish Alliance as "another Sebastopol stand against Russian ambitions".

BRAZIL: BRITISH ACTION CRITICISED.

Discussing the Altmark incident the CORREIO DA MANHA stated yesterday that it had a definite attitude of recognition of the nobility of the Allied cause and therefore it had some right to reprove certain actions. "Violations of neutral sovereignty may prejudice our fervent wishes for the victory of the Allied principles", it was added.

JAPAN: NAZI-RUSSIAN PACT "A GREAT DISAPPOINTMENT".

The German-Russian non-aggression pact has disappointed Germany, according to the Berlin correspondent of the ASAHI SHIMBUN. "The pact has been a great disappointment to Germany", declared this correspondent.... "The anti-comintern idea was nothing more than an internal method to solidify the foundations of Nazism. But it is to be expected that a scientific country like Germany should know how to use poison in such a way as to make it serve as medicine".

NORWAY: BALANCED VIEW OF ALTMARK INCIDENT.

A balanced view of the Altmark incident has been taken by the ARBEIDERBLADET.

This paper, the Labour Party organ, wrote yesterday: "It is true that Germany's action was incorrect. To use Norwegian waters to transport prisoners to and from a belligerent country is the true limit of what is permissible. On purely human and sentimental grounds it is understandable that the British Navy would do all it could to free its countrymen who were taken prisoner. But such a view does not justify the gross violation of another country's rights and neutrality".

This paper expressed criticism of M. Hambro, stating: "He mixes up the trade agreement with England in a way only calculated to damage Norway's interests. It is regrettable that a man with so little equilibrium is president of the Storting Foreign Committee."

In another article in the same paper it was stated: "It must have had a provocative effect to send a ship with British prisoners locked up in oil tanks through Norwegian territorial waters."

In further reference to the British action this journal added: "Such a violation of our territory is the greatest infringement of neutrality, but at the same time our merchant fleet while on peaceful voyages is violated every single week".

The NORGES HANDELS OG SJOFARTSTIDENDE accused Britain and Germany of breaking international law and added: "Even if there should have been a mistake on the Norwegian side, the methods the British used were needlessly brutal and callous towards a friendly country. After the Altmark had entered the fjord the question could have been investigated and settled".

The DAGBLADET described the British note to Norway as "cautious" and added: "We may assume that when the facts are fully explained the British Government will openly admit that Norway gave no justification for such a violation, and will promise to prevent any repetition. We presume likewise that the British Press will apologise for violent attacks on Norway".

A number of papers condemned the British action but their denunciation was tempered by an acknowledgment of Britain's justifiable desire to free prisoners, and anger at the violent tone of the German press, which maintained silence over the sinking of Norwegian ships and the loss of seamen's lives.

The ARBEIDERBLADET, stressing the alleged British desire to draw Scandinavia into war, wrote: "It is with this background that one must view this breach of Norway's neutrality".

AFTENPOSTEN also maintained the view that Britain had violated Norway's neutrality but referred to the "moral indignation at having to remain passive in the face of a hostile ship with 400 of one's fellow-countrymen on board."

After condemning the British action the MORGENPOSTEN stated: "We regret deeply the loss of Germans who were sacrificed in the fight and acknowledge the sporting spirit of two British officers who sprang over-board and rescued a German".

SWEDEN: ALTMARK INCIDENT "EXTREMELY COMPLICATED".

The STOCKHOLMS TIDNINGEN declared that the Altmark incident is extremely complicated from the viewpoint of international law, and stated that a closer examination of the legal aspect of the German vessel's presence in Norwegian waters with British prisoners on board must be awaited.

"But quite apart from the German right to use neutral waters it is clear that British war vessels deliberately entered Norwegian territory and carried out an action despite Norwegian protests", declared this paper yesterday. "Furthermore, the action was ordered by the British Admiralty. A more flagrant violation of neutrality cannot be found in the history of international law.... From all sides the pressure on the neutrals is increasing. We must hold together and choose a policy that will make it clear to all that we desire to live our life and not to be tied to any great power or group of powers."

The SOCIAL DEMOKRATEN summarised the course of events in the Altmark case and concluded: "Everything co-operates further to brutalise the war and worsen the neutrals' position. We must not give way to pressure from any quarter."

The AFTONBLADET had on its front page the headline "The Altmark never entered Bergen". This paper reported a statement in a Norwegian paper that the German vessel had never entered Bergen, and concluded: "One of the main English arguments thus disappears because the Norwegian authorities never examined the vessel. They only inspected papers and so the English were unjustified in complaining of Norwegian carelessness".

A summary of Russian and Finnish losses in civilian bombardments was given in the DAGENS NYHETER, and this paper added: "In view of the fact that the Finnish Air Force becomes stronger every day it may be assumed that the final decision will be reached at the front. Scornful statements made everywhere regarding Russia make it impossible for Stalin to withdraw from the Finnish adventure in view of the loss of prestige. Finland is fighting for her life, and indirectly but obviously for Scandinavia. The only hope of ending the war is that a new situation should arise compelling Russia to withdraw, or giving her an excuse to do so. One cannot base calculations on an internal Soviet collapse. The only new factor to be counted upon would be the intervention of a third power."

The Paris correspondent of the SOCIAL DEMOKRATEN reported that Dr. Rauschnig said that Herr Hitler intends to achieve with Russia what he had previously intended to achieve against the Soviet. Thus the goal of Russo-German co-operation was Sweden's ironfields and ice-free ports. For this reason there was no likelihood of German mediation in the Russo-Finnish war.

In an article in the AFTONBLADET it was affirmed that the Russo-German trade pact was a great blow for the Allies, and was the last hope of separating Russia and Germany.

ITALY: ALTMARK COMMENT.

The Italian papers have given great prominence to the Altmark incident and have featured comment from London, Berlin, Oslo, Paris and Stockholm.

A typical headline used in last night's GIORNALE D'ITALIA was "England and Germany demand greater respect for neutrality on the part of the Norwegian Government".

The TRIBUNA used the headline "London government accuses Norway of failing in her duties as a neutral - Germany expects Oslo to exert her rights as sovereign state".

An expression used by the LAVORO FASCISTA was "Germany accuses England of having 'brutally violated the rights of neutrals'".

Messages from London were printed giving enthusiastic descriptions of the incident and stressing the fact that British ships violated Norway's neutrality to prevent a German violation.

FINLAND: SWEDISH ATTITUDE TO FINNISH WAR.

Commenting on the Swedish attitude to the Russo-Finnish war, the SOSIALIDEMOKRAATTI declared yesterday: "Everyone knew from the beginning of the Russian attack that the moment would come when the enemy's overwhelming numbers would be decisive. The difficulties of the Swedish Government are easily understandable but the issue of the Finnish war is fateful for other Nordic states.

"It is regrettable that the Finnish Government's semi-official appeals are unable to convince certain members of the Swedish Government of the importance of the proposals from the Swedish viewpoint. If the Finnish army does not obtain sufficient assistance in time from other northern countries then it is imperative to obtain help from other sources."

The Berlin correspondent of the HELSINGIN SANOMAT reported that a big German campaign against the neutral states would begin shortly. This correspondent added that Berlin tried to win over the neutrals' favour during the first five months of war and the Press and officials asked the neutrals to form a common front against England. This demand was accompanied by warnings and threats.

"Germany will never forget this rejecting of their modest demand," it was added, "Germany wants Sweden and Norway."

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Weekly No.7.

NOT TO BE PUBLISHED BEFORE
THE MORNING NEWSPAPERS OF
FRIDAY, 23RD FEBRUARY, 1940.

AIR MINISTRY WEEKLY NEWS LETTER.

Note: The information contained in this News Letter may be used by the Press without acknowledgement. If it is desired to refer to the Air Ministry as the source of the information, the expression "The Air Ministry Announces:-" is NOT to be used.

C O N T E N T S.

EARLY BALLOON BARRAGES.

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THE FIRST AND THE LATEST.

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HAPPY LANDING.

PARCELS FOR PALS.

Press & Publicity Branch,
Air Ministry,
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23rd February, 1940.

Reconnaissance Facts.

Much is known to the public about the remarkable reconnaissance flights carried out over Germany by the Royal Air Force crews of Bomber Command.

Here are some facts that are not generally known:

Our aircraft have flown over Berlin more than once since the war started - a fact that is believed to have caused the German people some heart searching.

In order to bring back the maximum amount of valuable information, our airmen have courted the German searchlights on more than one occasion just to see what would happen.

Among other efforts by the enemy to improve the night defences are experiments with coloured searchlights. The beam of a normal searchlight refracts at a sharp angle when it strikes a cloud, and no doubt the use of such colours as violet, blue and orange is being made to see which colour is the most penetrating.

There has been no apparent result, though the R.A.F. pilots report that they are "very pretty".

EARLY BALLOON BARRAGES.

Most Laymen would probably be very wide of the mark in stating when London first saw a balloon barrage.

It was as late in the last war as September, 1917.

The "Balloon Apron", as it was then called, consisted of steel cables suspended from lines held in the air by means of captive balloons at a height of some 8,000 feet. The object of this apron was to compel air raiders to keep above that height and so be forced to fly in the zone of the patrol levels of defending aircraft - 9,000, 10,000 and 11,000 feet.

Then, as now, searchlights and anti-aircraft guns formed part of the barrage.

As early as 1914-15, however, the Germans had tried something of the kind, but nothing really practical was done until March 1917, when the Germans used balloon barrages to protect industrial areas. Their method was found to be expensive and not very effective, but the German balloons remained until the end of the war.

It will probably be news to most people that during the last war Venice was protected by a similar barrage.

In June 1917 a British officer was sent to Venice to inspect the barrage and report on it.

The Italians had their balloons attached to rafts, hitched to cables and winches.

Each moonlight night, at dusk, the balloons were towed to their positions, roughly 200 feet apart, encircling Venice. They flew at about 10,000 feet and had cables attached to them to harass enemy aircraft.

Today, of course, the balloon barrages which protect London and all the big towns and cities of England and Scotland are very different from the somewhat crude system of more than 20 years ago.

Their use as a defensive weapon has been scientifically improved.

The old method, however, was not entirely ineffective.

Evidence of this is provided by the official account of an airman who was actually brought down by a balloon barrage during the last war.

The Officer said:

"Hearing a shout from my observer, I followed his pointing arm, and saw that the town was defended by a balloon barrage, which is a steel net, held up by balloons at intervals of about fifty yards.

"The balloons were at a height of about 4,000 feet. It was impossible to get over them in our crippled condition, so I kept straight on, hoping to pass through the barrage without hitting a wire.

"My observer immediately opened fire on the balloon above, in the vain hope of setting it on fire and dropping the

net, but nothing happened. We were now passing under the balloon and for a moment, I had the feeling that we must have missed the wires, but suddenly the machine gave a violent lurch, and was thrown backwards. I immediately put the nose down but the speed indicator dial only registered 30 m.p.h.

"I wondered why the machine did not stall and plunge to the ground. The aileron controls went out of order immediately we struck the net.

"We went down to the ground, dragging the balloon and net.

"We finally got close to the ground, which was heavily wooded.

"The planes and nacelles were riddled with shrapnel holes and one of the tail booms was nearly cut in two near the main planes.

"The nose was driven into the ground and one wing was crumpled up underneath the engine. The other wing was sticking straight up into the air. I saw the balloon wire, which had been our final undoing.

"It had just missed the nacelles by about two feet and had entered both top and bottom planes, just in front of the bomb-rack. It had sawed its way angle-wise towards the propellor from this point, and had cut the aileron balance wires through, passed through the steel bomb-racks and was

/finally

finally held up by the Michelin flare-rack, which was of fairly heavy steel. But it had completely worked its way through about three-quarters of the distance leading to the trailing edges of both top and bottom planes. The first long front landing and flying wires were hanging as if they had been sawn through".

"SPARKS" ALCFT AND AGROUND.

"Sparks", the wireless operator, is one of the most valuable members of any aircraft crew. Without him, air warfare and reconnaissance would be robbed of half their efficiency.

Every aircraft of the Royal Air Force is fitted with wireless, and wherever one may fly communication can be instantly made with the base by wireless. The aircraft crew communicate everything of value and keep their base posted as to their own movements.

The base may want to divert aircraft out on patrol to intercept and attack a U-boat, or an enemy surface vessel that has been reported to the base.

Wireless equipment plays a big part in the navigation of aircraft on long distance flights and at all times in bad weather. By getting a directional bearing on two transmitting stations, the operator can find the exact position of the

/aircraft.

aircraft. In fog, the wireless equipment enables a comparatively safe landing to be made. The aircraft is guided by wireless in its approach to the aerodrome. .

The radio installation of an aircraft is not the only apparatus for which the wireless operator in the air is responsible. In addition to being able to signal his base the pilot must be able to speak to other members of the crew - which is done by a special intercommunication system.

Moreover, the leader of a flight must be able to speak to other pilots in the flight. For this low-power telephony is sometimes used.

"Sparks" is largely responsible for all working parts of the aircraft which are electrically operated - petrol gauges, landing lights, bomb release gear and generators.

The wireless operator is also nowadays a trained air gunner. At any moment, "action stations" order may ring through the aircraft, and "Sparks" will leave his instrument to serve a machine gun.

Behind the wireless operator in the aircraft stands a highly efficient ground organisation of wireless stations and wireless maintenance.

In the event of a severe dislocation of the ground communication of the country, this organisation can provide a ready-made alternative system.

Between the personnel of the wireless ground organisation and the air-borne wireless operator there is the wireless electrical mechanic. His responsibility is to see that the whole electrical installation on board the aircraft is functioning at maximum efficiency, and especially to look for signs of potential trouble, which can then be remedied.

Every day the electrical mechanic checks carefully every part of the electrical equipment before the aircraft leaves the ground. Sometimes, after repair, he may fly, to give the apparatus an air test.

Whether he is working at an operational station, on aircraft installations, or stationed at a repair depot, the work of the electrical mechanic is an unique experience which will be invaluable to him in radio work when he returns to civil life.

THE FIRST AND THE LATEST.

One of the first British aircraft types to come into operation on the Western Front in the last war was the B.E.2. In the present war the Hawker "Hurricane" was in the vanguard of the Royal Air Force to take up a war station in France.

A striking comparison can be made between the performance of these two aircraft types - a comparison which shows what giant strides have been made in aviation in the comparatively

short space of 26 years.

B.E.2 had a 70 h.p. Renault engine which gave it a top speed of 70 m.p.h. Its rate of climb was about 360 ft per minute.

It was in a B.E.2. that Geoffrey de Havilland set up a height record of 10,560 ft. and in the same type of machine Capt. (now Air Vice Marshal Sir) C.A.H. Longcroft made his epic flight from Montrose to Farnborough covering the distance of 450 miles in the flying time of 7 hrs. 40 mins. The B.E.2. of those days had a considerable reputation for high performance.

The Hurricane of today, however, has five times the speed of the B.E.2. and a service ceiling more than thrice as great as de Havilland's altitude record of 10,560 ft. The modern, low-wing, fighter monoplane driven by an engine 15 times as powerful, can climb 7 times as fast as the biplane of 1914. In armament the contrast between the old and new types is just as striking. The B.E.2's only armament was a rifle, revolver, or shot gun. No machine gun was fitted. The Hawker "Hurricane" carries eight Browning guns housed in the wings with a combined fire-power of about 9,000 rounds a minute.

KNOWING THE ENEMY.

Identification of friendly and hostile aircraft, important enough now, would become even more important if large-

scale raids on this country were to take place.

Intelligence officers at Fighter Command stations are busily preparing those most concerned in identification, searchlight and anti-aircraft gun crews and members of the Observer Corps -- by giving them lectures.

At one station the Intelligence Officer, who holds daily lectures, has made an intensive study of German and British aircraft peculiarities. He illustrates his talks with scale-models of British and German fighters and bombers.

Often in the evenings he visits lonely Observer Corps posts and has informal talks about identification of aircraft. Later he hopes to include officers and boys of the Air Defence Cadet Corps among his listeners.

TIN HAT AS ALARM GONG.

A large rusty German tin hat, vintage 1917, hangs on a nail driven into a tree near an A.A. machine gun in the R.A.F. area in France.

If the time comes to sound the alarm the R.A.F. man on duty will hammer the helmet with a spoon kept handy for that purpose.

The helmet was unearthed near the site of the gun emplacement. It is only one object out of a mass of Great War jetsam -- rifles, grenades, pieces of barbed wire, rusty shell

/fragments

fragments -- which to-day, a quarter of a century later, still lie where they were dropped or flung.

A German dug-out of about the same date as the alarm helmet has needed very little 'doing up' to make a cosy refuge for the gunners.

HAPPY LANDING.

One of the most extraordinary incidents of the war so far, was the case of "the air gunner who did not jump". It happened following a reconnaissance flight.

The aircraft became iced up and unmanageable. The order went back to "bail out", but the rear gunner did not hear the order because his telephone was iced up also. His companions obeyed the order, ignorant of the fact that the other member of the crew had not heard the command. They believed he, too, had started to float down.

Still at his post, however, the gunner in the tail felt glad that they were making a good course and nearing home. By the queerest streak of good fortune, the aircraft finally pancaked in safe territory. The gunner, although badly shaken, rushed as he thought to the rescue of his friends.

Imagine his consternation when he found that they had disappeared. He had "brought the plane home" alone.

PARCELS FOR PALS.

Officers and "other ranks" at one Royal Air Force Bomber Station have started a voluntary monthly contribution to help provide parcels of food or other necessities to Royal Air Force prisoners of war.

The scheme was suggested by an officer who was held prisoner by the Germans for 2½ years in the last war. His experience was that when captured, a man usually had to wait from 6-8 weeks before it was possible to get parcels through to him. In the meantime, he had to depend upon prisoners previously captured for any food to supplement the German rations.

Contributions will enable additional regular weekly parcels to be sent to Royal Air Force prisoners of war, who would then be in a better position to provide something for their comrades when first taken prisoner.

The money is paid monthly. Airmen pay in a 1d, Corporals 2d, Sergeants and Warrant Officers 3d, and Officers 6d. Up to the present none of the station personnel has fallen into the hands of the enemy.

20/2/40 - No.2.

Not to be quoted as an Air
Ministry Announcement.

SALVAGE CLAIMED FOR NAZI 'PLANE WRECKAGE.

Members of the Fighter Command squadron which shot down a German Heinkel bomber in Cresswell Bay, Northumberland, on February 3, have been told that they are liable in law to pay salvage and other charges on the wreckage which was washed ashore from the bomber. It is understood that on this occasion import duty will not be demanded.

One piece of metal is to be beaten into a shield and engraved with the squadron's crest. The Germans' rubber boat is already in its rest room. On each and every souvenir members of the squadron are liable for charges.

Wreckage washed ashore becomes the property of the Ministry of Shipping. H.M. Customs and Excise are responsible for collecting all dues.

The law, it seems, states that "any wreck (which term includes any parts of, or contents of, any vessel or aeroplane washed ashore or recovered afloat by persons other than the owners) must be reported to the Receiver of Wrecks for that district, and salvors are entitled to the payment of salvage at a rate deemed appropriate by the Receiver."

In addition, there are certain statutory manorial rights which the Receiver of Wrecks has no power to waive.

The Receiver of Wrecks is trustee for all wreckage washed ashore.

The jurisdiction of the Receiver of Wrecks is confined to the "sea, estuarial waters, and foreshore". This means that if the Heinkel had crashed on land, the question of salvage would not arise.

Press and Publicity Branch,
Air Ministry.

RUGBY FOOTBALL.

BRITISH ARMY v. FRENCH ARMY to be played in PARIS
on February 25th, 1940.

The British Team will be chosen from the following:

Cadet V.G.J. Jenkins	(R.A.)
Lieut. E. J. Unwin	(Middlesex Regt.)
Cadet P. Cranmer	(R.A.)
Cadet F. G. Edwards	(R.A.)
2nd Lieut. W. Wooller	(R.A.)
Cadet R. H. Guest	(R.A.)
Lieut. F. J. Reynolds	(Duke of Wellington's Regt.)
Sgt. J. Ellis	(R.A.S.C.)
Gunner W. E. N. Davies	(R.A.)
Cpl. W. H. Travers	(R.A.)
Cadet R. E. Prescott	(R.A.)
Cpl. G. B. Horsburgh	(London Scottish)
Cadet T. F. Huskisson	(R.A.)
Lieut. R. B. Mayne	(R.A.)
Capt. H. J. M. Sayers	(R.A.)
Sgt. S. Walker	(R.A.C.)
Lieut. P. L. Duff	(H.L.I.)

Referee: Flight-Lieut. C. H. Gadney, R.A.F.

MILITARY AFFAIRS.

20/2/40. - No. 4.

FRENCH OFFICIAL COMMUNIQUE (MORNING)

Paris, Tuesday February 20, 1940.

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

"East of the Nied a German raid failed,
Slight activity on the remainder of
the front".

---oOo---

*addenda
to #5*

21/2/40. - No. 1.

PLEASE ADD TO R. A. F. AWARDS - NO. 5. 20/2/40.

Addition to R.A.F. personnel mentioned
in despatches:-

Pilot Officer D.D. Weightman.

AIR AFFAIRS

corr.
to #5

20/2/40 - No. 8.

CORRECTION TO ISSUE NO. 5.

ROYAL AIR FORCE AWARDS

On page 2 of the A.M. Bulletin 396 Flying Officer J.R. Hollington is reported "missing". Delete the word "missing" and substitute "killed in action".

AIR AFFAIRS.

NOT to be published before the morning newspapers of the 21st February, 1940, or broadcast before 7 a.m., G.M.T., on the 21st February, 1940.

5 5
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ROYAL AIR FORCE AWARDS.

The Air Ministry announces:-

The King has been graciously pleased to approve the following appointments and awards to members of the Royal Air Force for gallantry and devotion to duty in the execution of air operations:-

TO BE COMPANIONS OF THE DISTINGUISHED SERVICE ORDER.

Wing Commander Frederick Laurence PEARCE.
Wing Commander William Ernest STATON, M.C., D.F.C.
Squadron Leader John Robert HALLINGS-POTT.

AWARDED THE DISTINGUISHED FLYING CROSS.

Squadron Leader John Hugh CHAPLIN.
Squadron Leader Paul Ivor HARRIS.
Squadron Leader William Mary Laurence MACDONALD.
Squadron Leader Andrew McKEE, A.F.C.
Squadron Leader Harry Alexander PURVIS.
Flight Lieutenant Michael Fitzwilliam PEACOCK, Auxiliary Air Force.
Acting Flight Lieutenant Allan Stuart AINSLIE.
Acting Flight Lieutenant Harold Wentworth Aylward SHEAHAN.
Acting Flight Lieutenant Lawrence Wilton SKEY.
Acting Flight Lieutenant Albert Leslie WOMERSLEY.
Flying Officer Frederic Elgar BURTON.
Flying Officer William John MACRAE.
Flying Officer Neville Ernest Wetherell PEPPER.
Flying Officer John William STEPHENS.
Pilot Officer Robert Howard HARPER.
Pilot Officer Herome Alexander INNES.

AWARDED THE DISTINGUISHED FLYING MEDAL.

Sergeant Arthur Lydenham Tremenhoe CARGILL.
Sergeant Alfred Charles CULVER.
Sergeant John Llewellyn HAWKEN.
Sergeant Arthur Stanley JOHNSON.
Sergeant John Richardson RAMSHAW.
Sergeant Kenneth Frederick SCOTNEY.
Sergeant George Arthur STAMP.
Sergeant Lionel WOOD.
Acting Sergeant William John BARRETT.
Leading Aircraftman Walter GREIG (Since reported missing - believed killed.)
Aircraftman 1st Class, Ernest William GIMSON.
Aircraftman 1st Class, Alexander MURCAR.
Aircraftman 1st Class, Edgar WHITE.
Aircraftman 2nd Class, Robert Harvey FRANCIS.
Corporal Colin Beresford Graham KNIGHT, Royal New Zealand Air Force.

MENTIONS IN DESPATCHES.

Wing Commander K.B. LLOYD, A.F.C.
 Wing Commander F.L. PEARCE.
 Wing Commander A.P. REVINGTON.
 Wing Commander W.E. STATON, M.C., D.F.C.
 Acting Wing Commander F. CRERAR, A.A.F.
 Squadron Leader F.V. BEAMISH, A.F.C.
 Squadron Leader D. FINLAY.
 Squadron Leader J.R. HALLINGS-POTT.
 Squadron Leader G.W. HEATHER.
 Squadron Leader J.O. HINKS.
 Squadron Leader H.J. MAGUIRE.
 Squadron Leader R.A. McMURTRIE.
 Squadron Leader W.E. OULTON.
 Flight Lieutenant R.T. CORRY, Auxiliary Air Force.
 Flight Lieutenant A.A. de GRUYTHER.
 Acting Flight Lieutenant W.D.L. FILSON-YOUNG.
 Acting Flight Lieutenant D.V.W. FRANCIS.
 Acting Flight Lieutenant R.W. GAUTRY.
 Acting Flight Lieutenant J.P. GRANT.
 Acting Flight Lieutenant J.D. MIDDLETON.
 Acting Flight Lieutenant H.G. MOSSFORD.
 Acting Flight Lieutenant V.M.P. PAM (Since reported "Killed
 in Action")
 Acting Flight Lieutenant F. PHILLIPS.
 Acting Flight Lieutenant J.M.H. SINCLAIR. (Since reported
 "Missing")
 Acting Flight Lieutenant B.S. TOMLIN,
 Flying Officer P.L. BILLING.
 Flying Officer S.B. BINTLEY.
 Flying Officer J.W.E. DAVIES.
 Flying Officer T.A.F. ELSDON.
 Flying Officer J.R. HOLLINGTON (Since reported "Missing")*
 Flying Officer O.G. HORRIGAN.
 Flying Officer A.V. HUNTER.
 Flying Officer E.J. KAIN.
 Flying Officer H.M.S. LAMBERT.
 Flying Officer J.H. MARKS.
 Flying Officer W.E.G. MEASURES.
 Flying Officer I.M. PARKER.
 Flying Officer I.H. PARROT.
 Flying Officer G.L. RAPHAEL.
 Flying Officer G.E. SADDINGTON.
 Pilot Officer R.A. CRUICKSHANK.
 Pilot Officer C.R. HEBELER.
 Pilot Officer R.J. JOUAULT.
 Pilot Officer (now Flying Officer) D.C. MCKINLEY.
 Pilot Officer J.S. MORTON, Auxiliary Air Force.
 Flight Sergeant B.M. BANNISTER.
 Flight Sergeant G.A. CORBY.
 Flight Sergeant C. DUNKERLEY.
 Sergeant V.H. BARR.
 Sergeant N.S.C. CHAPMAN.
 Sergeant J.L. FLETCHER.
 Sergeant A.R.T. HOUGH.
 Sergeant E.B. LASCELLES.
 Sergeant W.C. McARTHUR.
 Sergeant E.F.J. O'DOIRE.
 Sergeant F.C. PETTS.
 Sergeant T. PURDY.
 Sergeant R.J. STANLEY.
 Sergeant M.A. TERRANEAU.
 Sergeant F. TIZARD.
 Sergeant N.H. WEBB.
 Corporal O. HAIRE.
 Corporal N. HAITHWAITE.
 Corporal T.N. PARKIN.
 Corporal S.G. STENTISFORD.
 Corporal W. WIGHT.

* Killed in action
 (See attached
 correction sheet,
 release 8)

Acting Corporal C.L. EVANS.
Leading Aircraftman R. BAILEY.
Leading Aircraftman S. BINGHAM.
Leading Aircraftman D.J. CONNOLLY.
Leading Aircraftman A.E. FOREMAN.
Leading Aircraftman W. JACOBS.
Leading Aircraftman W.E. NICHOLAS.
Leading Aircraftman A. PERRY.
Leading Aircraftman D.M. ROWSON.
Leading Aircraftman H.A. STOREY.
Leading Aircraftman M. WILSON.
Aircraftman 1st Class, R.B. HOSKING.
Aircraftman 2nd Class, A.G. GOULDSON.
Aircraftman 2nd Class, J.P. SMITH.

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

21.2.40.

PRESS NOTICE.

Losses due to Enemy Action for week ending midnight
Sunday/Monday 18/19th February, 1940.

British 5)
Allied nil } = 20.
Neutral 15)

LIST OF BRITISH SHIPS:-

<u>Date</u>	<u>Ship</u>	<u>Tonnage</u>
13/2	BRITISH TRIUMPH	8,501
14/2	SULTAN STAR	12,306
14/2	GRETAFIELD	10,191
14/2	LANGLIEFORD	4,622
17/2	BARON AILSA	3,656 = 39,276

LIST OF NEUTRAL SHIPS:-

12/2	NIDARHOLM. Norwegian	3,482
12/2	DALARO Swedish	3,927
13/2	CHASTIME MAERSK.. Danish.	5,177
14/2	GIORGIO OHLSEN Italian.	5,694
14/2	MARTIN GOLDSCHMIDT. Danish.	2,094
15/2	RHONE. Danish.	1,064
16/2	SLEIPNER. Danish.	1,066
17/2	WILJA. Finnish.	3,396
16/2	LIANA. Swedish.	1,646
16/2	OSMED. Swedish.	1,545
17/2	KVERNAAS. Norwegian.	1,819
18/2	AMELAND. Dutch	4,537.
18/2	SANGSTAD. Norwegian.	4,297
18/2	BANDERAS. Spanish.	2,140
18/2	ELLIN. Greek.	4,917 = 46,801.
	TOTAL	<u>86,077.</u>

The Germans announced during the week that unrestricted U-boat warfare against British and French ships will henceforth be carried out as a "result of Mr. Churchill's statement that all Allied ships in future would be armed". It would appear, however, that unrestricted U-boat warfare had been in force for some time past and moreover mainly directed against Neutral ships which are certainly not armed. Probably as many as 13 out of the 15 Neutrals listed above were ruthlessly sunk by U-boats without warning.

The losses have increased this week but during the month of April 1917 when "unrestricted" U-boat warfare was at its height the weekly sinkings averaged 105 British, Allied and Neutral ships, and some 203,000 tons, as against 20 ships of 86,000.

The hunt for U-boats is being intensified daily, and at least four have been sunk within six days.

GERMAN SHIPS CAPTURED, SCUTTLED AND OTHERWISE
DISPOSED OF:-

In addition to the Auxiliary Vessel ALTMARK of about 12,000 tons which, as is already known, was driven ashore, the ROSTOCK 2,542 tons was captured by the French and the MOREA 1,927 tons and Trawler HERRLICHKEIT 268 tons seized by H.M. Ships and brought into British ports. Also the WAKAMA 3,771 tons and BALDUR 5,805 tons have been scuttled to avoid capture.

CONVOYS: Up to Wednesday 14th February, the number of ships escorted in British Convoys since beginning of war was 8,969 and the number lost in convoy 19, being one in 472.

The only ship lost in convoy during the week was the BRITISH TRIUMPH which struck a mine. Only 2 Neutral ships - one of which was mined - have been lost in British Convoys since the beginning of war.

In the week under review 160 Neutral ships were escorted to their destinations without loss.

In addition, the following vessels are notified, which were sunk in previous weeks, and not included before owing to late receipt of reports, or lack of information that the vessels had actually been lost:

BRITISH

<u>Date.</u>	<u>Ship</u>	<u>Tonnage</u>
3/2	BRITISH COUNCILLOR	7,048
10/2	THERESA BOYLE (Trawler)	224
11/2	TOGINO (Trawler)	<u>290 = 7,562</u>

NEUTRAL

11/2	LINDA. Esthonian	1,213
11/2	SNESTAD. Norwegian	4,114
29/1	EIKA Norwegian	1,503. = <u>6,830</u>
	TOTAL	<u><u>14,392</u></u>

20/2/40. - No. 7.

PRESS NOTICE

At the request of Sir Walter Monckton, Director General of the Press and Censorship Bureau, Sir William Bragg as President of the Royal Society has undertaken the formation of a Scientific Panel to assist the Bureau in arranging the censorship of papers in Scientific Journals.

The following have agreed to serve on the Panel:-

Professor C.R. Harington (Biochemistry);
Professor V.H. Blackman (Botany and Agriculture);
Professor A.C. Egerton (Chemistry); Dr. H.L. Guy (Engineering Sciences); Professor P.G.H. Boswell (Geology); Professor S. Chapman (Mathematics); Dr. C.H. Desch (Metallurgy); Dr. C.G. Darwin (Physics); Professor A.V. Hill (Physiology); Professor F.C. Bartlett (Psychology); Professor W.W.C. Topley (Bacteriology and Pathology); Professor M. Greenwood (Statistics); Sir Guy Marshall (Zoology).

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8 correction
to # 5 this date

20.2.40 - No. 9.

RUBBER QUOTA.

1. At the meeting of the International Rubber Regulation Committee, held on the 20th February, 1940, the Committee fixed the following percentage of the basic quotas for 1940 as the permissible exportage amount: For the months of April, May and June, 1940, 80%. Under the scheme of regulation it is open to the Committee to revise their decisions as regards the permissible exportage amount, from time to time, if for any reason this should, in their opinion be desirable.
2. The Committee decided that no additional new planting, under Article 12 (b) of the Regulation Agreement, for the period from 1st January, 1939 to the 31st December, 1940, will be permitted. They also decided, under Article 12 (g), that "re-planting" shall continue to be permitted, unconditionally, throughout the period of the Regulation Agreement.

International Rubber Regulation Committee.

20th February, 1940.

EMPIRE AFFAIRS.

20.2.40/No.10

P.N. 1622

PRESS NOTICE.

Sinking of S.S. "Rhone".

The Postmaster General regrets to announce that parcel mails for Denmark containing parcels posted on the 4th and 5th of February have been lost owing to the sinking of the S.S. "Rhone".

GENERAL POST OFFICE.

20th February, 1940.

VOTING BY CANADIAN TROOPS.

Plans for the voting by Canadian troops in England in the Dominion's General Election are well advanced. The polling day will be March 26, and the elaborate arrangements are in the hands of Colonel John T.C. Thompson who has, with his assistant, Colonel E.H. Mins, just arrived in London. Other members of Colonel Thompson's staff will reach this country in a few days.

Although the details of organisation are complex the actual voting procedure is simple. The soldiers on the appointed day will be given envelopes in which their voting slip will be placed. When the vote has been recorded the envelopes will be sealed and handed to the voters in an envelope. He can mail it to Canada House from any Post Office, postage pre-paid and pre-addressed to Canada House, where Colonel Thompson and his staff will carry out the counting, the results of which will be transmitted to Ottawa.

It is provided in the relevant legislation that Canadians in England normally resident in the Dominion and enrolled for active service are entitled to a vote. The franchise has, however, also been extended to include miners serving with the Canadian forces.

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20/2/40 - No. 18

CORRECTION TO BULLETIN NO. 11 - ("VOTING BY CANADIAN TROOPS").

Empire Affairs request the following substitution for Paragraph 1 of Bulletin No. 11 :-

Plans for the voting by Canadian troops in England in the Dominion's General Election are well advanced. Polling day in Canada is March 26, and the voting period for Canadian troops in this country will extend between March 14 and March 23. The arrangements are in the hands of Colonel John T.C. Thompson who has, with his assistant, Colonel E.H. Mins, just arrived in London. Other members of Colonel Thompson's staff will reach this country in a few days.

20/2/40 - No. 18

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EMPIRE AFFAIRS

123

MINISTRY OF SUPPLY
AREA ADVISORY COMMITTEES

Bristol, Nottingham, Leicester & Lincoln Appointments.

The Ministry of Supply announces that the Area Advisory Committees at Bristol, Nottingham, Leicester and Lincoln have been inaugurated and will shortly hold their first meetings. The members of the Committees are as follows:-

Bristol.

Nominated by Engineering Employers Federation

- Mr. F. McKenna (Gloster Aircraft Company, Limited, Gloucester).
- Mr. F. Lister (R.A.Lister & Company, Limited, Dursley).
- Mr. H. V. Slade (Garrard Engineering & Manufacturing Company, Limited, Swindon).
- Mr. A. Willis (Brecknell, Willis & Company, Limited, Bristol).
- Mr. A. G. Strong (H.O.Strong & Sons, Limited, Bristol).
- Mr. A. W. Grant (Chairman, Engineering & Allied Employers, West of England Association).
- Colonel Pitt (Stothert & Pitt, Limited, Bath).
- Mr. J. G. Young (Climax Rock Drill & Engineering Works, Limited, Carn Brea).
- Mr. G. Tyler (The Bickle Engineering Company, Limited, Plymouth).

Nominated by Trades Union Congress.

- Mr. E. R. V. Porter)
- Mr. H. M. Medland) Amalgamated Engineering Union
- Mr. C. Parsons)
- Mr. J. T. Machin)
- Mr. H. Tutt (National Union of Vehicle Builders).
- Mr. F. Stanford (National Society of Brass & Metal Mechanics).
- Mr. F. Ashley (National Union of Sheet Metal Workers & Braziers).
- Mr. J. Flowers (Transport & General Workers Union).
- Mr. H. C. Pullin (National Union of Foundry Workers).

Nottingham.

Nominated by Engineering Employers Federation.

- Mr. Robert Sims (Manlove Alliott & Company, Limited, Nottingham).
- Mr. J. H. Bingham (Metropolitan Gas Meters, Limited, Nottingham)
- Mr. F. H. Starling (Blackburn Starling & Company, Limited, Nottingham).
- Mr. F. V. Piper (Newton Bros. (Derby) Limited, Derby).
- Mr. J. P. Gilliver (International Combustion Limited, Derby).
- Mr. R. Matthews (Secretary, Engineering & Allied Employers' National Federation, Derby & District Association).
- Mr. W. B. Briggs (S.Briggs & Company, Limited, Burton-on-Trent)
- Mr. G. Robinson (Sanderson & Robinson Limited, Mansfield).
- Mr. W. C. Macartney (Markham & Company, Limited, Chesterfield).
- Lieutenant-Colonel S. H. Tate (Chesterfield Tube Company, Limited, Chesterfield).

Nominated by Trades Union Congress.

- Mr. C. R. Bates)
- Mr. W. H. Gilkes) Amalgamated Engineering Union
- Mr. A. Sturgess)
- Mr. H. Parsons)

Nottingham (contd.)

- Mr. H. Hodgkins (Boilermakers & Iron & Steel Shipbuilders Society).
- Mr. S. C. Richardson (Electrical Trades Union).
- Mr. R. A. White (National Amalgamated Furnishing Trades Association).
- Mr. M. Lowe (National Union of General & Municipal Workers).
- Mr. F. Moss (National Union of Foundry Workers).
- Mr. R. R. Ponton (Association of Engineering & Shipbuilding Draughtsmen).

Leicester.

Nominated by Engineering Employers Federation.

- Mr. H. S. Pochin (Goodwin Barsby & Company, Limited, Leicester).
- Mr. J. H. Goddard (Wadkin Limited, Leicester).
- Mr. R. G. Hpsking (S.Russell & Sons, Limited, Leicester).
- Mr. J. R. Gimson (Gimson & Company (Leicester), Limited).
- Mr. H. H. Moore (Herbert Morris Limited, Loughborough).
- Mr. L. G. Reid (Brush Electrical Engineering Company, Limited, Loughborough).
- Mr. C. Pratt (Blackstone & Company, Limited, Stamford).
- Mr. V. Amberg (Express Lift Company, Limited, Northampton).
- Mr. J. M. Lowry (Secretary, Engineering & Allied Employers, Leicester & District Association).
- Mr. A. M. Neal (Peter Brotherhood Limited).

Nominated by Trades Union Congress.

- Mr. E. J. Taylor)
- Mr. G. H. Dean)
- Mr. H. Done.) Amalgamated Engineering Union.
- Mr. C. Sendall)
- Mr. C. A. Whitehead (Amalgamated Society of Woodcutting Machinists).
- Mr. W. H. Hill (National Union of Vehicle Builders).
- Mr. S. C. Richardson (Electrical Trades Union).
- Mr. R. A. White (National Amalgamated Furnishing Trades Association).
- Mr. A. E. Jakins (National Union of Foundry Workers).
- Mr. G. Davidson (Association of Engineering & Shipbuilding Draughtsmen).

Lincoln.

Nominated by Engineering Employers Federation.

- Mr. W. T. Bell (Robey & Company, Limited, Lincoln).
- Mr. A. R. Bellamy (Ruston & Hornsby Limited, Grantham).
- Mr. V. W. Bone (Ruston-Bucyrus Limited, Lincoln).
- Mr. M. Burton (Marshall, Sons & Company (Successors), Limited, Gainsborough).
- Mr. F. Caddick (W.J.Jenkins & Company, Limited, Retford).
- Mr. J. A. Doig (J.S.Doig (Grimsby) Limited, Grimsby Docks).
- Mr. J. T. Graham (Worthington-Simpson Limited, Newark-on-Trent).
- Mr. C. G. H. Richardson (Ransome & Marles Bearing Company, Limited, Newark-on-Trent).
- Sir W. A. Tritton (William Foster & Company, Limited, Lincoln).
- Mr. J. W. F. Hill (Engineering and Allied Employers, Lincoln, Gainsborough & Newark Association).

Nominated by Trades Union Congress

- Mr. J. J. Leamy)
- Mr. J. W. Jessop) Amalgamated Engineering Union
- Mr. G. W. Bowen)
- Mr. P. W. Graville)
- Mr. R. T. Sharpe (Boilermakers & Iron & Steel Shipbuilders Society)
- Mr. G. Deer (Transport & General Workers Union).

Lincoln (contd.)

Mr. J. L. Fox (National Union of Vehicle Builders).
Mr. F. Wallis (Amalgamated Society of Woodworkers).
Mr. E. W. A. Day (National Union of Foundry Workers).

Ministry of Supply,
Press Office,
Adelphi, W.C., 2.

20 February 1940.

13-15 } missing
17-18 } #16 corr. sheet.

20/2/40 - No 19

LONDON SCOTTISH RECRUITING DRIVE

The War Office announces that there are now vacancies for a further large number of men in the London Scottish.

Applicants must be of Scottish nationality, and between the ages of 20 and 35.

Men accepted will be required to join for service at an early date, and application should be made immediately, either in person or in writing, to any of the following addresses:

Officer in Charge of Recruiting,
59, Buckingham Gate, London, S.W.1

William White, Esq.,
Royal Bank of Scotland, St. Andrew's Square,
Edinburgh.

Captain N. McMonnies,
7, Bath Street, Glasgow. (After 6.0 p.m.)

Captain R. Philp, Sunnybank School, Aberdeen.

Further particulars may also be obtained from any Army Recruiting Centre, either in England or Scotland.

Applicants will be informed as early as possible whether they can be accepted. On no account should any man give up his employment until he has passed the medical examination.

WAR OFFICE,
WHITEHALL, S.W.1.

Note to Editors: This has no connection with the various recruiting appeals for Home Defence Battalions for the London Scottish, etc.

20.2.40 - No.20.

PRESS NOTICE.

Engineer Captain C.V. Hardcastle, R.N. (Retd.)
has been awarded a Greenwich Hospital Pension of
£50.0.0d. a year in the vacancy caused by the death of
Engineer Captain J.E. Mortimer, R.N. (Retd.) on the
6th. January, 1940.

ADMIRALTY,
S.W.1.

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ANOTHER NAZI LIE.

The latest sample of Nazi "truth" is the allegation broadcast by the Deutschlandsender last night, and repeated in slightly different terms from Bremen in Dutch for Holland and Belgium, that "British bombers" machine-gunned the lifeboats of the German ship Watussi which scuttled herself off Cape Point on December 2 last, after being intercepted by the South African Air Force. The broadcast was in the following terms:-

"At the moment when the whole world is expressing indignation at the inhuman British behaviour towards the defenceless members of the crews of the German ships Altmark and Wakama, a fresh example of British brutality is made known. Eye-witness reports have been received to the effect that the life-boats of the German ship Watussi which was attacked by British bombers off the Cape of Good Hope on December 2, 1939, and scuttled herself, were machine-gunned by British bombers and chasers. Though the British bombers distinctly saw that the passengers and crew of the German ship had taken to the boats, they opened a lively machine-gun fire on the boats. They continued shooting even after the German boats had reached a considerable distance from the sinking ship. The behaviour of the British pilots is the more disgraceful as there were women and children in the life boats".

A South African official in London today pointed out that a complete refutation of this fantastic charge was given by no less a person than Captain W. Stamer, the skipper of the Watussi, in a statement made to the South African Press on December 4. Captain Stamer whose remarks were quoted verbatim by the newspapers, talked willingly about the scuttling of the ship. He described in detail how he surreptitiously prepared to sink the Watussi while a single aeroplane was circling overhead. He continued:

"When everything was ready and when there was no danger to life by abandoning the ship, I gave the order to haul up the German flag and for the passengers and crew in the life-boats to be swung overboard. Shortly before giving this order the seacocks had been opened, and the passengers' quarters set on fire. We were only in the life-boats for an hour before we were all picked up by a British warship. We could not have been better treated by the Royal Navy. The captain stood me a drink - and believe me I needed it - and the passengers were all given coffee and food. Nor were my crew forgotten. They received every attention possible".

The official pointed out further that it was common knowledge in South Africa that the women and children among the Watussi's 43 passengers were shown every care and consideration and that one young woman, who became a mother shortly after the party was landed, expressed her gratitude for flowers and other gifts sent to her in a nursing-home by the women of Cape Town. It is worth noting that the Nazis did not broadcast this story to Africa.

EMPIRE AFFAIRS.

20/2/40 - No. 23.

ALTMARK: FRYATT EXECUTION RECALLED.

The German wireless at 11.30 G.M.T. on February 19th gave the full story of the capture of the Altmark, in which the following passage occurs:-

"As soon as the destroyer came up behind the Altmark's stern, the German boat reversed with full force in order to ram the destroyer."

During the last war Captain Fryatt, the Commander of a British merchant ship, was executed by the Germans on a charge of having rammed a German submarine which attacked his ship.

By German canons the Captain of the Altmark was lucky to have escaped a similar fate.

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FOREIGN OFFICE NEWS DEPT.

S.S. WAKAMA - FACT & FICTION

The German wireless on February 17th put out the following report from Hamburg in English at 2.15 GMT:

"It is reported from Rio de Janeiro that in spite of British attempts to camouflage the circumstances of the sinking of the German freighter Wakama , the finding of a lifeboat riddled with machine-gun bullets, off the Brazilian coast, has conclusively proved that the sinking of the Wakama was another Barralong crime committed by a British warship. In the lifeboat which was washed ashore was the address of the Society of German Seamen, and clothing bearing names of the crew of the Wakama , as well as many documents. Machine-gun bullets were found in the side of the boat. Two other lifeboats, also riddled with bullets, have been discovered by fishing boats, and are being towed in. This evidence conclusively proves that the British machine-gunned the defenceless shipwrecked crew of the Wakama , drifting in their lifeboats. The incident, therefore, not only represents a gross violation of the American Security Zone, and probably even of Brazilian territorial waters, but also is a vile act of brutality, and a breach of the basic principles of international law and humanity, again committed in the course of Britain's ruthless naval warfare."

A similar report was issued the same day in the broadcast to Italy, Sweden, Holland and Greece. The story was repeated on February 18th.

2. His Majesty's Government have been at pains to enquire into the facts and have called for reports from the Captain.....

of the warship which rescued the crew of the s.s. Wakama and from His Majesty's Ambassador at Rio.

3. The Captain of the warship concerned reports that he has saved the complete crew of the s.s. Wakama and that no casualties resulted from the scuttling of the vessel.

4. H.M. Ambassador at Rio reports that the Chief of Police has issued the following statement:

"A lifeboat has been found on the coast of St. Anna Island but has up to now not been identified. This boat is being guarded by police according to orders from higher authorities. Consequently all other reports regarding the finding of other boats on the Rio State coast, which is being watched by police, are without foundation".

5. H.M. Ambassador also reports that the story quoted by the German wireless originated with a notoriously Germanophil newspaper, the "Gazetta de Noticias".

6. It will be seen from the above that the German Government have been guilty of the reckless dissemination of a deliberate lie without any regard to the feelings of the relatives of the crew of the s.s. Wakama.

FOREIGN OFFICE, NEWS DEPARTMENT.

LICENSING OF DEALERS IN FEEDING-STUFFS.

The Minister of Food wishes to remind all dealers in feeding-stuffs that if their total sales in the year ended 30th June, 1939, exceeded 500 tons they must under the Feeding-Stuffs (Licensing and Control) Order, 1940, obtain a license to trade before 1st March next.

Application forms were sent on 5th February to all dealers and manufacturers concerned whose names were known to the Ministry, but in many cases these have not yet been returned.

Dealers and manufacturers are asked to co-operate with the Ministry by returning their application forms immediately.

If any dealer or manufacturer has not received a form he should apply for one without delay to the Ministry of Food, Great Westminster House, Horseferry Road, London, S.W.1, or to any County or Port Area Feeding-Stuffs Committee.

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AGRICULTURE'S NEW BILL.

CLEARING UP MATTERS FOR WHICH LEGISLATION IS NEEDED.

An important fact about the Agriculture (Miscellaneous War Provisions) Bill is that it is not the core of the Government's wartime agricultural policy, but clears up a number of matters for which the sanction of Parliament is required.

The main line of agricultural policy is an expansion of arable farming; guaranteed markets; guaranteed prices, and use of available land to the best advantage. Incidental to this programme are such matters as increasing the Standard prices for oats and wheat, and providing a Standard price for rye; protection of the wheat grower against loss through drastic changes in the wheat price; advances of seeds, implements, fertilisers etc., to farmers who need them to play their part in ploughing their grassland, but have not the ready cash or credit to buy them.

There are also other things, such as closing a small gap left open in an extensive drainage programme in which the cost of current work runs into over £7,000,000; and a provision that will safeguard the position of County War Agricultural Committees if they have had to take over land.

Most of these intentions had previously been announced in Parliament, some of them months ago, and the new Bill merely seeks authority to regularise this collection of details. The broad purpose of the farming campaign needs no fresh legislation. Full powers to prosecute it came in, at the outbreak of war, with the Defence Act and at the same time the Government's prepared plans for ploughing up and guaranteeing markets and prices were put into operation.

MORE FEED FOR FARMS.

Pea Haulms a Valuable Foodstuff for Stock.

Peas grown for a canning factory is one of the crops that have increased considerably in recent years and it is a common practice for the haulm to be returned to the farm. Some growers spread it on their fields and plough it in; others turn it into a dung heap; but both these methods ignore the rich potential feeding value of this material. In wartime particularly it is a better plan to turn this waste product into ensilage.

There is no need to cut the haulm, for it is well broken at the cannery in the threshing process; and good silage is being made from this material without any use of molasses. But it is most important to tread it carefully and thoroughly in the course of filling. The ordinary portable silos are excellent for this purpose and can be filled direct from the lorry that brings back the haulm to the farm.

The pea harvest is normally spread over three or four weeks in July and in practice it will be helpful to cut one day and then wait four or five days before another day's cutting. For if this can be done it will leave time for the returned by-product to settle down in the silo before another lot is added.

How to Feed.

The silage is sweet and fruity and the stock eat it with relish. Its protein equivalent is in the neighbourhood of 4 to 5 per cent. starch equivalent about 15 per cent. At Wye College pea haulms and shells have been ensiled for some years and the product takes the place of roots and forms part of the maintenance ration for the dairy herd. The cows are given up to 35 lb. each per day.

It can be fed three days after filling the silo, and it does not freeze in frosty weather. But it should be fed on the same day that it is taken out.

PETROL FOR FARMERS

Applications to be made now.

Farmers and others engaged in Agriculture are reminded that applications for petrol allowances for the period March 1 to April 30, for agricultural tractors, stationary engines or vans and lorries operating on an agricultural licence, should be made on the necessary form and forwarded to the Divisional Petroleum Officer as soon as possible.

Forms can be obtained from local taxation offices or Post Offices at which motor licensing business is transacted and from County Secretaries of the National Farmers' Union.

It is essential that the applicant's full address should be entered on the application form which should be accompanied by the registration books of any registered vehicles.

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DAMAGED POTATOES

Useful Substitute for Meal

Many farms will be left with potatoes partly damaged by recent frosts. These can be quite well used for animal feeding provided a few simple precautions are taken.

Even clean and sound potatoes are slightly acrid and bitter in taste and have a laxative action that will cause blowing and scouring. But with frosted potatoes it is even more advisable to boil or steam them before use. They must also be washed and fed quite clean, for earth, if eaten, may tend to digestive disturbances.

After thorough washing, therefore, the potatoes should be boiled or steamed for about 45 minutes. Steaming is preferable. They will lose about 10 per cent. of their weight in this process, and another 5 per cent. while cooling. The water used for boiling should not be introduced into animal food. All sprouts must be removed.

The part played by potatoes in the diet is to replace some of the carbohydrate food, such as barley or maize meal. The

replacement may be estimated on the basis of 4 lb. of potatoes being equivalent to 1 lb. of meal. Potatoes have an almost negligible fat content and this makes them a suitable food for baconers.

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SAINFOIN AND LUCERNE.

Two Valuable Forage Crops.

Sainfoin, that used to be such a common sight in the heyday of arable sheep, has practically disappeared from districts that once knew it so well. But now it is worthy of serious consideration in the present need to make farms more self-supporting.

It prefers light soils containing plenty of lime, but it will adapt itself to a far wider range of conditions than is generally supposed. Good crops are grown both on clays and loams where the climate is dry and warm. Its root will descend to a great depth, so that the crop will withstand the severest drought. But stagnant water is fatal to its success.

On the poorer soils it will make a valuable contribution to the subsequent crop. Wheat or sugar beet follow it with great advantage. On thin, dry soils, rape and mustard can often be successfully grown after sainfoin as a substitute for the turnips that such soils will not grow.

As a rotation crop, it may be cut for hay and the aftermath grazed by sheep. In its later years it may be grazed early and then left for seed. It lasts longest when the aftermath is grazed off each year during November and December by folding sheep over it.

Full particulars about this crop and details as to how to sow, manure and harvest it are available in the Ministry's Free Leaflet No.249.

FOUR CUTS A YEAR.

Lucerne, A Protein Rich Crop To Save Cake.

Lucerne is another green crop that might be grown much more extensively. The 30,000 acres or so grown in England and Wales do not do justice to its worth. It can remain down for 5 to 8 years and attains its fullest growth in its second or third season.

Once it has reached this stage, three and even four cuts a year may be taken. But the last growth of the season should be left to stand the winter. Its deep roots enable it to flourish in hot, dry periods and under the dry conditions of much of East Anglia.

If cut early enough, it is rich in protein and so can reduce the farm's requirements for bought cake.

There used to be a prejudice against it on the grounds of frequent difficulty in getting the crop to "take". This is because its roots require the presence of a specific organism not found in most of our soils.

But there is no longer any need for such fears. For a cost of about 3/- per acre the seed can be inoculated with the organism required and for some years now this has proved quite satisfactory.

A free leaflet, No. 67, is also obtainable from the Ministry with the necessary details about Lucerne.

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MANAGING THE GRASS.

Cattle Will Improve Sheep Grazing.

The practice of using only sheep on grazings is uneconomical from the point of view of proper utilisation of the herbage. Cattle will graze on plants that sheep refuse to touch. Cattle prefer the taller grasses, and when they eat them down it encourages the growth of the dwarf herbage grazed by sheep.

So important is this that there are cases on record where a tenant will offer free grazing for a certain number of cattle because it improved the grazing for his sheep. As a rule, of course, the tenant would prefer to graze his own cattle.

At the Edinburgh and East of Scotland College Farm at Boghall, Midlothian, cattle were added to sheep on a grazing of 300 acres. It was found that 20 Galloway cows and calves could be summer grazed without displacing one single sheep - and the quality of the sheep improved.

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SELLING TREES.

Timber Control Or Private Deal.

When trees are for sale, the first question is how the disposal is to be effected. Auction sales are still

possible, but it is difficult to see how they can be organised, with maximum prices fixed by the Timber Control. Possibly some kind of Dutch auction will be evolved. Then there is the old favourite, sale by tender, which has fallen rather into ill repute, because it has been adopted as standard by persons who have no idea of the value of what they are trying to sell. Merchants have fathomed this, and of recent years tenders have all been on the low side.

Before any sale is made it is clear that the landowner or farmer should be aware of the value of what is about to be sold. This means a valuation by a recognised forestry consultant, who will undertake the sale if required. When the value is known, the object of the tender method of sale is lost, and there is everything in favour of selling by private negotiation to the local or some other timber merchant.

As to whether to sell to a merchant or to the Timber Control, the price is the same in both cases. The Control avoid competing with the trade, so that if a merchant will buy it seems that he should have first choice. But it is really a question of personal preference. Some like dealing with the Government, as the money is safe. Others are frightened of the "red tape", and prefer to sell to a man who will fix up the deal straight away on the telephone.

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NOT PLOUGHING LAND.
Derbyshire Farmer Loses His Case And £25.

A farmer living near Ashbourne, Derbyshire, was recently summonsed and fine £25 and £10. 0. 9d. costs for

failing to plough his land when required to do so by his County War Agricultural Committee. The Order for ploughing was made by the Derbyshire War Agricultural Executive Committee and it required him to plough out certain fields, amounting in all to some 14 acres. He failed to do so and was summonsed under the Defence Regulations, 1939.

The defendant's case was that the land was good grassland but useless as arable land.

The prosecution called four witnesses to disprove this statement. They described the land as good, strong land which, although not ideal plough land, was quite suitable for the purpose and would, if properly cultivated, produce good crops. Much of the land on this farm, they said, was good and suitable for arable crops.

The case was heard at Ashbourne Petty Sessions and after losing it, the defendant asked the Court if he would still have to plough. He was told that a fresh notice could be served on him, or that, with the consent of the Minister of Agriculture, the Derbyshire Committee had power to take over the farm and cultivate it.

The Chairman advised him that he would be wise to plough as soon as the weather was fit.

DELIVERIES OF SEED CORN.

March will, weather permitting, be an extra busy month for farmers. Full advantage will have to be taken of every dry day for getting the land ploughed and the seed sown. Farmers should see now that they have the seed corn and the fertilizers they will want. If they wait until the land is actually ready there will be a rush on the merchants and there may be delays in delivery. At the present time merchants all over the country have ample supplies of seed oats and other spring corn in their stores ready dressed for delivery to farmers. Some farmers have not yet been able to plough their land, but those who know what seed they will require are advised in their own interests to place definite orders now.

STOCKS OF CHILLED OR FROZEN FISH

An Order was made by the Ministry of Food on 19th February, 1940, requiring the following persons to furnish returns relating to stocks of Chilled or Frozen Fish (exceeding one ton gross weight) held at the close of business on the 23rd February, 1940 and each successive 14th day thereafter:-

- (1) All persons owning or having power to dispose of, or holding on behalf of principals, any Chilled or Frozen Fish situate in a cold store.
- (2) All persons to whom any Chilled or Frozen Fish has been consigned or is in transit. (This includes agents acting on behalf of principals).

The Order does not apply to the following:-

- (1) Fish consigned to or in transit to a retail shop or a fish frier.
- (2) Cold stores exclusively used in or for the purpose of establishments not carried on for the purposes of gain.
- (3) Cold stores where the refrigerated space is less than 2,000 cubic feet.

Returns must be made within seven days of each specified day to the Secretary, Ministry of Food (Fish Branch), Great Westminster House, Horseferry Road, London, S.W.1., from whom the necessary forms may be obtained on application.

Advance Copy of Broadcast by Lord Moyne, Chairman of the
West India Royal Commission, in the B.B.C. Home Service.

There have been two events today of far-reaching importance not only for the West Indies, but for the Colonial Empire as a whole. One is the publication of the recommendations of the West India Royal Commission, which is the main subject of my talk tonight, and the other is the announcement of a new development policy for the Colonies. That policy is based on the same principles which led the West India Royal Commission, quite independently, to their most important recommendations.

Disturbing reports of distress in the West Indies led the Government, in 1938, to appoint a Royal Commission to visit those Colonies. We travelled 21,000 miles, considered more than 1,000 memoranda of evidence, and although the ten members represented a variety of opinions and experience, our recommendations are entirely unanimous.

The Peoples of the West Indies have been settled there during the last three centuries and are of mixed races from Europe, Africa, East India and China. Their social problems therefore resemble those of this country rather than the conditions of Colonies with old-established native civilisations.

Although we advise minor constitutional changes and the adoption of British safeguards for Trades Unions and wage earners, we realise that the causes of discontent are economic rather than political.

Wealth, measured by the consumption of goods, depends on the amount produced for local consumption added to that obtained in exchange for exports. In exports of tropical produce, good prices have led to competition from other parts of the world and caused over-production and ruinous slump. The problem in the West Indies has been aggravated by the fact that the population has increased by half in forty years and is still rapidly growing. As there has not been a proportionate increase in home-grown food or the exchange value of exports, poverty has been gaining ground.

The most valuable export crop of the West Indies is sugar. In spite of improved efficiency, this industry has been hard hit by limitation under International Agreement. We recommend that both the quota of sugar to be exported and the preference which it receives in the British market should be increased and stabilised.

We attach much importance to the greater and more varied production of food for local consumption and we make detailed recommendations which will enable the West Indian peasant to get a better return from his land and labour. The Government already today laid the foundation of these reforms by announcing the appointment of an Inspector General of Agriculture.

Hitherto, although Colonies receive financial help by Preference, and the Colonial Development Fund, services such as education, public health, housing and the relief of the poor have had to be paid for by the Colonial Budgets without outside assistance. In spite of rigid economies, West Indian Governments have been unable to find funds for adequate social reforms and welfare work.

Our main recommendations is therefore/^{an}entirely new departure in Colonial administration. We recommend that a British Grant of a million a year should be devoted to long term programmes of social development in the West Indies.

The Government have not yet had time to reach decisions on all our many recommendations, but the Secretary of State today accepted the most vital proposal in our Report. A Comptroller with the necessary staff of experts is to be appointed to administer a West Indian Welfare Fund for the improvement of social conditions.

It is a proud answer to those who decry the work of Great Britain as trustee for the Colonial Empire that even in throes of war the Government is resolved to find the resources for these reforms.

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EMPIRE AFFAIRS.

MEM. TO SUB. EDITORS:
RELEASED FOR PUBLICATION AFTER
9.30 p.m. THIS (TUESDAY) EVENING.

20/2/40 - No. 29

As this script is issued in advance it is necessary to check it against the broadcast at 9.15 p.m. this evening on 391 or 449 metres.

THE VOICE OF THE NAZI

(4)

SOME TRICKS OF THE TRADE

by

W. A. SINCLAIR

Eleven years ago, at a very early stage of the Nazis' career, the man who is now German Minister of Propaganda, Dr. Goebbels, gave an account of what he considered his job to be. It was, he said, "to arouse outbursts of fury, to get masses of men on the march, to organise hatred and suspicion, all with ice-cold calculation". He said that in the Angriff, a newspaper then circulating among Nazis only, on February 18th, 1929. These words of his own serve as a brief but adequate description of his activities, and also, I am afraid, of his character. Today, this uncreative agitator is trying, "with ice-cold calculation", to organise hatred and suspicion among us.

This is the real purpose behind those Hamburg broadcasts. They look as if they were intended as arguments to influence our opinions, to convince or persuade us, but they are really intended to influence our feelings, to make us uneasy, mistrustful, and depressed.

To do this, the Nazi broadcasters adopt all sorts of tricks. Many of these are quite simple. They are only different ways of telling lies. But the Nazis have tricks of another kind, which are much more subtle. These are much more difficult to detect, and may cause a lot of worry to people who do not fully understand them. The number of these tricks is, of course, enormous, but three of them are specially noteworthy, as they are so constantly used.

The first trick is to refer repeatedly to things like bacon and butter shortage, black-out inconveniences and dangers, evacuation difficulties, the separation of families, and all the other hardships of war-time, especially those that directly affect women, for it is women that this trick is specially aimed at. It is usually done by quoting from our newspapers. On the 7th of this month, for instance, Hamburg quoted the Daily Herald, which had been saying that the British social services were going to suffer very badly because of the war. Evacuation had meant that compulsory education had ceased, and with it the care for young children. A break like this in a child's education might often be fatal. The loss could not be made up. In many cases children were running wild, and falling into bad habits, which they might retain for the rest of their lives.

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That is more or less what the Daily Herald said, and it may or may not be true. Of course, if it is true, it does not take much thought to see that it is the Nazis who have caused it all. There would have been no need for evacuation and all its troubles, if the Nazis had not bombed and gassed Polish children in their schools. There would be no bacon or butter shortage if the Nazis were not torpedoing and bombing merchant ships, neutral ones as well as ours, whenever they get the chance, and scattering mines all over the North sea. None of these things would have happened at all, if the Nazis had not set out to reduce us to the condition to which they have already reduced Poland.

That, of course, is obvious. But if you are tired, and overwrought, and have been kept busy all day by innumerable little worries, then, even though you recognise that it is those far-away Nazis who are causing all these restrictions, you cannot help feeling irritated and resentful at the restrictions themselves. This is just what the Hamburg broadcasters are trying to do to you. They are not trying to argue with you. They are simply trying to depress you.

Often, of course, the effect they have is quite the opposite. Many people get furiously angry at hearing such remarks made by one of the men who have forced these precautions on us, by their systematic brutality elsewhere. But the Hamburg broadcasters don't mind that. It isn't the angry and indignant people they are trying to work upon. It's the tired and worried people, whom they are trying to make more tired and more worried.

The second of these constantly used tricks is to persist, in every broadcast, in blaming some one cause for every trouble of every kind. This is a deliberate propagandist dodge. Herr Hitler describes how to do it, in Mein Kampf. On page 129 he says "The art of being a mass leader consists in concentrating the attention of the people on one opponent." "The skill of a great leader shows itself in making different opponents look as if they were all of the same kind." Herr Hitler goes on to say that this must be done, because if it isn't, then people begin to think for themselves, and that means the end of the great leader.

The Nazis have long worked this trick inside Germany. In the last few months they have been doing it in the Hamburg broadcasts too. They choose something to serve as a scapegoat, and try to concentrate on it alone, all the discontent and dissatisfaction, which in fact is due to all sorts of quite different causes.

They have changed their scapegoat from time to time, to suit their convenience. For a long time it was the

Communists/

Communists, and then it was the Jews. Later, the two were combined, and the "Jewish Communists" were blamed for everything that was wrong anywhere, in Germany and all the rest of Europe. The trick worked. The Nazis got into power by means of it.

Later again, last summer, they wanted to make an alliance with Russia, so they had to give up blaming Communism for everything, and find a new scapegoat at short notice. The one they are using now - for the time being, at least - is "international finance", or, if they think they have an anti-Jewish audience, "Jewish international finance". This is a very convenient phrase for them. It is vague. Nobody quite knows what it means, and everyone can make it mean what he wants. This enables the Nazis to play upon a tendency which is very strong in human nature - the tendency to take the easy way of thinking that there is one simple cause for all the different grievances and dissatisfactions, which we all feel in one way or another.

They try to link this up with their repeated emphasis upon the differences, the very wide differences, between the rich and the poor. Their aim is to arouse the angry feeling that it could all be put right at once, quite simply. The purpose of their whole plan is to try, "with ice-cold calculation", to arouse such a feeling of anger.

Of course there is a very great deal that is anything but satisfactory in the economic and financial system of the modern world; and it would be very much easier to put it right if there really were one single, simple, cause like this. Unfortunately, neither the cause, nor any possible cure, is as simple as that. And the Nazis know it perfectly well.

The third, and perhaps the commonest, of their tricks, is the way in which they quote complaints and criticisms from our newspapers. They try to make us feel that everything is all wrong here, and that we are full of disagreements, and dissensions, and distrust of one another.

(Incidentally, their alleged quotations are hardly ever fully accurate. Occasionally they are pure inventions. Most often they are distorted in one way or another, to give a meaning which was never intended by the men who said them.)

It is very easy to find complaints and criticisms to quote. You can't pick up a British newspaper without finding that somebody has been criticising something in it. On the 9th of this month, for instance, Hamburg quoted the Manchester Guardian. It had been criticising the Prime Minister for not appointing a special Minister for economic co-ordination. On the 11th they quoted an article from the New Statesman, complaining about various administrative mistakes; and another from the Spectator, on the unequal financial burdens that fell on different kinds of R.A.F. officers. Then on the 12th, there was an extract from the New Leader on the conditions some land girls were working under; and more about the Minister for economic co-ordination, for the Times. I need not give any more examples, for there are so many of them.

Now, if criticisms and complaints like these, were to be published in Germany, it would mean that there were internal dissensions. Indeed, it would mean more than that. It would mean that there was a revolution, for under the Nazi system, things that would cause a public outcry here, are never heard of in public at all. No one is allowed even to mention them, least of all the sufferers.

But in this country, the way of dealing with such matters is different. We grumble, grumbling is a British habit, and in some ways a useful one. When people here think anything is wrong, the first thing they do is to complain vigorously, either by writing to the papers, or making speeches, or just grumbling to anybody who will listen. As a consequence of this system of public criticism, the things that get publicity here are not the things that are working efficiently, but the things that have gone wrong, or have never been right.

The very fact that the Hamburg broadcasters can find quotations such as the ones I mentioned, shows that we recognise that there are many things wrong in our country, just as there are in any country, and that we are taking the first step to putting them right. In war-time, just as in peace-time, we are making shift to improve things in the one way we have found to work well in the long run, for it is only after public grumbings of this kind, that things in this country get done. It is the way the country runs.

Incidentally, the Nazis know this perfectly well. They understand why our papers contain criticism. In a broadcast to France, on the 5th, the Nazi speaker, who was trying to make the French dissatisfied with their censorship, remarked that in Great Britain, people are free to make what complaints they like in public, and to write what criticisms they like in the newspapers. But the Nazis do not say anything about that to us.

These are the tricks most constantly employed in Nazi propaganda in English, at the present moment.

There once was a period, at the beginning of the war, when the Hamburg broadcasts were different, and were meant as attempts to argue with us and persuade us. That was when the Nazis still believed they could get what they wanted, and then persuade us to patch up a temporary peace. But about the beginning of December, when they gave up that hope, they changed their type of propaganda, and since then they have concentrated on our feelings.

Now, one short talk may be enough to alter a man's opinions, if the argument of it is sound. But a man's feelings cannot be altered in any such short and simple way, especially the sort of feelings that Dr. Goebbels is concerned with. For his purpose, a long time and constant repetition are needed. That is why those Hamburg broadcasts consist of repeating the same sorts of things, over and over again, in slightly different forms. The Nazis are hoping that people who listen often, will gradually be affected, without realising just how it is happening.

Of course, anyone who has the leisure, and the patience, to go over a Hamburg broadcast, item by item, can find out for himself that these are either lies - partial or total lies - or else attempt one or other of these three propagandist tricks in one way or another. This fact does not trouble the Hamburg broadcasters. They are not attempting to convince by argument people who have time to think things over. They are trying to affect the feelings of people who have not got time to check each statement, and examine each inference, and detect each trick.

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The whole thing is a deliberately cold-blooded attempt to defeat us by working on our feelings.

Our protection is, always to remember this, and use our brains.

BRITISH BROADCASTING CORPORATION.

AIR MINISTRY BULLETIN.

(Not to be quoted as an Air Ministry Announcement)

RADIO MEN JOINING R. A. F.

If your wireless set has to wait a day or so for its usual maintenance visit, do not grumble. Some of the best men in the business are helping to keep the R.A.F.'s radio at full efficiency.

One of the most capable radio mechanics attached to a Fighter Command squadron in the north of England was, until the outbreak of war, proprietor of a flourishing radio business in Sussex. He used to employ eight or nine men.

He joined up for wireless maintenance work in the R.A.F. His wife is carrying on the business, with those of the original staff who have not been called up.

This man is doing the sort of job which is offered to thousands of radio enthusiasts by the Air Ministry. Radio mechanics and amateur experimenters are the men who will be able to do these jobs now open in the R.A.F.

The Sussex man is well compensated for his personal sacrifice by the knowledge that he is now doing a job which is vital to the efficiency of fighter aircraft, the maintenance of their wireless sets. And, of course, he is being well paid.

What exactly is his work?

As is well known, every aircraft has its own wireless receiving and transmitting set, so that pilots can talk to each other in the air and keep in touch with their home station. The ability of a fighter squadron to deal with enemy raiders depends on the smooth working of these sets.

Every day, the wireless equipment on each aircraft is thoroughly inspected and replacements are made where necessary. The wireless maintenance men go over each set, replace the low tension battery as a matter of routine, and the high-tension battery after it has done a certain number of hours work.

The routine daily overhaul is what is known as the "security inspection." In addition, there are regular and more drastic inspections which entail removing the sets bodily from the machines. On these occasions the sets are dismantled, cleaned, and completely overhauled, terminal by terminal.

The aerial, being exposed to a 350 m.p.h. blast of air - in all weathers - receives particular attention.

The squadron's maintenance men also fix the tuning of each set after each inspection. A weak buzzer in the hangar is used as the standard. Only when maximum reception has been secured, and tuning is perfect, is the set pronounced "O.K."

In both the receiving and transmitting "stations" on the ground, there is much maintenance work to be done. Receiving sets must be inspected daily to make sure there is no fault, and periodically stripped and cleaned to guard against a possible breakdown.

When a set is examined, the maintenance man tests it in every way for possible failures. If a valve is weak, it is replaced. Wires are inspected, nuts and bolts are tightened. Sometimes a soldering job is required. Meantime, other sets, which have been already tested, are ready for work.

The log-books provide a 24-hours record. The task of wireless maintenance never ends.

One of the young men in charge of the transmitters at one Fighter Station is only 18. He has done a three-years course at a wireless training school since he joined the R.A.F. as a boy entrant. Now he is going as a corporal to a squadron.

His job, like his fellows', is to keep wireless communication between aircraft and ground 100 per cent efficient. He has never yet had a failure. He puts his best into his work because he knows how important it is. So do all the others.

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20/2/40 - No.31.

ACKNOWLEDGMENT OF MALAYA'S GENEROSITY.

In acknowledgment of the offer of £1,000,000, by their Highnesses the Rulers of the Federated Malay States, Perak, Selanger, Negri Sembilan and Pahang as a gift to the British Government to aid the prosecution of the war, the Secretary of State for the Colonies today sent the following message to the High Commissioner for the Malaya States:

"His Majesty's Government have received with much satisfaction your telegram announcing the Resolution of the Federal Council in support of the wish of the Rulers to contribute £1,000,000 to the war expenditure of His Majesty's Government.

Please convey to their Highnesses and to the Council the thanks and the sense of deep appreciation of His Majesty's Government."

EMPIRE AFFAIRS.

20/2/40 - No 32.

FRENCH OFFICIAL COMMUNIQUE

. (EVENING)

Paris, Tuesday, February 20, 1940.

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

A QUIET DAY.

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20/2/40 - No. 33.

NOT TO BE PUBLISHED BEFORE THE MORNING NEWSPAPERS OF WEDNESDAY, 21st February, 1940. OR BROADCAST BEFORE 7 a.m. G.M.T. on the 21st February, 1940.

AIR MINISTRY BULLETIN.

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

NOTES FOR THE PRESS ON R.A.F. AWARDS IN LONDON GAZETTE
of Tuesday, 20th February, 1940.

The first awards of the Distinguished Service Order to officers of the R.A.F. since the outbreak of war were announced in the London Gazette published last night (Tuesday). The list includes a total of 33 awards to personnel of the Royal Air Force and one corporal of the Royal New Zealand Air Force. Two officers from South Africa and one from Canada have received decorations.

Two Wing-Commanders and one Squadron Leader have been awarded the D.S.O.; sixteen officers have received the Distinguished Flying Cross and fifteen airmen the Distinguished Flying Medal.

The awards have been granted in respect of various types of operation, and, in some cases, for conspicuously good work on a number of occasions. Among the operations for which awards have been granted are reconnaissance flights over various parts of Germany including Berlin; raids on Borkum, Brunsbuttel, Heligoland, Wilhelmshaven, and Schilling Roads; the destruction of enemy aircraft in various engagements; offensive and reconnaissance patrols over the North Sea and elsewhere; attacks on submarines and various acts of individual bravery during actions.

AIR AFFAIRS.

PRESS NOTICE

Visit of Ships' Companies of H.M.S. AJAX and H.M.S. EXETER
to London, Friday, 23rd February.

Seven hundred and sixty officers and men of H.M. Ships AJAX and EXETER have been invited to lunch by the Lord Mayor and Corporation of London, at the Guildhall, on Friday, 23rd February.

They will assemble at Waterloo Station and, accompanied by the Royal Marine Divisional Band from Chatham and massed bands of the two ships, will move off shortly after 10.30 and march to the Horse Guards Parade, via York Road, Westminster Bridge, Parliament Square, Storey's Gate.

Their subsequent route to the Guildhall will be
via:-

Horse Guards Approach Road
Admiralty Arch
Trafalgar Square
Northumberland Avenue
Embankment
Queen Victoria Street
Queens Street
King Street
Guildhall.

On conclusion of the luncheon there will be no further ceremony. In the event of wet weather, the parade on the Horse Guards, and the march through the streets will have to be cancelled, and the contingent will proceed to the Guildhall in buses.

ADMIRALTY,
S.W.1.

20/2/40 - No. 35.

AIR MINISTRY BULLETIN.

Not to be Published before the Morning Newspapers of
Thursday 22nd February, 1940 or broadcast before 7 a.m.
G.M.T. on the 22nd February, 1940.

NEW ROYAL AIR FORCE BADGE.

Approval has been given by an Air Ministry Order published today, Thursday, for a distinguishing collar badge to be worn by officers of the Royal Air Force Volunteer Reserve employed as education officers. The badge, which is made of gilt metal, consists of crossed flambeaux, surmounted by an Eagle with outstretched wings. It will be worn on the collar of the Service dress jacket with the letters "V.R." placed centrally above it.

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AIR MINISTRY.



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New Royal Air Force Badge to be worn by
officers of the R.A.F. Volunteer Reserve
employed as education officers.

(See A.M. Bulletin 400)

NOT TO BE PUBLISHED BEFORE MORNING
NEWSPAPERS OF 22/2/40.

The War Office,

London, S.W.1.

20th February, 1940.

MILITARY APPOINTMENT

The War Office announces that His Majesty The King has been pleased to approve of the appointment of Lieutenant-Colonel (acting Brigadier) A.M. Ramsden, O.B.E., T.D., Territorial Army, as Aide-de-Camp to The King (Additional), with effect from the 18th February, 1940, in succession to Colonel G.H. Stobart, C.B.E., D.S.O., late Territorial Army, who has attained the age limit for his appointment.