

FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No. 5^A

12th March, 1940

FINLAND: GERMANY ACCUSED.

Germany is accused by a section of the Finnish Press, which, despite the peace negotiations has not changed its attitude towards the Soviet, of having brought pressure to bear on Sweden and Norway in recent weeks.

The HELSINGIN SANOMAT wrote: "For Germany, it is important to strengthen and define Axis obligations, since she desires a safeguard in the South. For weeks she has tried to bring pressure on Norway and Sweden to obtain security against an anti-German front. To leave Russia's hands free for the approaching great struggle, she would like to see a Finnish war settlement on terms which a Great Power, in whose sphere of influence Finland, in German opinion, belongs, designs to dictate."

SVENSKA PRESSEN wrote last night: "One cannot depend on any illusions regarding immediate peace when the war continues with undiminished intensity and alarm sirens hoot in Helsinki. The Moscow Conversations do not mean a slackening either on or behind our fronts. Our friends abroad certainly see the situation similarly."

After quoting a statement made by the Swedish Crown Prince, this paper concluded: "For the present our fight continues as before."

UUSI SUOMI, in a report reaching that paper from Russian sources, declared that the arrival of the Finnish delegation in Moscow was kept secret, although several Legations, including those of Germany and the U.S.A., were aware of the date. The report added that the Russian Press had not mentioned the Helsinki-Moscow contact. Russian military preparations had been strengthened despite the negotiations. Mobilisation of men up to 35 was continuing and all railways, especially the Murmansk line, were engaged in military transport.

The UUSI SUOMI, in a report from Kaunas, stated: "The transfer of Germans from Lithuania has been postponed indefinitely. This is interpreted as being that the Russian influence in the Baltic ceases at the Lithuanian frontier, or alternatively, the transfer of Germans from Latvia, Estonia and Poland is causing such difficulty, and Germany is receiving so many unruly elements, that the Lithuanian Germans may stay where they are."

U.S.A.: FINNISH WAR TERMINATION WOULD NOT DEAL FATAL BLOW TO ALLIES.

The New York Press gives pride of place today to the Finnish-Russian peace negotiations and the NEW YORK TIMES devotes an editorial article to refuting the theory that the conclusion of peace would deal an "almost fatal blow" to the cause of Britain and France.

"It has been clear from the day that Russia and Germany signed their alliance that they would dominate the Baltic," states this paper. "If the Finnish war should end the situation would simply revert to the position prevailing last November. The Allies would be no worse off in the matter of Russian supplies for Germany than they were when they were confident of victory."

"If peace should come on terms which the Finns themselves believe would permit their survival as an independent national, the little European States are not likely to overlook two items. Firstly, that the full might of Russia for more than three months was unable to crush the resistance of the Finnish armies and secondly that the Kremlin concluded war by coming to terms with the very Government which it had boastfully described as non-existent."

The NEW YORK HERALD TRIBUNE headlines a London Dispatch "Belated Offer to Helsinki" but over a Helsinki Dispatch uses the headline "Helsinki strengthened in bargaining by London's virtual threat of war."

This paper then goes on : "If the Finns decide to give in to the Soviet, Finland will probably never be able to repeat its present effort. The cause of small nations in Europe which have had so many blows, would suffer another while the Great Powers that wished to help Finland might not be in a position to do so a year from now."

Referring to the Anglo-Italian coal settlement the BALTIMORE SUN wrote: "The decision appears to represent an Allied victory. Such an engagement would make a large dent in Germany's economic armour. Any contraction of the supply of foodstuffs and materials which have been flowing from Italy to Germany would subject the Reich to additional strain. The evidence available suggests that the British have scored a point of considerable importance in economic warfare."

Doctor Hans Kohn, an authority on the Near East was reported by the CHICAGO NEWS as telling the Chicago Council of Foreign Relations that if Turkey had to choose between the Western Democracies and her former ally, Russia, Turkey would choose the democracies.

"Turkey though outwardly a Dictatorship is a country of liberal ideas," it was added. "In fact all the Near East sees a vast difference between the Democracies and the dynamic expansion of Germany, Italy and Russia. The Allies do not wish to impose their form of Government on other countries. The totalitarian countries do."

"Even the Arabs who not long ago were agitating against Britain and France are now definitely siding with the Allies. They see that the Anglo-French policy is milder than what is called the 'dynamism' of the totalitarian powers. They feel that Britain and France are a protection against totalitarian expansion."

Doctor Goebbels has been strongly criticised by several American papers.

The INDIANAPOLIS STAR, referring to the German Propaganda Minister's recent advice to the neutrals, stated: "This fanatical Apostle of the worst Nazi cruelty reads a lesson to the neutrals. The wizened Propaganda and Enlightenment boss proceeds to lecture the neutral peoples on their shortcomings and probably assumes that they will be duly chastened and intimidated. Our ridicule is expressed in what the Americans know as the famous 'Bronx Cheer'. That is all that Joe can expect from these shores. Goebbels has approved heartily every Nazi policy that has outraged the American sense of decency."

The HARTFORD COURANT in a reference to Doctor Goebbel's promise of separate graves for the war dead, declared: "There is something wrong about a psychology that seeks to comfort parents in the loss of their sons by talking about pleasant graves. A lebensraum that is won at the terrible expense of row upon row of white crosses can never allay the sorrow of bereft parents."

Under the title "a microphone war" the PROVIDENCE JOURNAL ridiculed the German use of the Anglo-German clash on the Western Front for publicity purposes.

This paper stated: "This is a new way to conduct war and although it may be none of our business in the United States, there is no reason why we have to like it. It is a fair guess that broadcasting equipment was set up before the order was given for the raid and that the sole purpose of the raid was to provide a broadcasting opportunity."

FRANCE: ADVICE TO SWEDEN.

The view that Sweden, in accordance with League obligations, should allow the passage of troops to help Finland, has been expressed in a section of the French Press.

The MATIN wrote yesterday: "Finland, a member of the League of Nations, is the victim of aggression by another member of the League of Nations - Soviet Russia. The League of Nations has solemnly recognised the aggression, has excluded Russia and has recommended other members to lend all possible assistance. If this assistance involves sending armed forces to Finland, in order to help her to defend herself, not only can Sweden and Norway - also members of the League of Nations - not oppose this measure, but it is their duty to facilitate the passage of troops through their territory, the more so as Sweden and Norway counted at Geneva amongst the most resolute defenders of the Covenant and they have persistently refused to support any modification in it. This is a good opportunity for them to act in accordance with their theories,"

Writing in the POPULAIRE, M. Blum stated: "I am fully in agreement with the opinion expressed yesterday by the OEUVRE in its editorial. If, on the failure of the present negotiations, Finland were to make a last appeal to England and France, and if England and France, in response to this appeal and in conformity with the requirements of the League of Nations, were to send an expedition to help her and free her, I cannot see how Norway and Sweden would be able to deny Allied freedom of passage and freedom to land. As the OEUVRE says: 'It would not be England and France whom Sweden and Norway would be blocking, but Finland herself.' "

Fernand-Laurent, in the JOUR-ECHO-DE-PARIS, commenting on the new British long term loan remarked: "What simplicity, what a tranquil affirmation of strength! What discouraging reflection this easy mobilisation of almost inexhaustible reserves must cause to the enemy!"

"An Empire capable of publishing such figures in the sixth month of the war is surely certain of the ultimate victory, whatever may be the vicissitudes of the struggle and however long it may last - and this Empire is our Ally!"

ROUMANIA: "NO PEACE WITHOUT A TOMORROW."

"Everybody is suffering and waiting for the end of the catastrophe but every country wants an end that is really an end. Nobody wants a peace without a tomorrow."

This statement is made today by L'INDEPENDANCE ROUMAINE, in discussing the war situation.

This paper adds: "The voice of the neutrals is heard from time to time trying to convince the belligerents to come to a peaceful settlement. The States that are not actually fighting, suffer nevertheless grave consequences.

"From Holland and Norway, whose ships are sunk more and more every day, to Iraq and Persia where troops are ready to be put on a war footing, everybody suffers.

"From 1870 to 1914, Western Europe knew more than 40 years of peace and prosperity - a stable peace, based on an equilibrium that did not leave time for serious care for the next day. One can say that in 1914 the war began just because nobody expected it to break out. An immense reserve of riches and energy had been accumulated, that could sustain four years of battles and destruction.

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"The peace of Versailles, on the contrary, was nothing else than an expensive and exhausting armistice. Revolutions, menaces and economic restrictions have sustained during 20 years an atmosphere that weakened every nation.

"Everybody is of the opinion that such a situation must never happen again. The future peace must be, at all costs, a peace that does not depend on everybody's ambitions or impulses, but a solidly established peace, bringing forth a tomorrow of certitude and stability."

SWITZERLAND: "FINLAND UNLIKELY TO YIELD."

The belief that Finland will not accede to the Russian demands, is expressed in today's Swiss Press.

The military correspondent of the GAZETTE DE LAUSANNE, the Liberal organ, writes: "It is unlikely that Finland, having resisted the Soviet blackmail when her own prospects were of the slightest, will yield now that her superiority is assured. It is believed that the Soviet will abandon the greater part of her claims."

DER BUND, the Radical Democratic newspaper, points out that Finland's decision will depend on the Russians' attitude on the one hand, and the possibilities of external help on the other. The paper adds: "But how can the Allies help if Finland and Norway refuses passage? Has there been a change in this connection?"

Discussing the attitude of Arabs in the Near East, the military correspondent of the GAZETTE DE LAUSANNE states: "When listening to the Arab talks given by the German wireless, one might almost believe that the Arabs desire nothing so earnestly as the collapse of the Democracies as the most essential preliminary to the realisation of their aspirations. The truth is very different.

"The entire Arab peoples from the Atlantic to the Caucasus, and from the Mediterranean to the Indian Ocean, are on the side of the Democracies in the present war. The Arabs know that the defeat of the Western Powers would subject them to a regime which assassinates its opponents secretly, and would place the Arabs on the same level as negroes."

PORTUGAL: A REMINDER FOR THE FUHRER.

A warning to the German Fuhrer is contained in an article in the Right-wing newspaper VOZ.

"The war will take a long time yet," states the article. "Hitler swears that it will end with a victory for Germany. In an excellent book indispensable for learning the origins of the war, a colleague Senhor Carlos ~~Ferreira~~ recalls the boastful utterances of Wilhelm II - 'there is no European balance. There is only the Emperor of Germany and his 25 Army Corps.' But the Hohenzollern has now been 20 years sawing wood in his exile at Doorn."

BRAZIL: TRIBUTE TO BRITISH DETERMINATION.

A tribute to British determination in the fight against Germany was paid in the CORREIO DA MANHA by Senhor Berquo, the well-known Brazilian journalist.

Commenting on Sir Kingsley Wood's recent speech, this writer stated: "Nothing expresses better the determination of England in this conflict, which she tried so much to avert, than the words with which the British Air Minister concluded his speech 'Our Bomber aircraft are ready and able to attack strongly, to attack often, and to keep on attacking'."

In an article entitled "Berlin", Senhor Costa Rego - after dealing with the situation in that capital wrote: "Only in name are there neutrals in this war. If there are any who have no interest in the annihilation of Germany, there certainly are none who would tolerate a victory by the methods which she has made her own, in order to conquer the World."

ARGENTINE: NAZIS' "CRIMINAL" RE-ARMAMENT POLICY.

Some biting comments on the Nazi policy of re-armament was made in the VANGUARDIA, the Left-wing organ.

"Nazi propagandists have constantly affirmed that Germany is a poor and badly treated country, which had to make war because the rich nations, especially England, would not give it what it needed for its existence", it was stated.

"If the German people are today in misery it is because Hitler, according to his own figures spent in armaments even before the war started, 90,000 million marks. It is certain that a poor country could not possibly find this enormous sum of money; it is this criminal policy which has made her poor."

LIBERTAD, the Socialist newspaper stated: "The Polish Government, resident in Paris, has just made public its protest against the German decision, that the Reichstag will be increased with deputies of German origin and resident in the zone under German domination.

"We believe this protest to be justified. The Argentine cannot and should not deny it sympathy, because it refers to motives which have our adhesion and our friendship.

"But the Reich is like that. If its foot treads on conquered territory, its power blazes out in extermination. It tries to blot out from the face of the earth the appearance and even the remembrance of the people whom it subjugates; and this is in open violation of the international law to which we refer.

"The reconstruction of Europe will come about without any doubt, but only when those who have risen up against its spirit have been annihilated. Nazi-ism is nothing more than a revolt against the spirit of Europe. Let the people unite to overthrow it."

NORWAY: FURTHER ASSISTANCE ADVISED FOR FINNS.

Despite the negotiations to bring about a termination of the Russo-Finnish conflict, Norway should continue to give all possible help to the Finns.

This opinion was expressed by the TIDENS TEGN which stated yesterday: "We regard the present moment as favourable for negotiations in view of the Finns heroic stand against overwhelming numbers and the Soviet's capture of Viborg which will serve to save her prestige. Finland's refusal to accept dishonourable terms and the possibility of opinion in Scandinavia and in Western countries veering in favour of intervention should influence the Soviet.

"If however the Russian demands are unacceptable the Finns will accept help where they can get it. Meanwhile Norway must redouble her assistance to the Finns."

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MORGENBLADET regarded it as the duty of Scandinavian countries to find a way by which Finland might be helped without Scandinavia being dragged into the war.

"The two Scandinavian Governments which by their negative attitude to the volunteer movement have a great responsibility for the lack of 'natural' assistance given to Finland have yet a positive duty to fulfill."

The AFTENPOSTEN stated last night: "No outsider has earned the right to give Finland advice at this time when she has to make a choice between peace or continued war. We can only hope that the decisions taken will create the best possibilities for the preservation of the Finnish peoples freedom."

ITALY: COAL - "UNDERSTANDING OF BRITISH GOVERNMENT."

The departure of three Italian coal ships from Deal was featured prominently on the front page of the POPOLO DI ROMA which printed a long message stating that a "large and sympathetic crowd" watched from the shore. The paper added: "There could not have been a more unexpected or spontaneous manifestation of sympathy than this. Nothing remains for us but a loyal acknowledgement of the understanding and intelligence of the British Government for not making this modest question a motive of dispute."

Regarding the question of Anglo-Italian trade exchanges, the London Correspondent of this paper added that while recognising the justice of the British claim that arms were more useful than fruit, pointed out that Italy too "must win the war."

The MESSAGGERO stated yesterday: "Amid the general anxiety about the war's progress there is one thing that everyone is satisfied about. That one matter is the decision regarding the Italian coal ships."

BELGIUM: ALLIES "PLAYING TRUMP CARD"?

Mr. Chamberlain's declaration regarding aid for Finland has provoked much speculation in the Belgian Press.

LE PEUPLE, the Left Wing organ, writes: "The declaration cannot fail to influence Finland's attitude. Before resorting to the fatal gesture, the Helsinki Government doubtless wishes to know not only the importance and the speed of the projected aid, but also the means of its application. It is here that the Norwegian and Swedish problem presents itself."

The paper then quotes M. Blum's article in yesterday's POPULAIRE and adds: "We must conclude that the French and British Governments are playing a trump card to influence Helsinki at the last moment."

INDEPENDANCE BELGE suggests: "Mr. Chamberlain's declaration aims chiefly at obtaining more favourable terms for the Finnish delegation in Moscow."

Another article in this paper states that it is considered the Russian-Finnish negotiations have a good chance of leading to satisfactory results.

An article in VOORUIT, the Socialist organ, states: "Has Karl Marx been annexed by his blood foes - the burners of Das Kapital? Why not? Has God Himself been annexed by the Nazis? This was also again asserted on Sunday by Hitler. We have known since August that the Bolsheviks and Nazis are friends and common foes of Socialism."

SWEDEN: FINNISH PEACE TERMS.

Swedish opinion would react against any attempt to force peace terms on Finland which are incompatible with the military situation.

This view is expressed today by the SVENSKA DAGBLADET.

This paper considers that Stalin for reasons of prestige cannot demand less than last Autumn and foresees a repetition of the peace of Nystad in 1721. The paper adds: "Should Hangoe be surrendered to Russia the wooden Horse would already be within the walls of Troy. Unanimous opinion in Sweden will react against any attempt to force peace terms on Finland which are incompatible with her brilliant fight and it is to be hoped Sweden has taken this line in Moscow. But the Soviet knows that Finland is not obtaining effective help from outside or is likely to receive it in the near future. If Finland is compelled to reject the Russian demands Sweden would have to reconsider her policy and institute non-intervention on a large scale.

"It is believed that Germany would not oppose such action by Sweden alone. We must give the Western Powers to understand that their intervention cannot be tolerated by Sweden and Norway. We do not wish to see Scandinavia and Finland transformed to a battle field as the Allied Northern flank nor have we such faith in their military resources that Poland's fate does not inspire us with fear."

STOCKHOLMS TIDNINGEN considers that Mr. Chamberlain's statement affects the position in the North in so far as Finland may be expected to demand more favourable terms in the knowledge of the Allied support.

"If Finland is compelled to refuse the Russian terms and request Allied help Sweden and Norway will be in a delicate position and in danger of losing their neutrality," adds this journal. "Admittedly, Allied help need not begin with passing over Scandinavia."

This paper states that Mr. Chamberlain left unanswered the question concerning the violation of Norway's neutrality and adds: "Whichever way Allied help comes it is obvious that the transport of troops to Finland puts Sweden in a difficult position. Furthermore Allied help would have more far-reaching aims than merely to help Finland - aims that would seriously affect and threaten Sweden's position as a neutral in the Great Powers' war."

After stating that an honourable peace in Finland would be very important for Scandinavia the paper concludes: "The situation will be very different if Finland is compelled to surrender her integrity but we consider that Finland is in a stronger position than last Autumn and so should obtain better terms."

"Russian Pact Loosened Italy from Germany. "

Referring to the Anglo-Italian coal question, NYA DAGLIGT ALLEHANDA states that there is no reason to suppose that Signor Mussolini intends to abandon his non-belligerent attitude.

"The coal conflict with Great Britain has not taken a serious turn, nor was such to be expected," continues the paper. "Both Italy and Germany desire peace in the North and a new tone can be observed in the Italian Press with regard to Finland. It is possible that Ribbentrop is in Rome to inform the Duce of a coming German offensive."

SOCIAL DEMOCRATEN considers that Herr von Ribbentrop's journey was motivated by the fact that the Russian pact had loosened Italy from Germany. The German stoppage of Italian deliveries to Finland was an unfriendly act and in addition Germany was not in a position to fulfill economic undertakings towards Italy. Finally, German and Russian policy caused Allied troop concentrations in the Near East, cramping Italian freedom of movement.

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"Germany hopes to organise political, economic and military cooperation between Germany, Russia, Italy and Japan. But Signor Mussolini prefers to accept the London offer to wait for the realisation of this plan. There is no ground for believing that Ribbentrop will be more successful than at the Salzburg Conference last autumn."

In the view of GÖTEBORGS HANDELS - OCH SJÖFARTSTIDNING, the Fuehrer is not thinking of launching an attack at the present moment.

This paper wrote yesterday: "Specially well informed circles in Berlin are convinced that Hitler is not thinking of an attack at present - above all an attack in the West. To the question 'Does not Hitler need military successes to impress the home front?' the reply is that the Nazi position has been rather improved than worsened. The war has neutralised a large section of the opposition. The system of propaganda has brought the opposition to the belief that England and France wanted the defeat of Germany as well as the Nazis."

The paper went on to state that Herr Himmler, the Gestapo Chief, had consolidated his position and that the police in the Reich and in Poland were commanded by a higher storm troop organisation with full powers.

"Himmler's attention is fixed on the nests of discontent in factories, and supervision departments have been organised," it was added. "Hitler has already enrolled 14-18 year-old Hitler Youths to serve as substitute policemen."

"Theatres, cinemas and restaurants are full, and distract the people from their worries. But the churches are also full, showing that the Opposition against the anti-Christian attitude is unbroken. It is rumoured that the projected culture agreement between the Reich and the Soviet will represent a combined struggle against the Churches, especially the Catholics."

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FRENCH OFFICIAL COMMUNIQUE (MORNING)

Paris. Tuesday 12 March, 1940.

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

Nothing of importance to report during the night.

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PRESS NOTICELosses due to enemy action for week ending midnightSunday/Monday, 10th/11th March :-

British	5	}	Total	5.
Allied	-			
Neutral	-			

List of British Ships :-

<u>Date.</u>	<u>Ship.</u>	<u>Tonnage.</u>
4/3	PACIFIC RELIANCE	6,717
4/3	THURSTON	3,072
8/3	COUNSELLOR	5,068
9/3	CHEVY CHASE	2,719
9/3	BORTHWICK	1,097
		<hr/>
		18,673
		<hr/>

List of Neutral & Allied Ships :-

NIL

The total losses (British, Allied and Neutral) of 5 vessels of 18,673 tons is well below the average for the 27 weeks since the outbreak of war, viz. 12 ships and 42,000 tons.

The total British mercantile tonnage now sunk as a result of enemy action is approximately 640,000 tons which represents an average of 24,000 tons a week. This is only about two-thirds of the average weekly loss over the whole period of the last war, and less than one-third of that during the first six months of 1917.

When it is remembered that, on any day, over 10 million tons of British ocean-going shipping are carrying on the trade of the Empire, and that this figure would be very much greater if account.....

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were taken of all the coasting vessels, it will be appreciated how very small a fraction of our shipping tonnage these losses are.

By contrast, the German shipping figures present a very different picture. Out of a total of just over 4 million tons, about 300,000 tons, or 7½%, have been seized, scuttled or sunk, and in addition about 25% are bottled up in neutral ports. The remaining 67½% are rusting in German ports, except when they can engage in trade with Scandinavia by creeping through the territorial waters of neutral states.

German Ships Captured or Sunk:-

6/3	S. S. "URUGUAY".	5,840 tons.
8/3	M/V. "HANNOVER".	5,537 tons.

CONVOYS:-

Up to Wednesday March 6th, 27 ships have been lost in Convoy out of a total of 11,774 British, Allied and Neutral Ships convoyed. Two Neutral Ships only have been lost out of 1360 convoyed.

German broadcasts on March 8th claimed that in their raids on nights of March 6th and 7th "eleven Merchant Ships sailing in British Convoy or with dimmed lights with a total tonnage of about 30,000 tons were sunk or heavily damaged." This statement shows the usual German disregard for truth. The facts are that 15 small ships - mostly fishing vessels - were attacked of which the only one to be seriously damaged was the Italian "AMELIA LAURO". This neutral ship which was proceeding independently on her lawful occasions brilliantly illuminated, with her name, and the Italian flag, painted on her sides, was bombed from about 30 feet above her masts. Attacks were also made on three convoys but all were driven off, and not one of the ships was "sunk", "heavily damaged" or even damaged at all.

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Not to be published before the morning newspapers of Wednesday, March 13th, or broadcast before 7 a.m. B. S. T. on that day.

ROYAL AIR FORCE PROMOTIONS.

The Air Ministry announces:-

The under-mentioned temporary promotions are made with effect from March 1st, 1940.

Wing Commanders to be Group Captains.

FULLJAMES, Reginald Edgar Gilbert, M. C.
SUGDEN, Ronald Scott, A. F. C.
FLETCHER, Albert William, O. B. E. , D. F. C. , A. F. C. ,
GARDINER, George Cecil, D. S. O. , D. F. C.
MASSEY, Herbert Martin, D. S. O. , M. C.
DE BURGH, Desmond Herlouin, A. F. C.
LOCK, Henry George Watts, D. F. C. , A. F. C.
PORTER, Cedric Ernest Victor.
GAYFORD, Oswald Robert, D. F. C. , A. F. C.
GEORGE, Robert Allingham, M. C. ,
LLOYD, Kenneth Buchanan, A. F. C.
OPENSHAW, Edward Reginald, A. F. C.
DE PUTRON, Owen Washington.
BOWLEY, Herbert Victor.
MACKWORTH, Philip Herbert, D. F. C.
SMYLIE, Gilbert Formby, D. S. C.
ILES, Leslie Millington, A. F. C.
O'NEILL, Henry Dunboyne, A. F. C.
LEWIS-ROBERTS, Albert Oliver, D. F. C.
JOHNSTON, George Stairs Napier, O. B. E.
CHURCHMAN, Allan Robert, D. F. C.
SPACKMAN, Charles Basil Slater, D. F. C.
VINCENT, Stanley Flamank, A. F. C.
MASON, John Melbourne, D. S. C. , D. F. C.

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Wing Commanders to be Group Captains (continued)

ODDIE, Gerard Stephen, D.F.C., A.F.C.
LEDGER, Arthur Percy, M.B.E.
WHITFORD, John, O.B.E.
WALMSLEY, Hugh Sydney Porter, O.B.E., M.C., D.F.C.
CARNEGIE, David Vaughan, A.F.C.
STEELE, Charles Ronald, D.F.C.
BAKER, John Wakeling, M.C., D.F.C.
RITCHIE, Alan Patrick, A.F.C.
ELLWOOD, Aubrey Beauclerk, D.S.C.

Squadron Leaders to be Wing Commanders.

MAURICE, Alfred Price, D.F.C.
ROUTH, Eric John Daubeney.
STILWELL, Christopher Holt.
SAKER, Harold John, M.V.O.
FFOULKES-JONES, Edwin Jocelyn.
STAINFORTH, George Hedley, A.F.C.
BRUCE, Robert Samuel, M.B.E.
JAMES, William Edward.
GOLDER, William Henry, D.S.M.
DAY, Walter Reginald.
HATCHER, Charles James Wilfred, A.F.C.
HENWOOD, Francis Herbert Donald, D.F.C.
SINCLAIR, Findlay Willard, D.F.C.
BAILEY, Sidney James, M.B.E.
STEWART, Leopold Herbert.
HARRISON, Cecil Walter.
WILLETTS, Alfred Henry.
COLE, Robert Arthur Alexander.
CHICHESTER, Patrick George.
TAAFFE, Rudolph Trevor.
HOPKINS, Edward Donald MacLulick.
MASON, Neville Walter Frederick.
HARDY, Stephen Haistwell.
PIKE, Thomas Geoffrey.
PIGOTT, Owen Rupert.
ALLINSON, Norman Stuart.
WRIGHT, Harold Marshall Stanley.
HARVEY, George David, D.F.C.

Squadron Leaders to be Wing-Commanders (continues)

KING-LEWIS, Arthur
SPRECKLEY, Herbert Dorman.
HEALY, Ernest Alton.
HAYES, Guy Wingfield.
DALTON-MORRIS, Leslie.
CATOR, Francis Gerald.
YOUNG, Norman.
CHAMBERLAIN, George Philip.
SMYTHIES, Francis Palmer,
COHU, John Messurier.
WOODIN, John Horton.
GRACE, Charles Frederick Hallyburton.
THOMAS, John Edward Gray-Hill, D.F.C.
BEARDSWORTH, George Braithwaite.
HOLMES, William Tatham.
NOWELL, Henry Edward.
HARRIS, Sydney Herbert Verder.
CADELL, Colin Simson.
STEMP, Geoffrey Charles
DICKENS, Louis Walter, A.F.C
GILLMORE, Alan David
HODDER, Francis Samuel.
STANLEY-TURNER, Guy Neil Jacobson.
FULLER-GOOD, James Laurence Fuller.
TINDALL, John Austin.
HORRY, Thomas Stanley, D.F.C., A.F.C.
ASHTON, George Reginald, A.F.C.
DAMANT, Frederick Korsten, D.F.C.
BARDON, Harold Rice
TATTERSALL, William Alfred.
WARBURTON, James.
KENNEDY, William Maxwell Cassilis.
KEARY, John D'Arcy.
PEARSON-ROGERS, Henry William.

Squadron Leaders to be Wing Commanders (continued)

COGGLE, Cyril Kenneth Joseph.
TUTTLE, Geoffrey William, D.F.C.
STEEDMAN, Edward Blakeway.
ROWLAND, Frederick Cecil.
CANNON, Leslie William.
DENNY, Frank Maynard.
McEVOY, Theodore Neuman.
HAWKINGS, John Alfred.
HUTCHINSON, John Harvey.
FLINT, Maxwell Charles William Craig M.C.
KELLETT, Richard, D.F.C., A.F.C.

MAY, Faulkner Michael Vine.

SHARP, Alfred Charles Henry.

BARTHOLOMEW, Gilbert.
FORD, Richard James Alexander.
COAKER, Charles Francis Carey.
ATCHERLEY, Richard Llewellyn Roger.
LEGG, Richard James.

DONKIN, Reginald Hawtrey.

PROUD, Harold John Granville Ellis.

SLATER, Joseph Clarence Cross.

FAGAN, Thomas Phillip Patrick Feltrum.

FALLICK, Erick Edward.

NASH, Richard Rupert.

JONES, John Rhys.

MOLONEY, Thomas Francis.

WHEELER, Allen Henry.

EVANS-EVANS, Anthony Caron.

BUCKLE, Neville Raby, M.V.O.

HALL, Frederick Walter Hick.

HEARD, Cyril Montague.

GRAY, Selwyn Harmer Cecil.

WILSON, Ronald Christopher.

GRIFFITHS, John Francis, D.F.C.

CAMPBELL, William Gardner.

Squadron Leaders to be Wing Commanders (continued).

HATCHER, Victor George Aidan, A.F.C.
MONTGOMERY, Alexander Hutchinson, M.B.E.
DICKENS, Thomas Charles.
FITCH, Isaac John.
SOUTHEY, Harold Frederic George.
WARD, Ellacott Lyne Stephens.
BOWLES, John Edward Wymer.
BENNETT, Leslie Clive.
ROBERTS, David Neal, A.F.C.
WEBB, Eric Bingham.
LOWE-HOLMES, Patrick William.
BEAMISH, Francis Victor, A.F.C.
RYLEY, Douglas William Robert.
HUXHAM, George Herbert.
PATCH, Hubert Leonard.
MERTON, Walter Hugh.
BETT, Alan Profeit.
HAMMOND, Alfred Vavasour.
PARKER, Hugh Marcus Geoffrey.
TAYLOR, Alexander Edward.
EWENS, Frederick George Hicks.
SHAW, Grenville Hammerton.
NORWOOD, John.
YARDE, Brian Courtney.
EVANS-EVANS, Howard Arthur.
CHESHIRE, Walter Graemes.
FINCH, Eric Stanley.
REYNOLDS, Joseph Herbert McCarthy.
WHITLEY, John Rene, A. F. C.
HARVEY, Arthur Vere, (A. A. F.).
BRIGGS, Llewellyn Rolls, (A. A. F.)
FARQUHAR, Andrew Douglas, D. F. C. (A. A. F.).
NORMAN, Henry Nigel St. Valery, (A. A. F. R. O.).

Flight Lieutenants to be Squadron Leaders.

WHITAKER, Raymond, M.B.E. (retired).
HARVEY, William Arthur (retired).
MONTGOMERY-MOORE, Robert John (retired).
BELL, James William, D.S.M. (retired).
DOWSE, Leonard Ernest.
ALTHAM, John Barrett.
FRASER, Blair Alexander.
McINTYRE, Kenneth John.
EVANS, Charles Anthony Hugh.
VIVIAN, Richard Lowery.
DE GRUYTHER, Albert Alfred
SPENCER, Desmond Gerard Heath.
GORDON, John Arthur Gerald.
SLADE, Richard Gordon.
SOUTHWELL, John MacKenzie.
MUSSON, Rowland Gascoigne.
ELSWORTHY, Samuel Charles.
HOLMES, Albert John (R.A.F.O.)
KING, Leslie Lindo, D.F.C., (R.A.F.O.)
BARROW, Hugh Arthur Jasper de Symons, (R.A.F.O.)
BUTLER, George Cyril, (R.A.F.O.)
TATNALL, James Benjamin, (R.A.F.O.)
WINN, Raymond Ivor Burgess, (R.A.F.O.)
CAREY, Alban Majendie, (R.A.F.O.)
HEYWORTH, John Harvey, (R.A.F.O.)
LYDALL, Douglas Wykeham, (R.A.F.O.)
ATKINS, John Croft, (R.A.F.O.)
WARD, Hon. Edward Frederick, (R.A.F.O.)
McAULAY, William McAdam, (R.A.F.O.)
MASON, Francis Guy, (R.A.F.O.)

Flight Lieutenants to be Squadron Leaders. (continued)

HILTON, Frederick William, (R.A.F.O.)
KIRKPATRICK, Ivone, (A.A.F.)
ANDERSON, Michael Frederic, (A.A.F.)
ILES, Gordon Butler, (A.A.F.).
WATSON, Rupert Hartley, (A.A.F.)
LE MAY, William Kent, (A.A.F.)
VICK, James Anderson, (A.A.F.)
CORRY, Robert Terence, (A.A.F.)
McCOMB, James Ellis, (A.A.F.)
PERRY, George Vivian, (A.A.F.R.O.)
GUINNESS, Thomas Loel Evelyn Bulkeley, M.P. (A.A.F.R.O.)

Accountant Branch.

Wing Commander to be Group Captain.

MILLER, Thomas Coates, M.C.

Squadron Leaders to be Wing Commanders.

ADAMS, James Michie.
HUMPHREY, Edward Vernon.
DEANE, Walter William.

Flight Lieutenants to be Squadron Leaders.

CROWTHER, Harry.
CASSELS, Robert.
CALDER, William Stirling.
CONNOR, Harold Denny.
YIEND, Denis Andrew Kenyon.
PRATT, Rowland Davies.
CHEGWIDDEN, Lewis.
WALLETT, Norman.

Commissioned Engineer Officers.

Flight Lieutenants to be Squadron Leaders.

BROWN, John Thomas.
ATKINS, John Edward.
GUTTERY, Thomas Ewart, M.B.E.

12/3/40 - No. 4.

MR. SUMNER WELLES.

Mr. Sumner Welles, Mr. Roosevelt's
envoy, is to-morrow afternoon visiting
Mr. Anthony Eden, Secretary of State
for Dominion Affairs.

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EMPIRE AFFAIRS.

MINISTRY OF HEALTH.

EASTER HOLIDAYS IN RECEPTION AREAS.

In a Circular to local authorities in reception areas, the Minister of Health (Mr. Walter Elliot) emphasises that in interests of safety parents should not bring their children back to the evacuation areas during the Easter holidays.

Similar advice given by the Government before the Christmas holidays was generally followed. There were, however, exceptions, particularly among Secondary Schools. The Minister recognises that during the Christmas period the degree of risk involved by this action was not regarded as high.

"It is the view of the Government", adds the Circular, "that the danger of air attack - against which the Evacuation Scheme was planned in the interests of the safety of the children - must be regarded as more serious during the period covered by the usual school holidays at Easter than at Christmas.

"The decision in regard to individual children rests with the parents, as did the decision whether the children should be evacuated. The Minister believes that parents who have appreciated the importance of retaining their children in the reception areas since evacuation took place will appreciate the importance of leaving them there during the weeks ahead.

"The responsibility for dangers which may ensue upon failure to act on this advice must rest with the parents. If, despite this advice, children are taken home by the parents and subsequently sent back to the reception areas, the Minister has no doubt that the receiving authority will be alive to the importance of seeing that the safety of the children is not prejudiced by the action of the parents. The Minister appreciates that through the absence of the child, difficulties may arise in individual cases in regard to the restoration of the child to the house from which it was removed by the parent. He has no doubt, however, that the authority will, in such cases, do all that is possible in the interests of the child's safety to find accommodation for children on their return."

Local authorities in evacuation areas have been asked to send a leaflet to parents earnestly advising them not to bring their children back. Authorities in receiving areas and their billeting officers will give similar advice to householders or parents with whom they are in touch.

MINISTRY OF HEALTH,

WHITEHALL, S.W.1.

12/3/40 - No.6.

STAGGERED EASTER HOLIDAYS FOR TEACHERS.

In a Circular issued to Local Education Authorities today, the Board of Education announce that the Government are of the opinion that, in view of the continuing danger of air attack, it is very undesirable that evacuated children should return to their homes for Easter.

It is suggested that the teachers should be released for their holidays in rotation, either before or after the set holiday period, so as to enable a sufficient proportion of them to be available for duty while the schools are closed. No curtailment in the length of the teachers' holidays will be involved.

The length of the school holiday will rest with the individual Local Education Authority and the Board do not suggest, as was the case at Christmas, that the period when the schools are closed should be curtailed.

BOARD OF EDUCATION.

12th March, 1940. No.7.

MINISTRY OF AGRICULTURE WEEKLY NEWS SERVICE, NO.27.

PRODUCE FOR VICTORY.

Lord Privy Seal Urges Forward The Plough.

"At every crisis in our history we come back to the land". So said the Lord Privy Seal, Sir Samuel Hoare, in his broadcast to farmers on Monday evening, urging forward the plough in this greatest farming campaign in our history.

"You can help us", Sir Samuel said to the farmers, "as few others can. For the more food you grow the less the shipping tonnage we shall need to bring us food from overseas. In time of peace we require for our imports of food more than 20,000,000 tons of shipping a year. That is not far short of one half of Britain's total call upon shipping tonnage in normal times. In war time we must greatly reduce this tonnage for foreign food and use it instead for munitions and the raw materials that are needed for them. If you can help us to do this, you will be making a mighty contribution to our capacity to face this war of nerves and endurance".

Sir Samuel Hoare spoke of the spirit of the farming community that has never failed to respond completely to the stiffest demands made upon it. That is true, as the annals of the countryside can testify. But he also recognised the fact that, while the farmer can be relied upon to do his share of the work, the Government has its duties.

He repeated the Prime Minister's pledge given at the meeting of Chairmen of County Committees on 28th February. "Prices" - that is the prices of farm produce - must be such as to give a reasonable return to the farmer and enable the farmer to pay a reasonable wage to the worker".

"That declaration by the Prime Minister", Sir Samuel continued, "leaves no possibility of doubt. It cannot be misunderstood". In dealing with the question of labour he again quoted the Prime Minister, who, on the same occasion, gave an equally specific undertaking in the following words:-

"We cannot afford to see crops wasted because there is not labour enough to lift them; and, therefore, I want to give you a definite assurance that the Government will take whatever steps are necessary to see that the crops when grown are harvested".

PLOUGHING FOR FERTILITY.

Our Land Will be the Better for the War.

One of the important differences between this war and the last is that on this occasion there is no shortage of food in the world. In the last war there was no world wheat surplus as there is to-day and therefore we then had to concentrate upon wheat, often to the detriment of good farming.

But to-day, although it is highly desirable to grow wheat where it is suitable, there is no need to misuse the land to grow it; and a good crop of oats, barley or mixed corn for stock feed is more in the public interest than an indifferent crop of wheat.

The grassland farmer should find no difficulty in the wide choice of crops open to him, subject, of course to approval by his County War Agricultural Executive Committee. He will be chiefly thinking of feed for his animals for next winter and will turn to such things as oats, kale, roots, or, perhaps, a mixture of oats and peas. There is still ample time for sowing such crops. In fact roots and kale, potentially the greatest food producers of all crops, may be safely sown from the beginning of April to the middle of June.

No grass farmer need hesitate to **turn** a small percentage of his land into arable. The temporary inconvenience will be repaid by greater freedom from anxiety as to his future supplies of feeding-stuffs, and he will have the satisfaction of knowing that his farm will probably be in better heart at the end of the war than at the beginning of it.

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TRACTORS ON THE ROAD.

New Concession Permits Haulage to Railway Stations.

Local transport difficulties have caused many delays recently in getting produce away from the farm and farmers must often have wished they could use their tractors to haul a

load to or from the nearest railway station. So far it has been illegal to do this with the customary 5/- tractor licence.

But the Treasury have now agreed to sanctioning this as a wartime concession. Such haulage, however, will be strictly confined to the produce grown on, or articles required, for the farm occupied by the tractor owner. He will not be permitted to haul any produce or requisites for a neighbour.

The position now is that a tractor licensed at the 5/- rate can be used on roads for hauling its own necessary gear, threshing appliances, farming implements, a living van for the accommodation of persons employed in connection with the vehicle, or supplies of water or fuel required for the purposes of the vehicle or for agriculture.

If it only hauls these articles, it may proceed by road to another farm to plough for another farmer.

The farmer may also use his tractor for hauling his own produce and farm requisites by road from one part of his farm to another part but not to a neighbour's farm.

The effect of the war concession will be to extend these facilities under the 5/- licence to hauling to a railway station.

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STOCK OWNERS CAN SAVE £500,000.

New Order Makes Warble Dressing Compulsory.

Damage caused to hides by warble fly in this country has been estimated at £500,000 per annum. This is a spectacular figure. But the less obvious damage suffered by stockowners, through lost condition, spoiled flesh and reduced milk yield is at least as serious.

In 1936 an Order was made requiring all cattle visibly infested with the maggot of the warble fly to be treated against it.

The order has been in operation for four seasons, but there is reason to believe that it has not been observed as it should be. It cannot be too strongly emphasised that it is in the farmers' own interests to destroy these pests.

Their destruction is neither difficult nor costly. It is carried out by the application of a derris dressing at specified intervals. Up to now the alternative method of removing them by squeezing out has been permitted, but this has been found to give scope for evading the order to destroy the maggots.

During the next dressing season, therefore, from 15th March to the end of June, all visibly infested animals must be dressed. It must be prepared in accordance with the specification laid down in the Order and stock owners are warned to refuse any product not bearing a label certifying that the dressing, when prepared in accordance with the directions, will conform with what the Order requires.

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Patching.

Now Is The Time To Repair Winter Damage.

Autumn-sown crops are freshening in the milder weather and it is now possible to estimate the damage done by the abnormally hard winter. Some wheat that was well established before the end of November on land in good heart seems to have taken little harm particularly some wheat sown on broken up grassland. On land in poor condition there has been considerable thinning out. Wheat that germinated under the snow is showing a good plant. Winter oats generally have suffered rather badly and beans also have been considerably damaged.

The question arises, what to do with "brairds" obviously too thin to fill up of their own accord. With so much land both arable and grass still to be broken for next harvest ploughing and re-sowing of partial failures should generally be a last resort. Certainly on heavy land it would be risky and inadvisable to bury the fine winter tilth under a furrow of intractable clay. It will usually be possible to get the drill

to work, particularly a drill with disc coulters, either before or after an harrowing. Where a plant of wheat has already tillered and secured a good root-hold harrowing will not disturb many plants if the land is dry but it would certainly up-root untillered wheat.

If the re-sowing can be done soon, and there is no time to lose, it would be safer and more satisfactory to drill in seed straightaway, cover with light seed-harrows and roll when the ground is dry enough. The same considerations apply to beans and also to winter oats, if even part of a "plant" is left alive.

What to drill? Preferably wheat should be thickened with wheat, oats with oats or barley, and beans with peas, vetches, oats or barley.

A red winter wheat should be patched with a red spring wheat, e.g. Red Marvel or Atle, and a white winter wheat with a white spring wheat, e.g. A.1. These spring varieties are suitable for drilling up to Mid-March or a little later in the south. For drilling in late March or April the variety April Bearded (red) would be the most suitable.

Wheat could, of course, be patched with oats or barley but the resultant crop, while suitable for stock-feeding purposes, would not qualify for the wheat subsidy.

Winter oats and winter beans may suitably be patched by drilling in spring varieties of oats, barley or pulse. The mixed crop if well harvested may prove invaluable for feeding purposes. Few farmers will wish to repeat their experience of the past winter. Moral, therefore, provide more home-grown feeding-stuffs for next winter.

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LAND GIRLS IN DEMAND.

5,000 NOW AT WORK AND MORE WANTED.

Despite the adverse weather conditions, over 300 more members of the Women's Land Army have been placed in farm work of a permanent nature during February and 5,000 are now at work on the land.

Counties as far apart as Lancashire and Wiltshire report a rapidly increasing demand for their services.

"We are now almost at the end of the list of unemployed volunteers," Mrs. G. Macree Robertson, Lancashire Organiser, is reported to have said, "farmers are applying for girls at an unprecedented rate."

The last few weeks have been remarkable for the number of appreciative remarks made by farmers employing members of the Women's Land Army. No farmer in Wiltshire is better known than Mr. C.W. Whatley, who has now added his testimony to that of others.

"I was a little doubtful about them at the start", he says, "especially when I found that I was let in for two actresses off the stage. But let me say quickly that, if actresses can make such good land girls, let me have actresses again. The two girls hauled the turnips for the cows, coal and water to the steam plough engines, took their place in dealing with the late harvest and threshing, and in every way made themselves most useful; and what perhaps is most essential, were quite happy and contented in doing so."

A Kentish farmer, Mr. F. H. Edwards of Langdon Court Farm, near Dover, writes, -

"I am very pleased with both girls. + + + +
As far as one can speak, for the future, I shall be most pleased to keep them on. From my side there is not a single complaint."

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SELLING TIMBER.

Measurements by Weight.

When selling timber or pitprops it is often inconvenient to have to measure the crop standing to ascertain cubic contents. With material of low grade and consequently of small value it is permissible to accept the railway weights as the basis of volume. Most timber merchants will buy on this basis,

and, of course, the weights are taken quite impartially by the Company. All that the landowner or farmer need check is the number of loads leaving the wood, so as to ensure that all reach the station.

A useful doggerel, which gives the number of cubic feet of timber of each species to the ton, follows:

Hornbeam, holly, hickory, beach,
27 you give for each.

Oak and walnut, apple pear,
28 to ton will bear.

30 feet for elm and plane,
Sycy (sycamore), chestnut, cherry same.

A class to itself in ash you'll find,
32 please bear in mind.

Alder, Birch and poplar tree,
Group together at 33.

Nearly all firs and pine,
At 37 come in line.

Lastly, and its really time,
think of 40 feet for lime.

The numbers of cubic feet given are of green timber, and not, after bark allowance has been deducted. Seasoned timber will, of course, be lighter and so have a greater number of cubic feet per ton.

NATIONAL MINIMUM FARM WAGE.

Bill to Extend Powers of Central Board.

Powers to fix a national minimum farm wage would be granted to the existing Central Agricultural Wages Board by a Bill that Sir Reginald Dorman-Smith introduced into the House of Commons on Tuesday afternoon, 12th March.

The Bill requires the Central Board to consult County Wages Committees and to consider general economic conditions and the conditions of farming before doing this. The National minimum weekly wage would apply to adult male workers employed whole time in agriculture, and the County Committees would have to observe this minimum in fixing their wage rates. It would be the duty of the County Committees, however, to consider the national minimum in fixing other wage rates in their areas.

Provision is made for reviewing the national minimum wage at suitable intervals, and the Central Board would be empowered to modify the national minimum in the light of special circumstances in particular areas.

NEW MILK PRICES.

Producers To Receive 2½d. More For Summer Milk.

New prices that producers will receive for their milk from 1st April to 30th September, 1940 were announced by the Minister of Food in the House of Commons to-day Tuesday. The average increase will be 2½d. per gallon higher than the average return in the corresponding period of last year.

The Government will guarantee that the Milk Marketing Boards' pool prices will exceed those of the corresponding months in 1939 as follows:- April 2½d; May and June, 2¼d; July and August 2½; September 3d. These increases will apply equally to the different areas of Great Britain.

The Government attaches the greatest importance to maintaining an adequate supply of milk and are therefore prepared to safeguard producers' returns. These increases are considered adequate to cover the increased production costs, including wages and feeding stuffs so far as they have occurred already or are reasonably likely to occur before 30th September, 1940.

Winter prices from October, 1940 to March 1941, will be announced later. But they will be fixed, Mr. Morrison promised, with full regard to the Government's undertaking to farmers that they will be ensured a reasonable return and enabled to pay a fair wage to workers. They will take into account the normal increases in costs of winter milk production and any further increases not already allowed for.

The Minister added that he also had under consideration an increase in the price which is now being paid for fat cows. He was not in a position at present to make a definite statement on this but hoped to be able to do so shortly as one of a number of adjustments in fat stock prices.

12/3/40 No.8.

IMPORT LICENSING DEPARTMENT
NOTICE TO IMPORTERS NO.46
ADDITIONAL IMPORT RESTRICTIONS

Under the Import of Goods (Prohibition) (No.8) Order, 1940, the goods shown in Part 1 of the attached list have been added to the classes of goods, the importation of which is prohibited except under licence issued by the Board of Trade. The opportunity has also been taken to make certain amendments of wording in the Schedule to the Import of Goods (Prohibition) (Consolidation) Order, 1939. These amendments are shown in Part 2 of the attached list.

The Order will come into force on the 25th March, 1940, but goods of kinds added to the imports prohibited list by the Order, which are proved to the satisfaction of the Customs authorities to have been despatched to the United Kingdom before that date, will not require a licence. Importers are warned that they should not arrange for any other kinds of goods covered by the Order to be sent forward to this country until they have obtained a licence.

Applications for import licences should be addressed to the Import Licensing Department, 25, Southampton Buildings, Chancery Lane, London, W.C.2. Forms on which the applications should be made are obtainable from the Import Licensing Department or from the offices of H.M. Collectors of Customs and Excise.

Import Licensing Department,
Board of Trade,
25, Southampton Buildings,
Chancery Lane,
W.C.2.

12th March, 1940.

Goods added to Import of Goods (Prohibition)
(Consolidation) Order, 1939.

Beer.

Cereal breakfast foods and similar cereal preparations.

Macaroni, ravioli, spaghetti and vermicelli, canned.

Blast furnace slag.

Glass and glassware (other than (a) vacuum flasks, vacuum jars and similar vacuum vessels and glass inners therefor, (b) optical glass and optical elements, whether finished or not, and scientific glassware liable to duty under the Safeguarding of Industries Act, 1921, as amended and extended by subsequent Finance Acts), the following:-

Glass tubing and rod.

Iron and steel products of the following description:-

Baths.

Netting and other mesh of metal, and perforated metal, of a description commonly used in filtering, screening, separating, sifting, sorting and similar operations.

Bell domes and bell gongs.

Cameras, photographic, and parts thereof (other than lenses) and accessories therefor.

Clock and watch cases.

Enlargers, photographic, and parts thereof (other than lenses) and accessories therefor.

Lanterns, optical, including epidiascopes and episcopes, and parts thereof other than lenses.

Latches, hasps, bolts, hinges, locks and keys, parts thereof and blanks therefor.

Pot scourers made wholly or partly of woven or knitted mesh or metal wool, shavings or strip, and woven or knitted mesh of a kind commonly used in the manufacture of pot scourers.

Unexposed sensitised photographic paper, cloth, plates and film (excluding cinematograph film of standard width of $1\frac{3}{8}$ inches, X-ray plates and X-ray film), spools therefor and parts of such spools.

Electrical goods of the following descriptions:-

Accumulators and parts thereof.

Bell apparatus.

Wireless apparatus (including valves) and parts thereof.

Wires and cables, insulated.

Connectors, couplings, junction boxes, fuses, fuse boxes and parts thereof.

Wood and timber and articles manufactured wholly or partly of wood and timber, the following:-

Dowels and dowelling.

Carpets, carpeting, floor rugs, floor mats and matting, wholly or mainly of jute.

Tissues wholly or mainly of hemp (of all kinds) or flax or mixtures thereof, except (a) tissues of a weight of 12 ounces or more a square yard, (b) nets and netting.

Bituminous asphalt, whether natural or not, and emulsions thereof.

Bromine and inorganic bromides.

Baskets and basketware made wholly or partly of straw, grass or rush (including fitted baskets), other than baskets of the descriptions ordinarily used for the transport of fruit, vegetables, game or similar foodstuffs.

Mechanical lighters and parts thereof, other than flints.

Parts of stationery (other than paper).

Part 2.

Amendments to items in Import of Goods (Prohibition)
(Consolidation) Order, 1939.

The item "Poultry and game, fresh, chilled or frozen, whether tinned or not" has been amended to read "Dead poultry and dead game (including poultry and game in airtight containers)".

The item "Textile machinery (including card cloth)" has been amended to read "Textile machinery (including card clothing)".

The item "Machinery components etc.," has been amended by the addition of the words "and parts thereof" and "chains and chain" and now reads as follows:-

"Machinery components and accessories the following, and parts thereof:-

Ball, roller and other bearings, balls, bearing blocks and brasses, belts and belting, chains and chain, flywheels, gear wheels, shafts and shafting".

The item "Pigments etc., other than the following" has been amended by the insertion of the words "tin oxide" between the words "frits" and "vitreous enamels" and now reads as follows:-

"Pigments, including metallic powders, and extenders (whether dry or with oil or other medium), other than the following:-

Natural dyes, dry earth colours, silica, cadmiumlithopone, frits, tin oxide, vitreous enamels, luminous and radio-active powders of a kind used in the manufacture of luminous paints, graphite, carbon black from natural gas or acetylene, asbestine, talc, steatite, soapstone and French chalk."

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12.3.40 - No.10.

RELEASED FOR PUBLICATION AFTER
9.35 P.M. TODAY (TUESDAY)
12th MARCH, 1940.

MEM. TO SUB-EDITORS:

As this script is being issued in advance, it is necessary to check it against the actual broadcast at 9.15 this (Tuesday) evening on 391 or 449 metres.

B.B.C. ANNOUNCEMENT
DOMINION COMMENTARY : AUSTRALIA
TALK BROADCAST BY W. MACMAHON BALL. (RECORDED)

The B.B.C. announces that W. Macmahon Ball broadcast a talk entitled 'Dominion Commentary: Australia' in the Home Service programme at 9.20 this (Tuesday) evening.

The text of Mr. Macmahon Ball's broadcast is as follows:

There has been quite a lot of political excitement in Australia within the last few weeks over the Corio by-election: The Corio seat in the Commonwealth Parliament had been held by Mr. Casey, the Minister for Supply. It was his appointment to Washington as Australia's first Ambassador that made this by-election necessary. I can never remember a by-election arousing such national interest, but this one, of course, was really regarded as a sort of referendum on the Government's war policy. Corio is a mixed and fairly representative constituency, though in the past it has usually been held by the United Australia Party.

This by-election was a straight fight between the United Australia Party, led by Mr. Menzies, the Prime Minister, and the Labour Party opposition led by Mr. Curtin. The third main party, the Country Party, didn't put up a candidate, and though a Communist did stand he only received about fifteen-hundred votes out of a total of 55,000.

Well, the Government lost the election. The Labour Party candidate won by about three-and-a-half thousand votes, which represented a swing against the Government of five-thousand votes, or nearly ten per cent. of the total voters since the last election in 1937.

The party leaders naturally interpret the result in different ways. Mr. Curtin says that it's a clear victory for Labour's war policy. Now I should explain here, I think, that Labour does not differ from the U.A.P. over ends, but only over means. Mr. Curtin has most emphatically declared himself as whole-heartedly behind Britain in armed resistance against German aggression; but he differs from the Government over how far Australia can afford to send expeditionary forces abroad. He believes that at the present stage, Australia should limit her overseas commitments to sending adequate reinforcements for the Australian Imperial Forces already abroad. He believes that until we know more definitely what sort of responsibilities are likely to fall to us here in the Pacific, we can't afford to reduce the reserves of man-power at home.

The United Australia Party, on the other hand, insists that at the moment, Australia's destiny is not being decided in the Pacific but much nearer Europe, and that we should therefore make the fullest possible military contribution at the point where Australian assistance is most needed. Mr. Menzies still believes that most Australians support this line and that the Corio result was not a true indication of what Australians think about the War; because, he says, it was obscured by too many local issues. The position of the men there is something like this: only one party (and that's the Communist party) opposes Australian participation in the War. This party has no representative in the Commonwealth or State Parliament, and at Corio was able to poll less than three per cent. of the total vote.

There's no real division between the other parties on the need for Australia to make a maximum war effort, though the Labour party, in a minority, believes that overseas military forces should be limited; while the U.A.P. and the Country Party, together forming a majority, believe that expeditionary forces should be greatly and promptly increased. Latest negotiations between the leaders of the United Australia Party and the Country Party seem to indicate that probably even within the next few days these parties will form a Coalition Government. If this does take place, it should greatly strengthen the Government's position both in Parliament and in the country; for since Mr. Lyons' death, up to the present time, relations between the United Australian Party and the Country Party have often been far from cordial, but it now appears that all purely domestic or personal differences will be sunk in the interests of a common war policy. And the Prime Minister has made it perfectly clear in the important announcement that he made last Wednesday, that the by-election result will in no way affect the Government's determination to increase quickly Australia's Expeditionary Forces.

You may remember that some months ago we raised a first expeditionary division, part of which has since reached the Middle East. We will now increase this to an Army Corps - 48,000 men in all. We will provide full reinforcements for these troops, and that will mean raising a grand total of 90,000 men for overseas service, by June of next year. These steps are being taken in accordance with Imperial Defence plans, worked out in consultation with other nations of the British Commonwealth before the war began. And the Government has also been making provision for defence at home; for Mr. Menzies has emphasised that now, in contrast with the last War, there is a very real local defence problem, even though at the present moment it's not an acute one.

By June of this year 75,000 men will have undergone continuous training in the Militia. The Government will also call up further age-quotas for compulsory training, in addition to the 21-year group that is at present in camp. This military programme is quite distinct from the Australian contribution to the Empire Air scheme, which will need 28,000 highly-trained men by next March, and 56,000 when the programme has reached its peak. It's quite distinct, too, from the doubling of the personnel of the Australian Navy, and some of you may remember that I've spoken in earlier talks of what we're doing here in Australia in making munitions.

Now I'm not detailing these facts and figures in order to try to give the impression that Australia is doing anything unique among the Empire countries. We all know quite well out here that the pains of this war are much nearer, and the burden much heavier, in the British Isles. But these figures do show, I think, that Australia is prepared to go all out in making what contribution she can, in men, in munitions and in supplies, in the common effort. I would put it in another way by saying that whereas in the first two years of the last war Australia spent 60,000,000 on defence, our present programme means spending £180,000,000 - just three times as much - in the first two years of this war. And if the figures I've been quoting seem small in comparison with British figures, it's worth remembering that Australia's population reached seven-million only last week. This occasion we couldn't pass without some comment; and quite inevitably the comment from abroad seized on the contrast between our vast area and our small population.

Some of these comments contained something like a rebuke towards Australia. How can a handful of seven-million people expect to monopolise a country as big as the United States - why do you Australians adopt such a selfish, exclusive kind of attitude towards your great continent?

That was the sort of question put to us. Now it's easy to see how at the first glance, Australia must seem a terribly empty country, particularly to those who live in closely-populated places. There are less than two-and-a-half Australians in every square mile, as compared with about 500 to the square mile in Great Britain, or 370 to the square mile in the Japanese Empire.

Australia is certainly a country of vast, uninhabited distances. There's a sheep station in the centre where it's eighty-miles from the front door to the front gate. But there are reasons for our empty spaces, and people abroad, and some people in England, don't always appreciate these reasons. The fact is that geographers pass two-fifths of Australia as desert; only one-fifth is physically suitable for settlement. The remaining two-fifths can be used for pastoral purposes, though some of this pastoral area will only carry one sheep to every three or four acres.

The main difficulty, of course, is lack of water, and it's not only that the average annual rainfall over a great part of Australia is very low: it's that it's quite irregular. As one 'out-back' farmer put it lately: he said 'Oh, we've got quite a good average rainfall up our way, only the trouble is we never get it.'

Over a period of fifty years a particular area may show quite a high average rainfall, but it's an average made up of one flood-year and four drought-years. In some parts of Australia there are children four or five years old who've never yet seen rain. For any effective cultivation, the regularity is nearly as important as the quantity of rain.

Then there's the question of evaporation. In the hot centre of Australia, where evaporation is very high, a rainfall of ten-inches may only be equal to five-inches in a more temperate climate.

I haven't said anything about soil, but it's one of the ironies of Australia that some of the best rainfall occurs where the soil is poorest.

These, then, are the sort of physical conditions that set limits to the Australian population. I've no more than mentioned them, but they should be taken very carefully into account before Australians are condemned as selfish and exclusive in not opening up their vast country for the benefit of more crowded peoples.

I am not arguing, of course, that seven-millions should be the limit of Australia's population. We can take more people, and we're anxious to take them. I'm simply trying to point out that it's nonsense to talk wildly about our 'infinite resources'; that it's quite impossible for Australia to support as many people to the square mile as most other countries.

It may be worth mentioning that over the last fifty years our Australian population has grown faster than that of any other country in the world, except New Zealand. We hope it will continue to grow fast for a long time yet; but the growth has to be planned, and the planning should be based on a sound knowledge of our natural resources.

In 1914, we were just five-million. By 1918, 400,000 Australian volunteers had gone abroad to fight. I don't know how many will go abroad this time. The situation in the Pacific is different. Indeed, the whole atmosphere is different. But it is possible to say this much with full confidence: in these next months or years, Australians, in spite of their increased hatred of war, in spite of their growing sense of Dominion independence, will certainly give their service to the Allied cause in equal or greater measure than they did 25-years ago.

NOT TO BE PUBLISHED BEFORE
THE EVENING NEWSPAPERS OF
WEDNESDAY, MARCH 13TH, 1940.

AIR MINISTRY WEEKLY NEWS LETTER
(Evening Papers)

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.

FLARES OVER BERLIN
PATROL OVER GERMAN SEAPLANE BASES
MURAL ART IN MESS ROOMS
MATHEMATICS IN THE CLOUDS
LEAFLETS IN THE LAST WAR
V.C's. OF THE AIR.
A PARISIAN KEEPSAKE

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

13th March, 1940.

FLARES OVER BERLIN.

The dropping of flares over Berlin during recent R.A.F. reconnaissance flights has been reported.

These parachute flares are located in the bomb-rack of the aircraft and are released in much the same manner as a bomb. The nose of the tubular case containing the flare with small parachute attached is fitted with a device (a vane) that causes a small explosion when the case has fallen a certain number of feet.

The explosion ignites the flare and blows flare and parachute out of the case. The parachute opens and supports the flare, the heated air rising from the burning magnesium giving extra buoyancy. The flare falls only very slowly and often remains poised for some time.

Parachute flares are mostly about 8 inches long and burn for nearly ten minutes. They shed a brilliant light - as much as 2,000,000 candle power or more, according to size.

Besides advertising in the most illuminating fashion the presence over Berlin of the R.A.F., the flares are useful for observation purposes.

PATROL OVER GERMAN SEAPLANE BASES.

Since December aircraft of the Royal Air Force, Bomber Command have kept a close watch on the island bases of German minelaying aircraft at Borkum, Sylt and Norderney.

/Recently

Recently one of the bombers, flown by a sergeant pilot, reached Sylt without meeting any opposition and later passed over Heligoland.

"We came in high above the island" said this pilot, "with a fairly thick layer of clouds between us and the German base. We were just thinking of diving through the clouds to have a look at the island when a solitary shell came through them and burst some distance away from our aircraft. It was obviously a hint to us to watch our step. But, though we cruised around for a while, we heard no more from the guns.

One aircraft of the patrol found excellent visibility and no sign of cloud over the Frisian Islands.

"We patrolled up and down the islands several times", the pilot said. "Many shells came in our direction. At first we could not see where they were coming from. Then we saw three lights in triangular form on the water.

"As we watched them eight shells burst simultaneously all round us, and these were quickly followed by several more. Evasive action was at once taken.

"Before we left we made a full note of the position of the guns and made sure that our presence had enforced a strict blackout."

The crew of another aircraft which took part in a later patrol were all making their first flight over Germany.

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"Great fun", was the Captain's description of the flight. "Norderney was our first port of call", he said. "We flew up and down for some time and were only once caught in the searchlights. We quickly eluded them, came down to within 50 feet of the coast and then flew along the whole length of the island.

"Every gun within range seemed to open up on us. Within a few minutes I should think at least 50 shells were fired at us. Luckily they all fell short. All the fire came from heavy calibre guns on the mainland."

A Squadron Leader, who has been flying in the R.A.F. for the past eight years, was the captain of another of the patrolling aircraft which reached Borkum. Numerous searchlights at once came into action but failed to locate his aircraft. "The necessary avoiding action had been taken", he said.

Later, during their patrol, they saw an aerodrome which was well lit up though there were no signs of enemy aircraft.

They made two circuits of the aerodrome, confirmed its position, and made some useful notes for future reference before continuing their patrol.

MURAL ART IN MESS ROOMS.

Art will out, even on the wall of a temporary R.A.F. mess. A plain wall, such as can be found in certain messes

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in little country villages is an invitation to the amateur dauber. An hour or two off duty, a paint brush and box of colour, and there will soon be a fine display of pictures, usually of considerable merit.

Nor is the professional touch absent. One mess in France boasts a life-size picture of Tishy, done by Tom Webster during a recent visit. Another has mural decorations of an unusually high quality by a Leading Aircraftman. The quality is not surprising. The L.A/C is also an A.R.A.

Most sketches refer to the Service. Here, for example is the forgetful pilot depicted sitting in mid-air, reaching for the controls of the aircraft he left on his aerodrome. The lad who has a tendency to a particular manoeuvre is shewn having overdone it. Spirited, if imaginary, air battles take up one side of the mess. A daring coat of arms surmounts the door.

MATHEMATICS IN THE CLOUDS

When an R.A.F. Bomber makes a long distance reconnaissance flight over Germany the man responsible for finding the way there and back is the navigator.

What is his job ?

Before the take-off, he must work out his course from data provided by the Operations Room: data including maps, photographs, details of enemy defences and weather conditions, especially wind.

/Having

Having set his course he must check his bearings continually; allowing for the wind, the drift. The compass and the sextant (to check by the stars) and other instruments come into use.

The Navigator is the official reporter of the flight. He keeps a detailed log, written in standard form so that if he is wounded, one of the other members of the crew can "take over". He also notes every scrap of information as to height, weather, speed, and makes observations of all sorts. Other jobs he may be called on to fulfil are bombing and leaflet or flare dropping.

The job is no easy one even if all is "plain sailing". It sometimes happens that he receives a wireless message from the Base with new instructions as to the aim of the flight. If his objective is in motion and is not to be found in the expected place (say an enemy warship) he will have to make a series of methodical "sweeps" to locate it. A wind of unknown force may drive him off his course. In such cases he must immediately make many new calculations, involving higher mathematics.

But after many hours flying in high altitudes even the keenest brain is blunted. So the navigator is provided with highly complex reckoning instruments which allow him to arrive at the answer with the maximum of speed and accuracy and the minimum of effort. The slide rule is one of the means;

/others

others are as complicated to explain and as simple to use as an adding machine. The navigator in most aircraft sits at a special table close to the pilot. The messages he passes to the pilot are written - another check on accuracy. Messages taken over telephones are often distorted.

The navigator's long and arduous training comprises two months at an initial training wing: then 19 weeks navigation training: then eight weeks bombing and gunnery: then six weeks at an operational training unit. After that, a certain proportion of the men so trained go on to an air navigation school where such highly specialized subjects as "astronomical navigation" are learned.

Thus a navigator "pure and simple" may never be taught actually to fly.

Pilots, on the other hand, often learn navigation: thus, the two pilots of general reconnaissance aircraft have usually done a twelve weeks navigation course as well as 46 weeks as pilots.

LEAFLETS IN THE LAST WAR.

Many people think that leaflet-dropping is an innovation of this war, but in fact it was a well tried propaganda method of the last.

An R.F.C. veteran, now an R.A.F. Volunteer Reserve Officer, attached to a Fighter Command Station in the North of England, has a copy of a pamphlet which was dropped on German troops as early as May, 1916.

It is an interesting four-page document. Its heading "Kriegsblätter" - "War News" is surmounted by the old Imperial German Eagle.

The purpose of the "Kriegsblätter" was to give the Germans the news they did not get. It quoted certain newspapers, which had reported the struggles of women outside grocers' shops. One extract from "Vorwärts" of May 17th, 1916, read as follows:-

"Four women of the working class, whose husbands are at the front, were waiting in the Dresden Market to get a small portion of potatoes, it having been notified that these were available. One of the women had six children to feed.

"There was a good deal of jostling and excitement, and the Supervisor gave one woman a box on the ear. Many of the women who had been waiting for hours had to return home without getting any potatoes.

"About 80 of the women went to the Town Hall to protest. Four of the leaders were arrested after a scuffle with the police; they all received sentences varying from two to seven weeks' imprisonment. They appealed, but their appeal was rejected with the comment that the sentences were very mild."

On the back page of the "Kriegsblätter" is reproduced a cartoon of a pre-war German newspaper. This is headed "Consolation for Hunger". It shows two men sitting

at a table on which there is a pound of bread, and, before one of the men, a beer tankard. On the wall behind them are 22 photographs of crowned heads.

One of the men is saying to the other:-

"Yes, it is true, we are the richest people in the world. We support 22 Princes."

This pamphlet also quotes from letters received by prisoners of war in France from their relatives in Germany. One woman writing to her husband said:-

"People with money are relatively well off here, but nobody troubles about us. I waited half a day outside the town hall. When it was nearly my turn, I became ill with exhaustion and had to give up.

The pamphlet also records what happened to opponents of the war in Germany in 1914 - 1918. It tells of Dr. Liebknecht, the Socialist member of the Reichstag, who was sent to prison for ten years for making an anti-war speech.

V.C's OF THE AIR.

5. Group Captain G.S.M. INSALL.

A deed of great courage and tenacity won the Victoria Cross for Group Captain Gilbert Stuart Martin Insall.

Born in Paris in 1894, Insall was the son of a University professor. He was educated at the Anglo-Saxon School, Paris, and the Paris University.

In March, 1915, he went into training at Brooklands,

/having

having joined the Royal Flying Corps from the Army as a Second Lieutenant. He was posted to France in July and five months later was awarded the Victoria Cross.

It was in November of that second year of war that Insall, accompanied by 1st Class Air Mechanic T.H. Donald as gunner, set out on his momentous patrol, flying a Vickers fighter.

Near Achiet, where the ground was pitted with shell holes and littered with broken bricks, they sighted a German aircraft, pursued and attacked it.

The enemy led the British machine over a rocket battery, but Insall dived to close range and his gunner fired a drum of ammunition into the German, stopping the engine.

The German pilot dived through a cloud in a desperate effort to shake off his tenacious pursuer. But Insall followed him through the cloud and again opened fire. The enemy aircraft landed heavily in a ploughed field, where the crew prepared to continue the fight. Insall dived to 500 feet to give his gunner a further opportunity to open fire. The Germans fled, one helping the other who was apparently wounded.

German defence units began a heavy fire on the Vickers fighter, but Insall again dived on the damaged aircraft, loosed an incendiary bomb and left the machine in flames.

Then he turned his machine to regain allied territory. As he was at a height of only 2,000 feet, he had to dive low over the German trenches to gain speed. As they passed, over

/Gunner

Gunner Donald peppered the German positions with machine gun bullets. The Germans replied, seriously damaging the petrol tank.

Insall coolly, landed his aircraft under cover of a wood a few hundred yards behind the Allied lines. The German artillery, groping for the damaged aircraft, fired 150 shells in an effort to destroy it. But during the night men worked with screened lights and by morning the aircraft was airworthy. At dawn, Insall flew it back to his base with Donald as passenger.

A few days later, Insall and Donald were shot down by German anti-aircraft fire. Both were wounded and taken prisoner. Insall escaped into Holland, after two unsuccessful attempts, and returned to London in September, 1917.

In June, 1919, he was attached to the Inter-Allied Aeronautical Commission of Control in Germany.

A PARISIAN KEEPSAKE.

R.A.F. squadrons in France are keenly competing in their collection of war souvenirs. In different Messes there are relics - machine-guns; oxygen cylinders; pieces of engine cowling and such like. One squadron boasts a complete, unmarked, black cross from the wing of a shot-down Heinkel.

A much prized souvenir among the collection of a famous fighter squadron is the helmet of a Paris policeman. But the story of how that helmet was acquired has never been told. The "Entente" remains as cordial as ever.

12/3/40 - No.12.

NOT TO BE PUBLISHED BEFORE THE MORNING PRESS
MARCH 13TH, 1940, OR TO BE PUT ON THE CLUB TAPES
OR TO BE CABLED ABROAD OR BROADCAST BEFORE
7 a.m. ON THAT DATE.

A wartime Trade Agreement was initialled to-day on behalf of His Majesty's Government and the Danish Government. The objects of this Agreement are similar to those already signed with other neutral countries, namely to facilitate the normal flow of trade as far as is possible under the present conditions. A Committee, already in existence under the pre-war Trade Agreement, will deal with questions which may arise under the new Agreement.

MINISTRY OF ECONOMIC WARFARE.

BOARD OF TRADE ANNOUNCEMENT.

The President of the Board of Trade has appointed the following persons to be members of the Local Price Regulation Committee set up under the Prices of Goods Act, 1939, for the Northern District of the Scottish Civil Defence Region which comprises the counties of Inverness, Nairn, Ross and Cromarty, Sutherland and Caithness. A few further appointments remain to be made and will be announced later.

Chairman. Major Sir Robert W. Brooke, Bart., D.S.O., M.C.

Members. Mr. Thos. Adam.
Brig. J.C.B. Allardyce, C.M.G., D.S.O.
Miss H. Barron.
Major the Hon. R. Bruce.
Mr. A. Cameron.
Provost D. Cattanach.
Commander R.R. Gore-Browne-Henderson.
Mr. William M. Gossip.
Mr. R.A. Hamilton.
Provost Simon McDonald, J.P.
Miss Margaret MacKenzie.
Baillie Tom, Maclean.
Mr. John MacLeod.
Mr. Donald MacPherson.
Mr. Francis W. Walker, J.P.

Secretary. Mr. J. Brown,

Address. Hotel Imperial, Inverness.

BOARD OF TRADE,
12th March, 1940.

Notes for the information of the Press.

Sir Robert Brooke is a Director of various Companies. He was formerly Convener of Ross and Cromarty County Council and is Deputy Lieutenant of the County.

Mr. Thos. Adam is Factor to His Grace the Duke of Sutherlandshire.

Brig. J.G.B. Allardyce is a member of the Nairnshire County Council and deputy Chairman of the Nairnshire Food Control Committee.

Miss H. Barron is the Chairwoman of the Inverness Women's Voluntary Service for Civil Defence.

Major the Hon. R. Bruce is a member of the Highland Economic Committee.

Mr. A. Cameron is Secretary of the Inverness Shopkeepers' Association and Vice President of the Inverness Chamber of Commerce.

Provost D. Cattanach is Provost of Kingussie, Inverness-shire. He is Chairman of the Inverness-shire County Council Public Health Committee and a member of the North of Scotland War Savings Committee.

Commander R.R. Gore-Browne-Henderson is Vice-Convener of the County Council of Caithness-shire.

Mr. William M. Gossip is Hon. Sheriff Substitute of Inverness, Elgin and Nairn.

Mr. R.A. Hamilton is the Inverness Manager of Coast Lines Ltd. and President of the Inverness Chamber of Commerce. He is also a member of the Road Transport Committee and of the Inverness Burgh Food Control Committee.

Provost Simon McDonald is a J.P. and Provost of Fort William, Inverness-shire.

Miss Margaret MacKenzie is a former Secretary of the Inverness Branch of the National Union of Distributive and Allied Workers.

Bailie Tom. Maclean is in business in Dingwall, Ross-shire, and is a member of the Dingwall Town Council.

Mr. John Macleod is Secretary of the Inverness Co-operative Society.

Mr. Donald MacPherson is Secretary of the Inverness Trades and Labour Council.

Mr. Francis W. Walker is a Justice of the Peace and a member of the Inverness County Council and is Chairman of the North of Scotland Milk Advisory Committee and a member of the Inverness County Council Education Committee.

BOARD OF TRADE ANNOUNCEMENT.

The President of the Board of Trade has appointed the following persons to be members of the Local Price Regulation Committee set up under the Prices of Goods Act, 1939, for the North East District of the Scottish Civil Defence Region which comprises the counties of Kincardine, Aberdeen, Banff, Moray, Orkney and Shetland.

Special arrangements are being made for the administration of the Prices of Goods Act in the Islands of Orkney and Shetland. These will be announced in the near future.

<u>Chairman.</u>	Professor T.M. Taylor.
<u>Members.</u>	Mr. Athol Benzie Miss J. Coutts Mr. J.M. Fraser Mrs. E. Hunter Mr. J. McGillivray Mr. J.A. Mackie, F.C.I.S., J.P. Mr. W. Meston Mr. John Reid, C.A. Mr. A. Somerville Sir Edward Wallace, M.A.
<u>Secretary</u>	Mr. T. Cook
<u>Address</u>	Amicable House, Union Street, Aberdeen.

BOARD OF TRADE,
12th March, 1940.

NOTES FOR THE INFORMATION OF THE PRESS.

Professor T.M. Taylor is a Professor of Scots Law in Aberdeen University. He has acted as Chairman of the Agricultural Wages Board.

Mr. Athol Benzie is a Director of Isaac Benzie Ltd., manufacturers and warehousemen of Aberdeen.

Miss J. Coutts is connected with the work of the Standing Joint Committee of the Industrial Women's Organisations.

Mr. J.M. Fraser is the Chairman of the Aberdeen Branch of the Northern Co-operative Society.

Mrs. E. Hunter is connected with the work of the Standing Joint Committee of the Industrial Women's Organisations.

Mr. J. McGillivray is a member of the Railway Clerks' Association.

Mr. J.A. Mackie, F.C.I.S., J.P. is chairman or director of a number of companies in Aberdeen, and has done much charitable work in that district.

Mr. W. Meston is the Manager of J. & J. Crombie Ltd., tweed manufacturers of Aberdeen.

Mr. John Reid is a Chartered Accountant of the firm of James Meston and Company, Aberdeen. He is Secretary of the Aberdeen District Chartered Accountants Association of Aberdeen.

Mr. A. Somerville is the Manager of the Scottish Co-operative Wholesale Society (Retail Branch), at Peterhead.

Sir Edward Wallace, M.A. was until 1935 a Puisne Judge of the High Court at Madras.

BOARD OF TRADE ANNOUNCEMENT.

The President of the Board of Trade has made the following further appointments to Local Price Regulation Committees set up under the Prices of Goods Act.

NORTH REGIONAL COMMITTEE

Mrs. L. Leach, J.P.

NORTH MIDLAND REGIONAL COMMITTEE

Councillor R.J.R. Blindell. Mr. George Deer, J.P.
Alderman S.A. Syddall, J.P.

SOUTH WESTERN REGIONAL COMMITTEE

Mr. Harry Crook.

MIDLAND REGIONAL COMMITTEE

Mr. J. Douglas Watson

SOUTH WALES REGIONAL COMMITTEE

Mr. Stanley Parris (in succession to Professor H.A. Marquand, M.A., D.Sc. who has resigned on taking up another Government appointment).

SOUTH AND SOUTH EASTERN SCOTLAND DISTRICT

Mr. R.S.K. Galloway, J.P.

BOARD OF TRADE,
12th March, 1940.

Notes for the information of the Press.

NORTH REGIONAL COMMITTEE.

Mrs. L. Leach is a J.P. and is a member of the Maternity and Child Welfare Committee at Darlington. She is also President of the Voluntary Infant Welfare Committee at that town.

NORTH MIDLAND REGIONAL COMMITTEE.

Councillor Blindell is connected with footwear businesses in Grimsby and district and is a member of the National Chamber of Trade.

Mr. Deer is a Justice of the Peace and a member of the Transport and General Workers' Union at Lincoln.

Alderman S.A. Syddall of Chesterfield is a Justice of the Peace, Secretary of Chesterfield Medical Association and President of the Chesterfield Co-operative Society.

SOUTH WESTERN REGIONAL COMMITTEE.

Mr. Harry Crook is Governing Director of the Kleen-e-ze Brush Company Limited, Hanham, Bristol.

MIDLAND REGIONAL COMMITTEE.

Mr. J. Douglas Watson has had a wide experience of business and charitable work.

SOUTH WALES REGIONAL COMMITTEE.

Mr. Stanley Parris is Lecturer in Economics at the University College of South Wales and Monmouthshire, Cardiff.

SOUTH AND SOUTH EASTERN SCOTLAND DISTRICT.

Mr. R.S.K. Galloway is a partner in the firm of Wm. P. Small, Leith and is a member of the Leith Chamber of Commerce.

MILK PRICES TO PRODUCERS

FAT COW PRICES

In reply to a question in the House of Common today the Minister of Food said:

"The Government has had under consideration, in consultation with representatives of the milk industry, the question of milk policy after 1st April, 1940 and I hope to be in a position to make a full statement on the subject at an early date. I am, however, able to state at once that the Government attach the greatest importance to the maintenance of an adequate supply of milk and are prepared, in order to ensure this, to safeguard producers' returns. The financial arrangements proposed to be made with the Milk Marketing Boards as from 1st April will be on the basis of a guaranteed pool price or other corresponding return to producers. For the period 1st April to 30th September this guaranteed return will be an average of 2 $\frac{1}{4}$ d per gallon higher than the average return for the corresponding period of 1939, the increase over the return for the corresponding months of 1939 being as follows: April, 2 $\frac{1}{2}$ d., May and June 2 $\frac{1}{4}$ d., July and August 2 $\frac{1}{2}$ d., and September, 3d. These increases will apply equally to the different areas of Great Britain. They are designed, and are considered adequate, to cover increased costs of production, including the cost of wages and feedingstuffs, so far as have already occurred or are likely, on a reasonable expectation, to have occurred before the 30th September, 1940.

The guaranteed return for the winter period from 1st October, 1940 to 31st March, 1941, which will be announced at a later stage, will be fixed with full regard to the Government's undertaking to agricultural producers that they will be ensured a return which will be reasonable and will enable them to pay a fair wage to the workers, and will take into account the increased costs which normally have to be incurred in the production of winter milk and any further increases not already allowed for.

In addition, I have under consideration an increase in the price which is now being paid for fat cows, I am not in a position at present to make a definite statement on this but hope to be able to do so shortly as one of a number of adjustments in fatstock prices".

12/3/40 - No 17

NEW ZEALANDERS IN EGYPT.

The British Ambassador to Egypt, Sir Miles Lampson, took the salute at a parade of the New Zealand Expeditionary Force yesterday morning (11th). This was done at the invitation of General Freiberg, commanding the New Zealanders.

A message to the Dominions office from the Ambassador describing the ceremony states: "The men looked in fine fettle and are evidently settling down well in their new surroundings. As I told them, their general bearing and appearance were most impressive".

EMPIRE AFFAIRS.

12/3/40. - No. 18.

LIST OF PRISONERS OF WAR.

<u>Rank.</u>	<u>Christian Name(s)</u>	<u>Surname.</u>	<u>Where from</u>	<u>Age</u>
Oberleut. z. See	Heinrich	Janssen	Bremen-Grohn	24
Oberfeldwebel	Heinz	Kasischke	Bochum-Weikmar	26
Bootsmannsmaat	Fritz	Jacobi	Kiel	25
Masch.Gefreiter	Erich	Gottlieb	Glogau	20
Maschinenmaat	Arnold August	Lemke	Bremen	23
Maschinenmaat	Heinrich	Possitt	Bremen	24
Maschinengefreiter	Hans	Radeck	Gera (Thuringen)	20
Maschinengefreiter	Rudi	Regel	Ludwigshafen	22
Maschinengefreiter	Karl	Schleinschok	Boeholt	20

MILITARY AFFAIRS SECTION.

RELEASED FOR PUBLICATION AFTER 6.40 p.m.
THIS (TUESDAY) EVENING March 12th.

ISSUED FOR THE INFORMATION OF THE PRESS

"A I R L O G"

The B.B.C. announces that in a programme entitled "Air Log" broadcast at 6.30 p.m. this (Tuesday) evening in the Programme for the Forces, Wing-Commander Beauman introduced a Pilot-Officer and a Sergeant-Pilot.

The text of their broadcast is as follows:

BEAUMAN: One of the biggest jobs now being done by the Coastal Command of the Royal Air Force is that of the anti-submarine patrol. For like warships of the Royal Navy, some of their aircraft are continuously searching the seas round our coasts and over the trade routes for enemy submarines in order to assist in the protection of shipping. And although this work may not be as exciting as that of the Fighter and Bomber Commands it is every bit as important.

Just think how very different in this case are the characteristics of the hunter and hunted - the one flying freely at great speeds and varying heights above the water, the other creeping along furtively most of the time beneath its surface.

Only the airmen who search the wastes of the sea through endless hours can really be aware of the difficulties of submarine hunting. It has been described - very aptly I think - by an officer who has done much of it as a serious sport in which the fish are not at all keen to rise to the fly; the observer on the look-out for underwater craft should certainly possess the patience and subtlety of the angler.

As in all forms of hunting and fishing a certain amount of luck as well as skill and method enters into the game, and the young pilot who has only just joined his squadron may well sight a U-boat on his very first patrol, while one of the old hands can fly for hundreds of weary and monotonous hours without so much as a glimpse of the enemy. Nevertheless the very presence of an aircraft overhead does effectively keep submarines submerged.

Here is one of the pilots of the Coastal Command to tell you the story of how during a recent patrol he was fortunate enough to bomb and secure a direct hit on one of these U-boats.

PILOT OFFICER: I turned out at dawn to receive my orders and maps for the day's patrol. I noticed that a circle had been drawn half-way along the line on the chart which was to be my course.

My instructions were to keep an extra sharp look-out in the area of that circle. Information which had come in over-night suggested that a U-boat was prowling there, and, with a bit of luck, I might find it.

I looked at the weather forecast and thought to myself that I would need all the luck that was going. The signs weren't at all promising - especially for anything like decent visibility.

My course was north west from the extreme north of Scotland. It was a murky morning. Wind was about 25 knots, but the sea was moderate with a few white caps.

The aircraft was flying smoothly, and only the very poor light was bothering me. I sighted occasional ships and came down to inspect them. But there was nothing more exciting than that on the first half of the outward part of my patrol.

Then I came to the position which had been marked with a circle on the chart, and began to sweep it. My crew were now doubly alert. For practical purposes, visibility was not more than three-quarters of a mile.

It was at that distance we observed a slight ripple of white water and saw a faint outline moving on the surface of the sea. Yes....a U-boat on the surface!

Which of us - aircraft or U-boat - saw the other first will never be known. Perhaps the enemy did. Anyhow, he quickly closed his conning tower hatch - clapped his lid on, as submarine sailors say - and began to submerge.

It was going to be a race of seconds between us if I was to be sure of getting him.

I had to alter course to make the attack from a better position, but we just won the race.

The U-boat's conning tower was only half submerged when I dived from 1500 feet and, from an angle of 45 degrees, got in the first attack from 500 feet on the port bow.

My first salvo of bombs fitted with delay action fuse, exploded below the sea only one yard to starboard of the conning tower. That bomb may have shattered the submarine's superstructure. In any case, it caused sufficient damage to stop the U-boat diving any further, and to allow me to make the second attack with every chance of another direct hit.

Traces of the explosion had just disappeared when the sea became coated with black oil and a froth of air bubbles.

So I flew into position for another attack. You will realise, of course that the time between the first bomb explosion, the appearance

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of the oil and what not, and the beginning of the second attack was only a matter of a minute or so.

I was making a climbing turn to renew the attack when I saw something else happen. The stern of the U-boat began to rise slowly from the sea. It seemed almost as if an invisible crane was lifting it in a series of short jerks.

Just as I completed the climbing turn, the stern went down again. However, as I approached to release the second bomb - again from 500 feet - the outline of the submarine could be seen below the oil patch.

The second salvo of bombs burst plumb in the middle of the oil. Much larger quantities of oil now came up immediately and, all around, the sea was quivering with masses of air bubbles.

I glanced at my watch and waited for whatever would happen next. In half a minute the U-boat's bow and the top of the conning tower broke surface. Whatever had happened in the first attack, it was clearly all over now with that enemy submarine.

As soon as it re-appeared, the U-boat lurched and wallowed about, obviously out of control. Then my crew and I saw an unforgettable sight. The submarine shuddered and became still. The next moment its bow rose from the sea just as if it was being tipped upwards by pressure on the stern. Foot by foot, the bow came up until the hull was at an angle of 70 degrees, or nearly vertical.

I thought the U-boat would somersault over on its back. Instead, it stood upright on end. Then, very slowly it started to go down vertically. So slowly, that six minutes passed before the tip of the bow vanished in a scurry of water.

We waited overhead for a quarter of an hour watching for any further movement of the U-boat or for survivors. Nothing more was seen. We continued our patrol.

BEAUMAN: After hearing that you will understand how it is most U-boat commanders are not exactly air enthusiasts.

Sometimes it happens that one of the aircraft on their numerous long distance reconnaissance flights has the chance of surprising and attacking an enemy submarine in or near one of their bases when they are least expecting it. Only a few days ago a sergeant-pilot of Bomber Command had such a chance - and took it. Here he is.

SERGEANT-PILOT: It was about half-past three in the afternoon when we sighted our U-boat - the first enemy submarine any of my particular crew had seen since the war began.

There were three of us in our twin-engined bomber, pilot, observer and air gunner, and we were carrying out a reconnaissance of the Heligoland Bight when we spotted the U-boat cruising on the surface just off Schillig Point, near the German naval base at Wilhelmshaven.

As our job was to see without being seen we were flying above the clouds at the time and caught our first glimpse of the submarine through a gap in the cloud-bank. Our height was then some 2,500 feet and with our observer ready in the bombing position we at once dived to the attack.

We came down to our bombing height - and attacked the U-boat from directly astern. We must have given them a bit of a shock, appearing suddenly out of that cloud bank, and a moment later we were above them and had dropped four 250-lb. bombs. The first three seemed to miss by a narrow margin, but our air gunner, who was looking back out of his turret, saw the fourth bomb register a direct hit, striking the submarine between the stern and the conning tower.

As soon as we had launched our attack we turned to the right to have a look at the result. It was a sight worth seeing. Only the conning-tower of the U-boat was now showing above the water, surrounded by a mass of seething foam and partly enveloped in a great cloud of grey-black smoke. None of us had any doubts then that that last bomb of ours had done the trick and that the U-boat was a complete write-off.

We should have liked to have hung around for a while and taken a few photographs of the wreck, but the Heligoland Bight isn't too healthy a place for loitering in broad daylight, particularly beneath cloud-banks. So having made sure of the result of our attack, we wasted no time in climbing back into the clouds and getting on with our reconnaissance elsewhere.

BRITISH BROADCASTING CORPORATION.

12.3.40 No 20

AIR MINISTRY BULLETIN

R.A.F. ATTACKS U-BOAT.

The Air Ministry announces:

During a reconnaissance flight over the Heligoland Bight and estuaries yesterday (Monday) afternoon an aircraft of the R.A.F. Bomber Command successfully attacked a German submarine at the entrance to the Schillig Roads. The submarine was seen to be hit by at least one bomb and is believed to have been sunk.

AIR AFFAIRS

12.3.40 - No. 21.

PRESS NOTICE.

The Rt. Hon. W. S. Morrison M.C., K.C., M.P.
Chancellor of the Duchy of Lancaster, and Minister of Food,
has appointed Mr. R.J.P. Harvey to be his principal private
secretary in succession to Mr. J. Hensley whose period
of loan from the Ministry of Agriculture and Fisheries has
expired.

MINISTRY OF FOOD.

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12/3/40 - No 22

ULSTER PRIME MINISTER ENTERTAINS

SPEE VICTORS.

Viscount Craigavon, Prime Minister of Northern Ireland, entertained at Parliament Buildings, Belfast, to-day, a party of Ulster Naval men who served in H.M.S. Exeter and Ajax in the Battle of the River Plate.

EMPIRE AFFAIRS.

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WAR LOAN LIST CLOSES TODAY.

Today (Wednesday, March 13) the lists of applications for the new £300,000,000 3 per cent War Loan 1955-59, issued at par, will be closed. There is just time for a rushed application.

In respect of the Bank of England issue applications, which must be for sums of £100 or multiples thereof, are being received at the Bank of England Loans Office, T.C.2.

Subscribers to the Post Office issue who have not yet made application, and wish to do so, must bear in mind that their applications must be lodged at a Savings Bank Post Office, or at a bank acting as agent for the Postmaster General, before the close of business to-day.

Post Office subscribers may subscribe for £10 of the Loan or any multiple of £10 not exceeding £1,000. Payment must be made at the time of application.

National interest in the first of the War Loans has been demonstrated in every part of the United Kingdom. The terms of issue have satisfied the investing world as being reasonable in their cost to the State and attractive to the investor.

Any investor who has been prevented until the last moment from making application has still a chance to obtain a holding of this attractive trustee security at the issue price if he takes energetic action.

Issued from the Ministry of Information,
but not to be quoted as an official
Ministry statement.

12/3/40 - No.24.

The King has been pleased to approve a recommendation of the Home Secretary that Mr. Derek Curtis Bennett be appointed Recorder of Tenterden, to succeed Mr. J.F. Eastwood, K.C., who has been appointed a Metropolitan Police Magistrate.

HOME OFFICE.

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

ATTACK ON GERMAN SUBMARINE.

In the course of a reconnaissance flight over the Heligoland Bight and estuaries yesterday (Monday) afternoon, an aircraft of the R.A.F. Bomber Command attacked a German submarine at the mouth of the Schillig Roads not far from where another U-boat was bombed and destroyed a week ago. It is believed that the U-boat was sunk.

The submarine was proceeding slowly along the surface when it was sighted by the aircraft, which had just emerged from a low layer of clouds. The aircraft immediately crossed the submarine, dropping four 250lb bombs, one of which was seen to hit the submarine just ahead of the conning-tower. Another hit is also believed to have been registered.

The pilot reports that before he flew off to continue his reconnaissance he saw the bow and the stern of the submarine protruding above the surface, the centre part being submerged.

Another of our aircraft engaged on reconnaissance a few hours later saw a number of patrol vessels in the area where the attack had been made.

12/3/40 - No.26.

FRENCH OFFICIAL COMMUNIQUE (EVENING)

Paris, Tuesday, March 12th, 1940.

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

LOCAL ARTILLERY ACTION.
