

# FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No.

....., 1940

62.

28th March

## EGYPT: "SLAP IN THE FACE" FOR FUHRER.

"Hitler received a slap in the face from both Moscow and Rome as a result of his propaganda drive with the Tripartite Agreement."

This view was expressed by the Egyptian Press in emphasising the Russian repudiation of Nazi-propagated reports that M. Molotov was to visit Berlin, and Italy's denial of Nazi rumours that Signor Mussolini would conclude a pact with the Soviet.

AL DASTOUR, after explaining the two-fold object of the Fuehrer's propaganda - to intimidate the Allies into calling off the war and to frighten the neutrals into submitting to German economic domination - points out that the "myth of Russian strength is completely exploded while Italy, because of her trade routes and scattered Empire, as well as her intense hatred of Bolshevism, is determined to remain aloof from the war."

AL DASTOUR added: "The Allies know full well that the repeated threats of the Nazi propagandists are prompted solely by the desperate attempt to escape the inevitable doom which the Allied might is slowly but surely preparing for Nazism."

"The Allied blockade daily increases its stranglehold on the Reich and Germany sees her sources of supply cut off more and more and strives desperately to evade her fate by propagating threats, but the Allies are resolved not to lay down arms until world security, founded on justice, can be firmly established by the final overthrow of Nazism."

## TURKEY: WHAT TURKISH PRESS THINKS OF GERMANY.

A strong pro-Allied tone is noticeable in the Turkish Press, which does not mince its words in condemning Nazism.

In a recent issue YENI SABAH wrote: "Germany does not recognise the rights of any nation and race. So long as Nazism is not uprooted the world will not breathe freely. There is no sadder spectacle than that of some neutrals who are so blind that they fail to perceive the aims of the Nazis, whom they even help. If humanity would really become enlightened they would undertake a crusade against the Nazi plague, which is an obstacle to all progress."

CUMHURİYET declared: "Germany has experimented with many weapons since the outbreak of war, including magnetic mines. They later launched peace offensives and propaganda threats of powerful military action which failed to materialise. Germany is neither humane nor peaceful. Therefore is it not a sign of impotence that they should waste their time in unfruitful peace attempts and unconvincing propaganda?"

The view of ULUS, the Ankara newspaper, was that the Germans were misled in undertaking a war of nerves against the British people "whose nerves are not easily affected - indeed they possess none."

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## HUNGARY: AFFIRMATION OF INDEPENDENCE.

An affirmation of Hungarian independence was contained in an article in last night's PESTERLLOYD ABENDBLATT.

The article, which was written in connection with the visit to Rome of the Hungarian Premier, stated that enlightenment was necessary regarding the "unfounded character of foreign Press rumours regarding the object of the visit." It was added: "Hungary belongs to the zone of influence of no Great Power whatsoever, the term 'living space' being economic and Germany belonging to Hungary's living space just as much as Hungary belongs to Germany's living space. It is unnecessary for Hungary to beg Italy for assistance, Italo-Hungarian relations being so intimate and so firmly founded that Hungary could never be reduced to the role of a suppliant for Italian aid. Italy does not strive to persuade Hungary to abandon her revisionist claims. Hungarian policy is always guided by general European interests. Every Italo-Hungarian meeting concentrates on the single object of investigating world events in the light of common interests and the spirit of a constructive peace policy."

## ITALY: BALKAN PEACE.

Commenting on the communique issued in connection with Count Teleki's visit to Rome, the Italian newspapers yesterday stressed its accent upon the determination of Italy and Hungary to preserve peace in the Balkans, and that this policy is shared by Germany and Yugoslavia.

"Anglo-French hopes of discord in the Balkans have thus been proved false", declared the MESSAGGERO. "None of the countries concerned is prepared to lend itself to the game of those with direct interests in that sector and have therefore no legitimate spheres to guard."

In an article on Roumania this paper said: "Britain was asleep as usual when the Germano-Roumanian Treaty of March 1939 was negotiated, and despite efforts to offset it, Anglo-Roumanian trade remained stationary while Germano-Roumanian trade increased."

Signor Ansaldo, writing in the TELEGRAFO on Italo-Albanian relations, stressed Italy's desire to preserve the national characteristics of the Balkan countries and her claim to act as a friend to the smaller Mediterranean countries.

In a Bucharest message the GIORNALE D'ITALIA stated: "The Balkan situation is in a fluid state, and while Italy refuses to act as an eternal pacificator she also will not side with those who believe in an eternal status quo. It is necessary to postpone certain decisions in the present delicate situation, but these postponements have a proper limit which must be respected."

The fact that the Allies suffered no shipping losses last week, the American decision to send planes to the Allies, and the installation of automatic light ships by Britain, were all reported in the Italian newspapers.

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## BELGIUM: FRANCO-ITALIAN RAPPROCHEMENT?

The possibility of closer ties of friendship between France and Italy is referred to in today's Belgian Press.

The STANDAARD, the Flemish Catholic newspaper, writes: "Certain Italian papers have lately adopted a sharp tone towards France. This may well be read as an attempt to hide a movement towards Franco-Italian rapprochement."

The general belief of the Belgian Press is that the German diplomatic offensive has failed and in this connection VOORUIT, the Left-wing organ, states: "In the new diplomatic offensive Germany is not yet victorious."

LE PEUPLE, the Socialist organ, referring to the recall of M. Souritz the Soviet Ambassador to France, declares: "At the moment when Germany makes such great efforts to tighten the bonds with Russia and form a triple alliance, Russian meekness to the energetic French gesture will not be appreciated in Berlin."

## SWITZERLAND: SYMPATHY FOR NORWAY AND SWEDEN

Sympathy for the neutral countries whose vessels have been sunk without warning by the Germans is shown in today's Swiss Press which takes the opportunity to contrast British and German methods of waging sea warfare.

The TRIBUNE DE GENEVE writes: "In seven months Norway has witnessed the destruction of 50 of her merchant vessels exceeding 100,000 tons and the death of 350 seamen. Sweden lost 40 vessels and 299 men. The list continues to lengthen. All protests by Oslo and Stockholm obtain no results in Berlin which invariably refers them to London alleging that the blockade compels counter measures which are applicable to all vessels assisting supply to Britain. Yet numerous neutral ships have been sunk without warning plying between the neutral ports.

"Compare with this the fact that the British fleet has never torpedoed a single neutral vessel transporting goods to Germany. The German argument is without foundation."

Referring to the new French Premier's speech DER BUND, the Radical Democratic organ states: "M. Reynaud's address was restrained but full of energy. The taking of the reins in his own hands contains an indication that a new diplomatic initiative is pending."

The GAZETTE DE LAUSANNE, the Liberal newspaper, referring to the Souritz affair writes: "France would doubtless have ruptured relations with the Soviets but she needed the assent of Britain who is still hesitating. The incident shows that France does not intend further to tolerate agitation by diplomats who believe they can calumniate her with impunity."

## FRANCE: A REMINDER TO FRENCHMEN.

"Frenchmen, you have been warned!" stated LE JOURNAL in publishing a report entitled "The Gestapo admits its crimes."

This paper declared: "More than 1,600,000 Poles are in concentration camps; more than 425,000 are condemned to forced labour; 158,000 are in prison and 145,000 have been executed. The Gestapo by publishing these figures shows us that our clear duty is to defeat Germany."

"Either we beat the Germans or they will beat us and then 300,000 Frenchmen will be executed, 300,000 imprisoned, 900,000 condemned to forced labour and more than 3,000,000 will swell the concentration camps."

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## FRANCE: (continued)

The majority of French newspapers yesterday gave prominence to the recall of the Soviet ambassador from Paris and Pertinax wrote in the ORDRE: "One general principle is clear, namely, not to engage in a war against Russia unless it is likely to weaken Germany..... It is not certain that we shall avoid hostilities with Moscow but to begin them deliberately would be contrary to our interests."

## GERMANY: NAZI METHODS IN INDIA.

In recalling the recent riot at Lahore which involved casualties to members of the Moslem Khaksar organisation as well as the police, the DEUTSCHE ALLGEMEINE ZEITUNG published "from an Indian source" a description of the Khaksar movement which showed it to be organised on Nazi lines.

After stating that the Khaksars were led by a dictator, this paper added: "The other leaders, known as the Salarai-Mohalla, are appointed by the dictator who issues all Party orders. The Party is organised in four groups - the Mujahid (guards), the Mahfuz (reserves), the Muawin (helpers) and the Janbaz (those ready for sacrifice). The Janbaz are a special group estimated in 1938 to number about 700: they take an oath to sacrifice their lives if necessary for Islam and the Dictator. The Salarai-Mohalla hold their parades every evening in the open air.

"The Khaksar movement is a political military organisation. It was founded in a small village named Bandoki on August 25th 1930, when the Party programme known as the Isharaat was proclaimed. The programme says 'the Moslems must recover their lost power'. The Party issues its own organ, called AL ISHATT. The first big party rally was held at Delhi in 1935. The movement had about 400,000 members in 1938 and very probably has more now'.

A good deal was printed in the German papers during Easter about the performance of Johann Sebastian Bach's oratorio, the St. Matthew's Passion, in Cologne Cathedral. This oratorio has been a favourite in Germany at Easter for some years past. No reference was of course made in the German Press to the fact that it was rescued from complete oblivion by Felix Mendelssohn Bartholdy, a composer whose works are no longer performed in Germany. Bach's present reputation as a composer may be said to have begun with Mendelssohn's performance of the St. Matthew Passion in 1829.

## HOLLAND: WHAT STALIN FEARS.

Speculation as to Russia's policy is contained in today's Dutch Press.

ALGEMEEN HANDELSBLAD, the Liberal organ, declares: "Stalin understands that he cannot continue his expansion policy in Northern Europe without a direct conflict with the Allies, which he fears."

DE MAASBODE, the Catholic organ, writes: "The opinion is justified that if Russia wants a world revolution she should stay out of the war herself, but would like to see as many countries as possible at war."

"The triangle Germany - Italy - Russia is not a fact," affirms HET VADERLAND, the Liberal organ. "The beautiful plans to rebuild Europe have to be shelved again."

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## SWEDEN: GERMAN WIRELESS TRICKS DENOUNCED.

The German wireless is taken to task today by the STOCKHOLMS TIDNINGEN for misconstruing a passage from that paper.

Describing the Nazi action as "An illuminating example of the nonchalant way in which foreign radio transmissions quote incorrect statements" STOCKHOLMS TIDNINGEN says that on March 24th it was quoted in the Swedish broadcast from Konigsberg as follows: "The broadcast information supplied about the British air war is one reason to consider whether it is worth while following serious-minded newspapers when official war reports of this kind show that the British airmen achieve exactly nothing."

STOCKHOLMS TIDNINGEN continues: "STOCKHOLMS TIDNINGEN did not write that, but a telegram from our Berlin correspondent on March 22nd opened with the following words: 'The way in which the English and German Press is used for propaganda has made us wonder whether it is worth while covering more serious-minded newspapers with the official war reports'.

"As everyone can see, this is quite different from the radio report first mentioned. The correspondent went on to describe the damage done, which was indicated as being much less than reported from England. The last sentence in the radio report attributed to STOCKHOLMS TIDNINGEN does not exist in our correspondent's telegram. It is in fact pure invention."

STOCKHOLMS TIDNINGEN concludes by considering that it is strange that a belligerent Great Power should use such methods, especially when it must be assumed that Swedish broadcasts are heard by Swedes who can scarcely gain increased confidence in the broadcasts' accuracy.

SOCIAL DEMOKRATEN points out that the elections in Canada confirmed not participation in the war but the intensity and energy with which Canada should participate, and added: "The Liberal Party that has won such a great victory followed Britain loyally and declared war on Germany."

This paper states that whilst in the last war the French minority was against participation, in this war there is practically unanimity, and continues: "There will be no question of diminishing the help that is being given to the Mother Country. Intensified production of aircraft will continue and there is not the slightest doubt that the citizens of Canada will support the fight for democracy and the right of self-determination. From the point of view of foreign politics the elections are a demonstration of the unity between the Dominions and the Mother Country."

## DENMARK: CANADA'S SUPPORT FOR BRITAIN.

"This victory is really more than a victory for the Liberal Party," declares the London correspondent of the SOCIALDEMOKRATEN in a dispatch to his paper today.

This correspondent adds: "The Liberal victory is additionally decisive proof that Canada's unstinting support for the Mother Country since the outbreak of war has been proved by the population, which has always been fired with the spirit of independence."

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## NORWAY: WHAT MIGHT HAVE FOLLOWED NAZI ATTACK ON SWEDEN.

A German attack on Sweden and Norway, had these countries allowed intervention in Finland, might have caused serious friction between the Nazi Government and the German people.

This belief was expressed in a section of the Norwegian Press last night.

Commenting on the statement by M. Svinhufvud and the German official news agency dementi NATIONEN cited the latter as final proof that Norway and Sweden could not have joined forces with Finland,

The influential AFTENPOSTEN wrote: "After this no one will have any doubts about the German Dictatorship's attitude to the Finnish-Russian war, it was simply that Finland must not be helped officially by any country - in other words that it should not be helped effectively and should knuckle under."

Explaining the discrepancy between the two statements AFTENPOSTEN continued: "M. Svinhufvud reported the German people's opinions and feelings. The German agency reported the German Dictatorship's will and it is the latter which is decisive. From this it is concluded that a German punitive attack on Sweden and Norway could have brought the present German government into serious conflict with the German people."

The alleged violations by British warships of Norwegian territorial waters received some comment but the general attitude of the Press was that they were insignificant compared with the Nazi murder of neutral seamen.

"A protest must of course be made," declared NORGES HANDELS OG SJOFARTSTIDENDE. "These violations are serious enough in their way but they are utterly different from the murder of seamen. One cannot get away from the fact that it is an extremely painful circumstance that Norwegian neutrality guards and Norwegian pilots must do their best to provide the Germans with full protection in Norwegian territorial waters when their comrades are being bombed from the air and Norwegian ships are being torpedoed without warning outside the territorial limit."

In support of this attitude TIDENS TEGN affirmed: "It is clear that when the British violate our neutrality we must protest. That does not mean that we are blind to the basic difference between German and British violations and we are undeniably surprised when the German Press makes a fuss about the latter and talks about international law. People in glass houses must not throw stones and Mr. Chamberlain's words that British warfare has not yet cost a single neutral citizen's life still holds good."

## BRAZIL: LABOUR WOULD STRENGTHEN BRITISH CABINET - BRAZIL PRESS.

The inclusion of Labour leaders in a reconstructed British Cabinet would create greater efficiency and solidarity, according to the JORNAL DO BRASIL, yesterday.

The JORNAL DO COMMERCIO appreciated the new French Cabinet and thought that it would show greater strength.

O JORNAL suggested a possible connection between the United States' decision to sell army planes to the Allies and the "failure of Mr. Sumner Welles' mission".

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## U.S.A.: SALE OF PLANES TO ALLIES URGED.

The sale of American planes to the Allies is vigorously urged in today's NEW YORK DAILY NEWS.

"We would say sell them the latest American fighting planes so long as there is no likelihood of our early entrance into the war," declares this paper. "An aeroplane secret's hope of remaining secret for long is a slender hope. Why not then let the Allies give our secret superchargers, our tricycle landing gears and other gadgets a work-out in the Blitzkrieg laboratory?"

Writing on the Canadian election the NEW YORK TIMES states: "Mr. Mackenzie King must feel well pleased with himself today. The Decks are clear - to use his own words - for a vigorous war effort by a united country."

The similarity of the policy adopted by Herr Hitler and his Russian neighbour was emphasised by the ST. LOUIS GLOBE DEMOCRAT.

"Stalin has boasted of his 'policy of peace'," declared this paper. "It was of course in the blessed name of peace that Stalin launched his brutal, merciless and wholly unjustifiable war against Finland. It was in the same cause that Stalin joined with Hitler in destroying Poland as an independent political entity and dividing its territory between Russia and Germany."

"Hitler too, has, and has always had, his 'peace policy'. It was in pursuance of this 'peace policy' that he waged a merciless war against Poland and it is of course for peace that the persecution of the Poles and the Czechs is continuing! It is crystal clear that the only kind of peace that either Hitler or Stalin desires is the peace of subjection. The people of those countries of which the Dictators have obtained possession have been virtually enslaved and those peoples and countries which they have forcibly brought under their control have of necessity become subservient to their will."

"Such a peace is not one that can be accepted or even tolerated by that great portion of civilised mankind in which nations are yet their own masters and in which their inhabitants are more or less free."

The tobacco shortage in Germany was referred to by the OMAHA SUNDAY WORLD HERALD, which stated: "Among many hardships which the hard-ridden German people is obliged to face is the dire threat of a tobacco famine. For a number of years there has been a near-famine with attendant keen distress. Travellers will recall how gratefully an American cigarette was accepted. A carton of cigarettes was a princely gift. What the Germans could get was better than no tobacco at all. Now even this supply is disappearing."

"The British and French are spending in Turkey, Greece and Bulgaria the £14,000,000 previously spent annually for the Virginia, Kentucky and Carolina product. It was from the Balkan countries that Germany got her tobacco and the £14,000,000 accounts for practically the entire output. The Democracies can pay cold cash. The Germans have only 'exchange' to offer for such articles as razor blades, aspirin tablets and harmonicas. So the Balkan nations take the cash and let the harmonicas go."

The DAYTON OHIO HERALD referred to Signor Mussolini's welcome to the 82,000 Tyrolese who have chosen to remain in Italy, and added: "Mussolini insists that there is no reason why these Germans living alongside the Italians cannot live together in peace and harmony - and there is not, unless Hitler decides he wants to expand in that direction and uses those 'persecuted' Germans cut off from the Fatherland as an excuse. Nor was there any reason why the Czechs and Austrians and Poles could not have lived in peace and harmony with their German neighbours if a Dictator had left them alone."

28/3/40. - No. 1.

FRENCH OFFICIAL MORNING COMMUNIQUE.

The following official communique was issued this morning from French Headquarters:

A quiet night on the whole. Patrol activity on both sides, especially in the region of the Vosges.

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

(2)

ROAD VEHICLES: NEW REGISTRATIONS.

The number of mechanically-propelled road vehicles registered for the first time in Great Britain during the month of February, 1940, was 9,090 compared with 33,907 in February, 1939.

The figures for the several classes were:-

Description.	1940	1939
<u>Cars taxed on horse-power.</u>		
<u>Exc.</u>		
-	2,950	15,980
10	735	5,431
15	86	1,112
20	33	395
25	33	438
30	12	148
Miscellaneous	-	5
<u>Total</u>	3,849	23,509
<u>Cycles.</u>		
	619	3,112
<u>Hackneys.</u>		
<u>Exc.</u>		
-	28	140
8	53	120
40	95	170
<u>Total</u>	176	430
<u>Tractors</u>		
Agricultural	18	14
Snowmen's	-	-
Other	12	16
<u>Total</u>	30	30
<u>Agricultural Engines.</u>		
(5/- class)	1,578	674
<u>Exempt.</u>		
Government owned	174	1,411
Other	405	124
<u>Total</u>	579	1,535
<u>Goods</u>		
Agricultural Vans and Lorries.	47	66
Snowmen's Special Vehicles	-	-
Local Authorities (Watering and Cleansing)	6	4
<u>Other Goods Vehicles</u>		
<u>Weight Unladen</u>		
<u>Exc.</u>		
-	421	773
12 cwts.	1,522	3,429
2½ tons	225	299
5 "	38	46
<u>Total, Other Goods Vehicles</u>	2,206	4,547
<u>GRAND TOTAL</u>	9,090	33,907

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

28th March, 1940.  
(2840).

28/3/40. - No.3.

PRESS NOTICE.

The Ministry of Supply announces that the exhibition of munition samples, London and South Eastern Area, is being moved from Savoy Hill House to 111, Penfold Street, Paddington this week, and will open there on Monday, 1st April.

Applications for permits to view this exhibition should be made to the Area Officer, Ministry of Supply, whose present address is Savoy Hill House, London, W.C.2. (Telephone Temple Bar 1221, Ext. 128).

MINISTRY OF SUPPLY.

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# MINISTRY OF LABOUR & NATIONAL SERVICE

(4)

## Press Notice

NATIONAL SERVICE (ARMED FORCES) ACT, 1939.

REGISTRATION PROCEDURE.

1. As already announced to the Press on 15th March, 1940, the next registration under the National Service (Armed Forces) Act will be held on Saturday, 6th April, 1940. It will relate to men not already registered who were born between 1st January, 1914 and 6th April, 1920, both dates inclusive. Posters setting out the classes of men required to register on the 6th April and the procedure to be followed at the time of registration will be displayed at all Ministry of Labour and National Service Offices, Municipal Offices, Post Offices and Police Stations on and from 30th March.
2. It will be recalled that men of 20, 21, 22, 23 and 24 have already been registered. The registration on the 6th April will, therefore, in the main relate to the following new classes:-
  - (a) men reaching the age of 20 between 10th March, 1940 and 6th April, 1940, both dates inclusive (i.e. men born between 10th March, 1920 and 6th April, 1920, both dates inclusive), and
  - (b) men who reached the age of 25 during the year 1939 (i.e. men born between 1st January, 1914 and 31st December, 1914, both dates inclusive).
3. The procedure for registration, medical examination and calling up, which is summarised in the following paragraphs, will be substantially the same as when the last registration under the Act took place on 9th March. Attention is, however, particularly invited to the new timing arrangements.

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### Registration.

All male British subjects within Great Britain who are not already registered under the Military Training or National Service (Armed Forces) Acts and who were born between 1st January, 1914 and 6th April, 1920, both dates inclusive, are required (with certain exceptions - see paragraph dealing with classes of persons not subject to the Act) to attend for registration under the Act at a Local Office of the Ministry of Labour and National Service on Saturday, 6th April, 1940. Men required to register who are outside Great Britain on 6th April must attend for registration at a Local Office of the Ministry of Labour and National Service within seven days of the date of their return to Great Britain. Men from the Isle of Man who are in Great Britain on the 6th April are required to register, even though they may be only temporarily in this country. Men living six miles or more from a Ministry of Labour and National Service Office or men suffering from some permanent incapacity may fill up the registration form and post it on the 6th April to a Ministry of Labour and National Service Office. Forms for this purpose may be obtained at a Ministry of Labour and National Service Office or at the Local Post Office in the case of men living six miles or more from the Ministry of Labour and National Service Office.

Men who, for good cause (for example, illness), fail to apply for registration on the 6th April must do so as soon as possible thereafter. Any man who fails, without good cause, to register on the 6th April renders himself liable, on summary conviction, to a fine not exceeding £5. It is particularly emphasized in this connection that the fact that a man may come within the scope of the Schedule of Reserved Occupations does not relieve him of his obligation to register under the Act.

#### Information Required.

At the time of registration the men are required:-

- (a) to produce their national registration identity cards, and
- (b) to furnish certain necessary information, including a precise and accurate description of their occupation (see paragraph dealing with classification of men according to their occupations.)

In a number of cases, unnecessary difficulties have been created on previous occasions by men who forgot to bring their national registration identity cards with them. Men are reminded that this is an important item in the procedure of registration under the Act. All men who register will be given a registration certificate. Any change of address must be notified immediately by returning the certificate for amendment.

#### Timing Arrangements.

The timing arrangements have been revised in the light of experience, and men are asked to attend on the 6th April at the following times:-

Men whose	A to B	should attend between	12.30 p.m.	and	1 p.m.
sumames	C to E	" "	1	p.m.	and 2 p.m.
commence with	F to J	" "	2	p.m.	and 3 p.m.
the letters -	K to O	" "	3	p.m.	and 4 p.m.
	P to S	" "	4	p.m.	and 5 p.m.
	T to Z	" "	5	p.m.	and 6 p.m.

Unemployed men and men who cannot attend at their allotted time in the afternoon may attend between 9 a.m. and 11 a.m. It is particularly emphasized, however, that this does not mean that any man who finds himself free to register in the morning may do so. The object of allowing certain men to register during the morning is primarily to meet the convenience of men who find it impossible to attend for registration in the afternoon. It will be realised that the work of the Local Offices of the Ministry may be seriously inconvenienced if large numbers of men present themselves for registration during the morning, that is, at a time when the normal work of the Exchanges is proceeding.

#### Classification of men according to their occupation.

At the time of registration each man will be classified according to the particulars he furnishes regarding his occupation, and immediately after registration his employer will be consulted with a view to checking the accuracy of these particulars. This information regarding a man's occupation is essential for the purpose of applying accurately the Schedule of Reserved Occupations (see paragraph dealing with application of Schedule) and also in order to identify those men not reserved by the Schedule who can be employed in the Forces in a trade capacity. The local officers of the Ministry have considerable experience in registration work and in the classification of men according to their occupations, but the success of their efforts must ultimately depend on the ready co-operation of both the men and their employers. Very few cases have so far arisen where there has been reason to doubt the accuracy of the information supplied in this way, but attention is invited to the fact that the Act provides for heavy penalties for the giving of false information by or in respect of a man upon his registration under the Act.

#### Changes in Occupation.

The importance of establishing accurately the precise nature of a man's occupation in consultation with his employer as soon as possible after registration will be fully appreciated when it is realised that once an enlistment notice has been served on a man, representations to the effect that his occupation has been incorrectly entered in the Military Service Register do not constitute a valid reason for withdrawing the notice. Should a man change his occupation subsequent to the date of his registration, the change should be notified to the appropriate local office of the Ministry without delay, since once an enlistment notice has been issued it cannot be cancelled for reasons of this kind.

#### Preference for Naval or Air Force Service.

Men who have a preference for service in the Royal Navy or in the Royal Air Force may notify this fact either orally or in writing preferably at the time of registration.

#### Mercantile Marine and Fishermen.

Seamen and fishermen should, wherever possible, attend for registration at a Mercantile Marine Office instead of at a Ministry of Labour and National Service Office. This also applies to marine engineer apprentices who intend to go to sea as engineer officers and to students at Wireless Telegraphy Schools in training for the Postmaster General's Certificate of Proficiency in radio telegraphy with the object of going to sea as radio officers.

#### Medical Examination.

Men liable under the Act to be called up for service and required to submit themselves for medical examination will be summoned to attend for examination by means of written notices which will be sent to them by the Ministry of Labour and National Service. The Medical Boards are situated in convenient centres throughout Great Britain, and men are allowed reasonable expenses and allowances for their attendance including compensation for loss of remunerative time. At least two clear days' notice will be given in all cases. Men will be informed of the medical category in which they are placed. Immediately after the medical examination each man will be interviewed separately by a Service representative for allocation, in the light of his qualifications, to a Service unit.

#### Postponement of liability to serve in the forces.

There is no power to exempt persons from their liability for service in the Armed Forces unless they belong to certain specified classes exempted under the Act itself (see paragraph dealing with these classes); but a person who can show that exceptional hardship would ensue if he were called up for service may apply for a postponement certificate. Men wishing to postpone their liability for service are none the less required to register on 6th April and to submit themselves for medical examination when called upon. Application for a postponement certificate should be made not later than two days after the date of medical examination.

#### Military Service (Hardship) Committees.

Where an application for a postponement certificate has not been granted by the Minister, it will be referred to a Military Service (Hardship) Committee. An applicant who is aggrieved by the determination of a Hardship Committee may, if the determination of the Committee is not unanimous or if permission so to do is given by the Committee, appeal within 21 days to the Umpire whose decision is final. The Minister has the right of appeal in any case where he considers this to be desirable.

### Enlistment in the Forces.

Men who have been examined by a Medical Board and who have reached the required standard of fitness will be called up for service by means of enlistment notices which will be sent to them by the Ministry of Labour and National Service. The enlistment notice will specify the date (which will be at least three days from the date of service of the notice) on which the man is required to report to the appropriate Unit or Reception Centre. Travelling warrants will be supplied where necessary. A man will be deemed to be entered or enlisted in the Armed Forces as from the date on which he is required to report for service until the end of the present emergency.

### Compliance with Enlistment Notices.

It sometimes happens that when an enlistment notice has been sent to a man requiring him to report to a unit, he or his employer makes representations that the calling up should be postponed. It should be clearly understood that a man who has received an enlistment notice must comply with it, since he is legally enlisted in the Forces from the day on which the notice requires him to report to his unit. Any failure to comply with an enlistment notice and any attempt by an employer or any other person to dissuade a man from complying with the notice is thus a very serious matter. An enlistment notice can be withdrawn only if it has been issued in error.

### Application of the Schedule of Reserved Occupations.

In calling men up for service regard will be had to the Schedule of Reserved Occupations and men who are of or above the age of reservation for their particular occupation are not, in general, being summoned for medical examination or being called up for service in the Armed Forces. A man's age on the date of registration, namely 6th April, will be regarded as his age in applying the Schedule of Reserved Occupations to his case.

### Conscientious Objectors.

A conscientious objector must apply to be registered on the 6th April at a Ministry of Labour and National Service Office like any other man, but he may at the same time make application to be placed on the Register of Conscientious Objectors. He will then be provisionally registered in that Register and will be required to make application within fourteen days to a Local Tribunal constituted under the Act. Failure to make application to the Tribunal within the prescribed period renders a man liable to have his name removed from the Register of Conscientious Objectors.

### Classes of persons not subject to the Act.

No person is liable to be called up for service or to register under the Act who is:-

- (a) a person not ordinarily resident\* in Great Britain who is under the provisions of any Act in force in any part of His Majesty's dominions outside Great Britain, a national or citizen of that part within the meaning of that Act, or is a person born or domiciled in any such part of His Majesty's dominions or in a British protectorate, a mandated territory or any other country or territory being a country or territory under His Majesty's protection or suzerainty;
- (b) a person employed in the service of the Government of a part of His Majesty's dominions outside Great Britain or in the service of the Government of a British protectorate, mandated territory or some other country or territory which is under His Majesty's protection or suzerainty, provided that his presence in Great Britain is due entirely to his employment in that service;

- (c) a member of any of the armed forces of the Crown;
- (d) undergoing training as a cadet at the Royal Military Academy, Royal Military College or the Royal Air Force College;
- (e) a man in holy orders or a regular minister of any religious denomination;
- (f) the subject of an Order of Inquisition under the Lunacy and Mental Treatment Acts, 1890 to 1930, or is being detained in pursuance of Section 25 of the Lunacy Act, 1890, or as a criminal lunatic or in pursuance of an order made under the Criminal Lunatics Act, 1884, or is undergoing treatment as a temporary patient under Section 5 of the Mental Treatment Act, 1930, or is a person placed in an institution or a certified house or under guardianship under Section 3 of the Mental Deficiency Act, 1913, or is the subject of an order under Section 6, 8 or 9 of that Act or is under supervision provided under paragraph (b) of Section 30 of that Act or is an inmate of a home approved under Section 50 of that Act or is the subject of notification under sub-section (2) of Section 51 of that Act;
- (g) the subject of an order or warrant for his detention or custody under the Lunacy (Scotland) Acts, 1857 to 1919, or is being entertained and kept in an asylum in pursuance of Section 15 of the Lunacy (Scotland) Act, 1866, or is a person for whose safe custody during His Majesty's pleasure His Majesty is authorised to give order or is a prisoner whom the Secretary of State or the Prisons Department for Scotland has, in pursuance of any Act, directed to be removed to a criminal lunatic asylum or to the criminal lunatic department of Perth prison or to an asylum, or is a person placed in an institution or a certified house or under guardianship under Section 4 of the Mental Deficiency and Lunacy (Scotland) Act, 1914, or is the subject of an order under Section 7, 9 or 10 of that Act; or
- (h) certified by a local authority as defined by the Blind Persons Acts, 1920 and 1938, to be registered as a blind person under arrangements made by the authority under these Acts.  
(N.B. The expression "Great Britain" in (a) and (b) above includes the Isle of Man).

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\* For the purpose of determining ordinary residence in the case of such persons, the Act lays it down that a person who is resident in Great Britain is deemed to be ordinarily resident in this country unless

- (i) he has been resident in Great Britain for less than two years, or
- (ii) he is residing in this country only for the purpose of attending a course of education, or
- (iii) the circumstances of his residence in Great Britain are otherwise such as to show that he is residing in this country for a temporary purpose only.

PRESS NOTICE.

TIMBER CONTROL.

1. The Minister of Supply has made the Control of Timber (No.10) Order, 1940, which comes into force on Thursday, 4th April, 1940.

2. The new Order brings veneer within the "acquisition" and "consumers" licensing system, except in the case of the classes of consumers already exempted from licensing under the No.5 and No.7 Orders. Details of these exceptions are given in the Control of Timber (No.5) Order, 1939, Direction No.4 and Direction No.1 issued under the new Order.

3. Copies of forms of application for licences for the acquisition or consumption of veneer should be obtained from and returned when completed to, the appropriate Timber Control Area Officer.

4. The No.10 Order does not apply to prices of veneer.

5. The Order also contains provisions applicable to timber generally. It provides additional powers for obtaining information and enables the Timber Controller to sell "National" Stocks at prices exceeding the maximum prices specified in previous Orders.

6. Copies of the Control of Timber (No.10) Order, 1940, and of the Directions mentioned above, will be obtainable on and after Monday, 1st April, 1940, directly, or through any bookseller, from H.M. Stationery Office at the published sale prices.

Ministry of Supply,  
The Adelphi,  
London, W.C.2.

28th March, 1940.

28/3/40 - NO: 6.

PRESS NOTICE.

NOT TO BE PUBLISHED ON THE CLUB TAPES  
OR BY BROADCAST OR IN ANY OTHER WAY  
BEFORE THE MORNING OF FRIDAY THE  
29TH MARCH, 1940.

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The following announcement has been made by the  
Treasury -

"Arrangements have been concluded which make it possible to grant permits to U.K. residents for the sale of a limited amount of Canadian dollar securities in the Canadian market. Canadian authorities have expressed their willingness to co-operate by authorising their residents to purchase securities which United Kingdom residents are permitted to sell as part of the general programme of repatriation which has been arranged to provide Canadian dollars for the purchase of war supplies in Canada.

Applications for permits to sell available for one month should be made to the Bank of England; special forms (S.10) will be available for this purpose. It will be necessary for selling orders sent to Canada to state the number of the permit which has been granted."

NOT FOR PUBLICATION BEFORE 3 p.m., THURSDAY, 28th MARCH, 1940.

Notes for Speech by  
The Rt.Hon. Leslie Burgin, M.P. Minister of Supply  
at Lunch at the Reform Club in Belfast  
on Thursday 28th March 1940.

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I am no stranger to Belfast and have visited you in many capacities. Today I come to Northern Ireland primarily for the purpose of inaugurating the Area Organisation of the Ministry of Supply.

I begin then, by paying a tribute to the part which Northern Ireland plays in the total war effort. Of course I recognise that Northern Ireland is predominantly agricultural and thus her exports consist largely of agricultural products such as livestock, bacon, hams, pork, eggs. During the last year the total of her exports to Great Britain was £35,000,000; that is to say, £29 per head of Northern Ireland's population. She is a wonderful customer for Great Britain, her consumption of British made goods being approximately £27 per capita during the year 1938 or a total of £33,000,000. She also produced 20,000 acres of flax; I hope the figure during the present emergency will rise to 50,000 acres.

Your principal manufacturing industry is, I suppose, linen.

In the immediately pre-war years the Northern Ireland linen industry gave employment to approximately 60,000 people and consumed approximately 40,000 tons of flax, of which about 33,000 tons was imported mainly from Belgium and the Baltic States; the annual value of linen goods produced was over £12,000,000. - £6,000,000 of that representing the value of work done in Northern Ireland. The industry has concentrated in the main on the finer type of goods as distinct from the coarser canvases in which Dundee specialises; there is, however, a certain overlap of medium types, although perhaps the most valuable part of the export trade has been the export of fine linens to Great Britain and America. This export trade has been greatly assisted by the Trade Agreement with the U.S. which came into force on the 1st January, 1939. Whisky takes first place on the export list to the U.S. but linen is the second largest export. Notwithstanding our very great war requirements of linen thread and linen materials every effort is being made to maintain and even to add to Northern Ireland's export trade, to maintain her place in the markets of the world and to help the Government's great need of dollar exchange in America. It has been one of the pre-occupations of the Flax Control to ensure that an adequate supply of raw material continues to be made available for the greatest possible support of Northern Ireland's linen exports.

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The manufacturing channels into which the linen industry is directed during the present emergency differ substantially from those of the last war; at that time Ulster met in very great measure the total need of linen for the wings of aircraft manufactured during the war to such an extent indeed that it was said that the war in the air was waged on wings made from Ulster linen. This time the industry has been directed to other needs - the production of canvas for water-proof coverings, denim for the lighter pattern uniforms of the Forces, duck linen and so on, and it has given very great assistance to the Ministry of Supply by the turning over of power looms to the manufacture of heavy cotton goods where the shortage of flax demands the use of substitute materials. In total, orders have been placed for more than 30,000,000 yards of materials and you will be glad to know that further orders will be placed as these are run off. I call attention to the value of the work of the Irish Power Looms Manufacturers' Association in organising the production of linen and cotton fabrics. This Association has arranged for the distribution of about half of the total orders for linen and cotton goods among the firms which compose the Association and has accepted responsibility for organisation at all stages of manufacture. A clearing house has been set up to which deliveries of cloth (cotton, duck, denim, etc.) are made, the Ministry of Supply inspection takes place there and deliveries are arranged. This type of organisation, particularly where it touches the small manufacturer, will be one of the special matters which the new Area Organisation will look after and superintend.

We had some conversations about the price to be paid for flax during the coming years including that to be produced from the increased acreage to be brought under cultivation. Certainty on this point was essential if the further production needed for the Government in 1940 was to be secured; the average price of £160 per ton which was ultimately decided is substantially greater than prices recently ruling and has, I think, resulted in considerably increased activity in the production of flax; there is even a chance that the 50,000 acres of flax aimed at may be increased beyond that figure; but there is little prospect of the industry reaching 100,000 acres under flax as it did during the last war; in order to secure that the increase to 50,000 acres shall be forthcoming, the Ministry of Supply has itself bought large quantities of flax seed and has requisitioned stocks for the purpose of securing this one essential production. I thank the Government of Northern Ireland for the very great assistance to His Majesty's Government in London which has been given throughout these flax negotiations.

The Ministry of Supply has bought from Northern Ireland large quantities of rope, lines, cord and twine. You have in Belfast the largest single rope-making works in the world. Some £30,000 worth of orders representing 450 tons of rope have been placed by the Ministry of Supply and further large orders have been placed by the Admiralty for similar materials. The orders for the Ministry cover among other things, gun slings where rope of very large size is needed to lift heavy guns in course of manufacture, drag ropes for our guns, guy lines for tents, sash lines for kit-bags, twines for tarpaulin manufacture, handles for ammunition boxes and grumnets to protect the driving bands of shells during conveyance to the firing line. In addition to these, we need

packing twine, manila and hemp ropes. The Ministry of Agriculture requires large quantities of binder twine, so also do the United States and Canada; this again represents one of the most valuable exports of Northern Ireland by which a further substantial contribution to the exchange position can be made.

Northern Ireland has also contributed substantially to the vast need for camouflage nets and more than 30,000 were in fact recently provided from Northern Ireland sources. These nets are used to conceal guns, ammunition dumps, vehicles, tanks, buildings, stores, trench mortars, etc., from enemy aircraft, and the production of the factory looms which formerly made trawl nets for the fishing fleets of the world has been supplemented by the work of fishermen and their wives throughout the United Kingdom. Nets required by the Ministry of Supply range from 14 feet square to 35 feet by 17 feet; the Air Ministry uses some of even larger size.

Some of the clothing orders may perhaps be of interest to you. Orders have been placed in Northern Ireland for approximately 400,000 shirts spread over 12 firms and for 72,000 suits of battle dress again spread over 12 firms: continuity orders are being made available as contracts expire. It is our wish to keep the machinery running. Through the medium of the Wholesale Cloth Manufacturers Association of Northern Ireland a census of production is being taken with a view to utilising available capacity for the making up of denim overalls and it has been provisionally estimated that there is a potential capacity for 50,000 a week: rest assured this will be filled.

The need is great, and my pleasure increases when I find a source of capacity ready and willing to fill the need.

When we come to more obvious forms of armament, such as aircraft, ships and heavy vehicles, I ought perhaps to mention two of the great Belfast firms engaged, among others, on this work.

In the great ship-building yards of Harland & Wolff at Belfast, I believe it is true to say that work is going on to full capacity. This is, as you, of course, know, the largest ship-yard in the world. Every slip in the yard now has a ship in course of construction. In addition a great contribution has been made to the national need by increasing enormously the capacity of this works for the manufacture of guns, mountings and liners and for the manufacture of armoured fighting vehicles.

In the works of Messrs. Short & Harland, established a few years ago to cope with the aircraft manufacturing side of Messrs. Harland & Wolff's works, in conjunction with the famous firm of Short Bros. of Rochester, some 20,000 people are engaged on large Air Ministry contracts and the large orders already placed by the Air Ministry will be substantially increased when developments at present in hand are completed.

Both of these firms have been encouraged to extend their sub-contracting and at the present time are employing a large number of smaller firms to give help in their processes of manufacture; it is hoped that through the medium of the Area Organisation which I am inaugurating on this visit there will be additions to the existing lists for sub-contracting work.

/Orders

Orders for armaments total several millions of pounds sterling and I am greatly looking forward to visits of inspection and to measuring progress.

I have now given you a few examples of what Northern Ireland is doing by way of contribution to the War effort.

Let me now say a word about what that war effort is, as seen by us at the Ministry of Supply. The task is to equip the nation for defence against attack, and to give it power to counter attack whenever strategy so demands, meaning not merely the provision of armaments and stores, but all that is required to enable the nation's corporate life to continue.

Then we control raw materials for all the fighting services, for Export and for the home requirements as well.

We control the Machine Tools and determine their allocation and their uses.

We look after scientific inventions and research; after all that pertains to chemical warfare and we are responsible for salvage both behind the fighting lines and at Home.

You, of course, will have gathered from some of the figures I have already given that the task is a very large one and that to uniform and equip the Army, to supply them with guns, ammunition, tanks and vehicles, must in a modern world war, involve an enormous variety of weapons, of spare parts, of vehicles,

It is the fact that life moves faster than it did 25 years ago, guns shoot further, guns shoot quicker, shells weigh heavier and are of larger dimensions, they use more explosives and they wear out quicker than last time.

Hence it is, that all our resources must be thrown into total war and hence it is that I make this journey to your midst to thank you for what you have already done, to bid you be constant in continued well doing and to point the way to still further contributions of which you are capable.

MINISTRY OF SUPPLY.

Not for publication before 9 p.m., Thursday, 28th March, 1940

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Notes for speech by  
the Rt. Hon. Leslie Burgin, M.P., Minister of Supply  
in the Ulster Hall on Thursday 28 March.

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Where better than in Ulster can I talk of resistance to tyranny and standing for freedom and liberty? Where better than to an audience of Ulstermen could I tell the story of the present war? What a contribution Ulster has made, not only to this war, not only to the last war, not only to the Empire, to the United States of America, but to the world, and long indeed is your history of well-doing, and it is no mere accident that this great city of Belfast possesses four of the largest industrial units to be found anywhere on the whole earth's surface: the finest shipyard, the largest ropeworks, the biggest tobacco factory, and the greatest linen works. Every one of these cases is an instance of how the spirit of enterprise and the genius of a people have triumphed over geography and have taken economic disadvantages in their stride.

This, to me, is the concluding phase of a long, busy and interesting day. Leaving London by night, and arriving from Scotland by sea this morning, I have met not only your warmth and welcome and renewed contacts with so many good friends, but I have fulfilled a round of engagements, spoken to one of your great clubs, inaugurated the Area Organisation of the Ministry of Supply for Northern Ireland, received deputations from many of the classes who wish to lay their views before me, and now tonight with this great audience I have the opportunity of telling you something of what it is all about.

The German leaders say that their aim is the extinction of Great Britain and France, and they profess in their propaganda language to have plans for the occupation of our land, the control of our industries and the domination of our people. Small countries in Europe watch with anxiety Germany's every movement. They see their independence threatened, their national existence jeopardised, and they look to the countries of the West, they look to France and ourselves, to make a new world, in which the smallest states may live at peace without fear that their lands, their riches and their people are the prey of any larger neighbour. The rule of law must prevail, and not the law of the jungle. Our fight, then is to resist an attack of jungle methods and to restore law and order throughout the world.

We are absolutely persuaded of the justice of our cause. We are willing to throw our entire weight into the scales and like our gallant allies, the French, we pledge ourselves to total war, with all that it means or may involve. Wherein does our confidence in victory lie? Chiefly, of course, in the fact that we believe the moral values are on our side. Let me trace in your hearing another set of reasons which will, I hope, also appeal to you.

We are met tonight in comfort in this magnificent hall, well lighted, well clothed, well fed. We enjoy the luxury of political discussion, and it is well whilst we are doing so that we reflect a little upon the inability of the enemy, in spite of all his great power, to frighten us or to prevent us carrying on our lives as we think best. To what, then, do we owe the fact that we are not in the front line of the battle, that we are not suffering the ravages in Austria, the oppression in Czechoslovakia, the murders in Poland? I suggest that there are five main causes which we

should/

should do well to examine, and I think they are the Navy, the Air Force, the Mercantile Marine, the Army, and ordered conditions at home.

Due East from Belfast lies Scotland. Due East of Scotland lies the North Sea. Opening into that North Sea Germany has a number of ports, some of her greatest naval harbours. She has, should she care to exercise it, access to those waters by surface ships as well as submarines, and yet, in spite of her boasts, in spite of her prowess, in spite of her vaunted strength, there is hardly a surface vessel, naval or merchantman, of German nationality that is afloat today outside her own or another country's harbours. No words of mine are necessary to describe the magnificent service which the Royal Navy is performing every minute of every twenty-four hours in making safe the country from attack, in dealing with German vessels, in convoying the merchantmen of the world, and in keeping open the trade routes for supplies to reach ourselves. The Navy, then, is clearly one of the greatest causes of our being able to meet here in comfort tonight.

Look with me at a map. Look at the Straits of Dover, the south-eastern corner of England, round across the English Channel to the Belgian coast, round up the Dutch coast with all those curious islands, to the coast of Germany, and from there to Scandinavia, due north as far as the North Cape, back west across to Iceland and to Greenland, and due south, making the closed quadrilateral, S - E, E - N, N - W, W - S. Over that great expanse of sea, patrols are constantly taking place by the Royal Air Force and the Fleet Air Arm, so that nothing moves from German ports, nothing approaches German shores, nothing threatens Britain, without there being knowledge, power to anticipate, power to intercept, power to defeat the enemy in his endeavours. They may play tip and run with the Shetland Isles, aeroplanes here and there may attack some trawlers, fishing vessels or lightships, but broadly speaking, everything that comes from a German port, everything that leaves the German shore or attempts to approach it, is under the microscope of the eyes of the R.A.F. and photographically portrayed to those in charge of strategy at the centre of the Empire. The R.A.F. therefore, you will agree, is one of the dominant causes permitting us to assemble here tonight.

Now let me for a moment think in terms of supply. For my next vote of thanks is to the Mercantile Marine, the Merchant Navy, everything, whether it flies the red duster or not, which makes for United Kingdom ports and brings us the produce of a bountiful world. The forty-five million people of Great Britain require many strange and differing commodities to enable them to convert the great peace-loving, industrial, ship-keeping country that we know so well into the mighty arsenal with which to defeat Germany. Being an island kingdom, washed by salt water on every side, it is to shipping that we must look as the purveyors of all that goes to make existence possible. Let me name a few. Food, wheat, meat, tea, coffee, sugar, raw materials for everything that any of us wear, wool, cotton, artificial silk, leather, everything that goes to make tools of trade in peace time, armaments of war in emergency, timber and iron ore, pig iron, steel and all the metals that are used in connection with an armaments programme, aluminium, copper, nickel, zinc, tin, lead, and the various hardening influences, tungsten, wolfram, vanadium, molybdenum, all the substances we use for making explosives and chemicals, phosphate rock, sulphur, pyrites, nitrates, rubber for tyres and a thousand other uses, and petrol and oil for transport. All these are in their different times brought from the far ends of the .....

/world

world. Wool is brought from Australia, New Zealand and the Cape; cotton from the United States, Egypt and India; tin from the Straits Settlements; meat and wheat from Canada; iron ore from Scandinavia, Spain and Northern Africa; rubber from the East; timber from the Pacific. All the ships bringing these essential commodities perform what is perhaps one of the most vital services to our country at war, the feeding in terms both of bodily food and of industrial raw material, of our people and our factories. And in turn, also take outward bound, our exports, producing in their turn credits abroad, dollar balances, with which once again to purchase and pay for further stocks of all essential imports. It was my privilege a week or so ago to spend a Saturday morning in Liverpool docks, examining as the Ministry of Supply is perhaps the greatest individual purchaser of raw material in the world, how these cargoes and stocks were being unladen and disposed of. It was a fascinating experience.

Third, then, you will agree, in our list of agencies so materially contributing to our winning of the war, stands the Mercantile Marine. Can you wonder at my pleasure tonight here in this great port, this great shipbuilding centre, in paying my tribute to all that Harland and Wolff and Workman Clark stand for in shipbuilding terms. Need I do anything to urge construction at the most rapid rate and the greatest possible extent of vessels of the merchant navy? You know as well as I the perils these vessels have to surmount. You know that, quite apart from everything the enemy does with his threats of attacks, his mines, his torpedoes, there is the ever present peril of the sea, navigation without lights in all weathers, with most of the normal aids to navigation diminished, throwing far greater responsibility on captains, mates and navigating officers, increasing strain of all taking part in that work and making the sense of indebtedness that we owe to every skipper who brings his ship safe to port all the greater. And that brings us to the essential difference between France and Great Britain. We, at least, have the Channel and the North Sea between us and the enemy. France has a land frontier, a blue line drawn on a map, and staring through the gaps in the mountains, looking across No Man's Land, lining the frontier, is the great German military machine, and opposed to Germany lies the valour and manhood of France, and somewhere between Switzerland and the North Sea, the valour and manhood of the B.E.F. Those great armies of France and Britain lining the Western Wall are our shield and protector against German aggression by land, and serve in their turn the role I have already described with the Navy and the Air Force.

The Army to which Northern Ireland contributed so greatly is on its toes, equipped with modern weapons of warfare, at once the envy and admiration of all who see it. The Army keeps watch and ward in the West. Did not Kitchener in 1914 say: "I want the Ulster Volunteers"? And is not the record of the Ulster Division written large in military history? What was it - nine Victoria Crosses in 1915-16? The 36th Ulster Division is a very live memory. The old brotherhood and comradeship in danger remain. The same enemy is again at our gates. There are three regular Ulster units: the Royal Ulster Rifles, the Royal Inniskillings, and the Royal Irish Fusiliers. I think also of the anti-aircraft brigade, of the territorial branches of the Royal Artillery and the Royal Engineers, and the Royal Irish Horse, now a Tank Regiment, whilst countless Ulstermen have found their way into the Irish Guards, the Inniskilling Dragoon Guards and the Black Watch.

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I might, when we were talking of the Navy and the Air Force, have mentioned Irish recruiting, for both of these Forces, but you here of course know the great part which Northern Ireland has played. You also probably know of the part which Irish women have played in knitting comforts, in working in canteens, in work with the Women's Auxiliary Air Force, or the Women's Auxiliary Territorial Service.

I place then, as the fifth great agency which has contributed to the fact that we are meeting here to-night, the ordered government of our home front. Quite apart from the Army overseas, there is a veritable army of many divisions looking after the Air Defence of Great Britain, manning the searchlights, and anti-aircraft guns; there is the entire organisation of air raid precautions, and every voluntary service helping at this time to keep the whole body corporate in good order and condition. Our thanks are due to all these in turn for the parts they are playing in making it possible for the United Kingdom of Great Britain and Northern Ireland to go to war in good heart, to keep industry alive, to maintain and strengthen exports and at the same time to parry every blow in attack, to give as good or better than we get, in order to overwhelm this upstart regime which terrorizes Europe and misleads and misgoverns the German race.

Having thus traced the position in general terms let me attempt a balance sheet. On the one side Greater Germany, on the other, the two greatest Empires - the French and the British. Germany's population including her conquests, if indeed they be an advantage to her at all, which is at least doubtful, is some 80 odd millions.

The population of France and Great Britain alone exceeds that number without counting either French Colonial resources and the peoples of the self-governing Dominions of the British Empire overseas. Germany is beleaguered, surrounded, her imports cut off, her exports, save to neighbouring countries reduced to the slenderest proportions. Her stocks of raw materials are being consumed. From whence shall they be replenished? Not, I am sure, in any great measure from Russia, not usefully in any large degree from Italy.

No. Germany's assets can be inventoried and listed, and they will not be found to include large stocks either of petrol or of lubricating oil.

The Allies, on the other hand, control the greatest navies of the world, the British and French; they enjoy immense shipping facilities.

All the world is a seller to them of raw materials. The great Colonial Empires send their men and their resources. Canada trains the pilots of the future and the U.S.A. supplies large numbers of planes.

Do you not see, without my pushing the argument home that, although the fight may be hard, although the fight may be long, although it may touch us in our private lives and be inexpressibly horrible while it lasts, the dice are loaded in favour of Victory for the Allies, and all Germany's boasts, all her propaganda, all her "Haw, Haw", cannot make up the extent of the leeway from which she suffers.

Be, then, of good cheer, my Ulster friends! Let us pool our resources. Let us renew our sense of contribution to the State, Let us each and all adapt our lives, so as to give the maximum at the earliest possible time, thus increasing both the total strength of our country and anticipating the date at which it may be at the disposal of those in command.

You will, I know, play your part as you have always done in the past.

MINISTRY OF SUPPLY,  
Press Office,  
Adelphi, W.C.2.

AIR RECONNAISSANCE LOSSES ON BOTH SIDES.

The Air Ministry announces:-

During last night aircraft of the Royal Air Force carried out extensive reconnaissance flights over North-West Germany. Two of these aircraft have failed to return.

Shortly after midday today an enemy aircraft which approached the North East Coast of Scotland was shot down by Royal Air Force fighters.

AIR AFFAIRS.

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28/3/40 - No. 10.

PRICES OF OILS AND FATS.

The Ministry of Food announces that the prices fixed for oils and fats allocated to primary wholesalers and large trade consumers for the period 4th March to 30th March will remain unchanged for the period 1st April to 4th May, 1940.

MINISTRY OF FOOD.

28/3/40. - No.11.

It is learnt in authoritative quarters that the Secretary of State for Foreign Affairs has invited His Majesty's Ambassador at Angora, and His Majesty's Ministers at Athens, Belgrade, Bucharest, Budapest and Sofia to return to the United Kingdom to confer with him at the Foreign Office. They will arrive in England early in April.

Sir Percy Loraine, His Majesty's Ambassador in Rome, is also expected to be in London on short leave of absence at that time.

FOREIGN OFFICE NEWS DEPARTMENT.

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The following is issued by  
Naval Affairs to the Press  
for such use as they may wish  
to make of it.

28/3/40

No. 12

THE DAVID M.

An aircraft torpedo was found on the Yorkshire coast last week.

The effectiveness of this form of attack may be judged from the experience of the small 350 ton motor coaster DAVID M. one of the first vessels to encounter this Nazi weapon in action.

Captain Dawson, of the DAVID M. was bending over the chart in the wheel-house when a seaman reported that aircraft were in sight. The DAVID M. had been groping through fog, but had emerged into clear weather, to find another coaster, the CHARLES, in the vicinity.

Captain Dawson left the wheel-house. Through his binoculars he saw three aircraft, flying low. As they approached and banked he made out their German markings. Almost simultaneously he saw something fall into the sea from one of them. We thought it was a bomb prematurely released, but to his surprise he made out a track running towards him from the splash. He watched this track pass between the DAVID M. and the CHARLES. Then something hit the shore and exploded.

Another of the planes had reached a position off his starboard bow. Captain Dawson saw it drop its torpedo. Captain Dawson judged its direction and speed - then coolly swung his helm over and dodged it. The German aircraft wheeled, and another torpedo was dropped. This one, too, went wide.

While Captain Dawson was engaged in conning his ship safely through this attack, his crew brought the Lewis gun into action. A moment later those on board the coaster saw their machine gun bullets riddling the fuselage of the nearest German aircraft. It was enough. The Nazi airmen do not like a dose of their own medicine. They flew off, leaving the DAVID M. and her consort to continue their voyage, undamaged and without casualties.

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NAVAL AFFAIRS.

28/3/40 - No.13.

Registration of children of school age for evacuation if serious air raids develop is to close at the end of this week. Parents are reminded that if they have not already filled up the form which has been delivered to every household in evacuation areas, they should do so at once and return it to the address on the back of the form. If the form has been lost, another can be obtained from the nearest school or the Council offices. In the case of the London County Council area, spare forms are available at the London County Council divisional offices.

The form asks parents to say whether or not they want their children to be sent to a safer area if a further evacuation is ordered. The accompanying leaflet says: "You are free to make up your mind, but you must make up your mind now. It is your duty to do so for the sake of your children."

MINISTRY OF HEALTH.

28/3/40. - No. 14.

NOT FOR PUBLICATION OR BROADCAST  
BEFORE THE MORNING OF FRIDAY THE  
29 MARCH, 1940.

(Simultaneous publication in India  
has been arranged).

The Secretary of State for India has appointed Dewan Bahadur S.E. Ranganathan as his Adviser under Section 178 of the Government of India Act, 1935, in the vacancy which was to have been filled by the late Sir A.T. Pannirselvam.

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UNOFFICIAL NOTE.

Dewan Bahadur Ranganathan is an Indian Christian and served in the Madras Educational Service from 1908 to 1918, and in the Indian Educational Service from 1918 to 1932. He was Vice-Chancellor of Annamalai University from 1929 to 1935, and has been Vice-Chancellor of Madras University since May, 1937.

INDIA OFFICE.

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Not for Publication

until after 9.35 p.m. 28.3.40

Memo to Sub-Editors:-

AS THIS SCRIPT IS BEING  
ISSUED IN ADVANCE IT SHOULD  
BE CHECKED AGAINST THE  
ACTUAL B.B.C. BROADCAST.

WAR COMMENTARY

BY

VICE-ADMIRAL SIR JAMES SOMERVILLE, K.C.B., D.S.O.

Home Service: Thursday, 28th March, 1940: 9.20 - 9.35 p.m.

I've been taken to task because in these talks I don't say enough about the war at sea - that is about events and incidents which have occurred during the preceding week or so. It's quite true, and I think I'd better explain why it is I don't say much about recent events.

Almost every day statements of happenings at sea are published in the Press. If I feel I can add anything of interest to these accounts I do so, but it would be no good just re-hashing what you've already heard or read, or trying to make up a story out of some trifling incident. I'm no hand at spinning a yarn out of nothing. You know the sort of stuff - a man sneezes in Trafalgar Square, and it's described as a deafening explosion followed by widespread floods that threatened the National Gallery. Quite definitely I'm no good at that. The annoying thing is that almost every day, and every night too for that matter, most exciting and interesting things do happen at sea; things which would interest you enormously. BUT, and it's a big capital BUT, there are certain people who'd be even more interested than you. At this moment, you may be quite sure, there are people in Germany listening carefully to what I'm saying; hoping, that by some careless word, I may give them a clue to our methods of attack and defence in the war at sea.

Take for example the sinking of submarines. We know from the history of the last war that the Germans would have given anything to learn exactly how and where and when we destroyed their submarines. They're even more anxious to know now. D'you imagine for a moment that the Germans have a monopoly of secret weapons! Of course they haven't. So if, in these talks I don't give you any special titbits of information, you'll understand the reason.

What I want to do is to try and give you a picture of what goes on at sea, what sort of life the men at sea lead, what are their views and feelings about the war. I don't spend my time sitting in an office at the Admiralty. On the contrary. My work takes me afloat, in the air, and to all sorts of odd places where I meet a wonderful variety of those engaged in the war at sea.

Just lately I've had the chance to meet some of the fishermen; those stout-hearted men who refuse to be driven off the sea by bombs, machine-guns or submarines. The story of the fight that the steam trawlers CASTOR, QUEEN and MONTANA put up against three German bombers is typical.

These trawlers, armed with just one Lewis gun apiece, were quietly fishing in company one afternoon when three Heinkel bombers suddenly appeared. For an hour and ten minutes those little ships were attacked with bombs and machine-guns, and for an hour and ten minutes they fought back. Yes, fought back and drove the Heinkels off. Just three little fishing boats.

/I like

I like to think of Francis Drake up aloft, - I feel sure he is up aloft - watching the fight and saying to Hawkins - I hope he's up there too - "See those fishermen of England in the Northern seas and Master Harwood too, at the Battle of the Plate, they took no thought to the weight of their ordnance, they know well 'tis not the greatness of the cannon that wins the battle, 'tis the stoutness of their people's hearts."

As you eat your fish, give a thought to these fishermen, those fine seamen who refuse to be driven from the seas. Give us guns, they say, and no-one will stop us fishing.

What grand names some of these fishing boats have, STAR OF HOPE, MARY ROSE, WEALTH OF THE OCEAN. There's a name for you. Not so long ago I was taken by WEALTH OF THE OCEAN off to one of our ships, It was a pitch dark night and as we steamed through the blackness, Skipper and I held converse in the tiny wheelhouse. He told me that the Navy chaps were a grand set of gentlemen. They took him aboard one of the ships and showed him "three cannons in a wee sma' hoose" said Skipper. I like that "three cannons in a wee sma' hoose." It's a much more attractive description than just a triple six inch turret. We reach the ship we're bound for, nose our way gently alongside and as we "pass in our head rope" the Officer of the Watch leans over the rails and enquires "What have you got for us this time drifter, is it canteen stores or mails?" "Nae, nae," says Skipper, with a rising note of triumph in his voice, "we hae an Admiral for ye this time." Alas, I have to admit that canteen stores or mails would probably have been more welcome.

One place I visited last week ought to have been filled with the wrecks of our battleships, cruisers and destroyers, that is if the German wireless is to be believed. But though I searched diligently, I couldn't find any wrecks or disabled ships, no, not one. Either our ships, especially the ARK ROYAL and Exeter, are like corks and just bob up again if they're sunk or else the Christian name of that Hamburg humbug must be Annanias.

I've taken the trouble to tot up all the British men-of-war which the Germans claim to have sunk or seriously damaged and it comes to a most impressive total. Here it is -

5 Battleships  
3 Battle Cruisers  
10 Cruisers  
2 Aircraft Carriers

A large, but unspecified, number of destroyers and an even larger, also unspecified, number of light naval forces, whatever that may mean.

On top of all that are dark hints that we have suffered further serious losses which we carefully conceal.

Now if the Germans really maintain that these claims are correct, and if, to quote their own words, "Communiqués of the High Command - as foreign countries also confirm - are unimpeachable", then why on earth doesn't the German Fleet come out and blockade England? What's stopping them? Perhaps Hamburg can explain, I'm sure I can't.

/It seems

It seems to me that however credulous the German people may be they must be asking themselves the same question: Asking themselves, mark you, not one another. The Gestapo take care they don't do that. You will have seen the account in yesterday's papers of how the crew of the SPEE refused to take their ship to sea. Well now, I can perhaps throw some light on that. One of our merchant navy Captains who was a prisoner on board the SPEE and the ALTMARK told me he often talked to one of the guard, a German Petty Officer, when no-one else was about. This Petty Officer used to regale him with stories gleaned from the German wireless of how our Navy was practically finished, the East Coast mined in, and so on. He maintained stoutly that the German wireless was always correct. "If that's so" said the British Captain "what are you fellows doing about it? Why don't you just walk into England? Why hang about here in the South Atlantic?" After a time it was quite evident that the German Petty Officer did begin to have doubts, did begin to wonder whether all these stories of wonderful successes were really true. Now isn't it possible that this doubt was eventually shared by the crew of the SPEE and that that was the real reason why they refused to fight any more. Isn't it possible too that that doubt will in due course spread among the German people? I shouldn't be surprised, because, to use the words of a famous judge "Truth will out even in an affidavit."

I referred just now to the Gestapo. What a difference between Germany and this country. Here are we, free to air our views, criticise and tell all and sundry how the war ought to be fought. And do we take advantage of this freedom? I should just think we did. We overdo it in fact. D'you remember what the Prime Minister said in the House of Commons the other day? "It does not conduce to the winning of the war to represent that this country is being outwitted at every turn." That's what he said and those who are too prone to criticise should take his words to heart. Of course, it's traditional for we British to run ourselves down and refuse to admit that we have any qualities of which we might reasonably be proud. We love to dwell on our failures; we are extremely reluctant to refer to our successes. In fact, to read the papers and to study some of the speeches that are made, you'd think that we were without exception, the greatest nation of nitwits that was ever hatched out. If that was true, I wonder how we came by the British Empire. Did someone give it to us as an Easter egg? No, of course not. Our forefathers won that empire and we hold it, and we'll continue to hold it. How? By virtue of those very qualities which we take such pains to hide, but which nevertheless are our priceless heritage. Some of you are thinking perhaps that this has nothing to do with the war at sea, I disagree, and I'll tell you why I disagree. Our men afloat read these newspaper articles and speeches. They see opinion after opinion expressed that we do everything wrong. Is that likely to encourage them, or inspire them to greater efforts? It certainly does not, it just annoys them. They resent that sort of thing. I can assure you that if you were to tell these men they were being continually outwitted, you'd be lucky to get off with a thick ear. Mind you, I don't suggest for a moment that there should be no criticism, because criticism is a useful manure with which to encourage the growth of efficiency, but you must use it sparingly.

If you saw as much of the war at sea as I do, you'd realise that there's not a great deal to criticise. The war at sea goes well, extremely well in fact; and I don't suppose for a moment that what happens at sea doesn't happen elsewhere. We have our setbacks of course. The magnetic mine for example, took us rather by surprise. Quite a lot of dismal Jimmies were shaking their heads, didn't know what we should do about it and so on and so forth. But in less than no time the antidote was found and is being applied with vigour. Who was it said "The worst of these Englishmen is that they never know when they are beaten?" I can't remember but some one did and if there are any dismal Jimmies listening to me I recommend them to pin that up as a nice text. One thing that amazes me is the extreme adaptability of our people. In the course of my travels I've met men doing all sorts of work for the Navy, work that's entirely unconnected with their normal professions; and yet making a first class job of it.

For instance, the Officers and men of the Royal Naval Volunteer Reserve. They come from every calling and every walk of life. They're volunteers in the true sense of the word because they've given up their spare time to learn their jobs as seamen. But in peace they get very little training at sea. Just a short cruise for a few days once a year is all most of them can manage, yet the Captain of one of our cruisers told me last Saturday that he couldn't wish for a finer or a more efficient body of men. Unused to life on a man-of-war, they turned to with a will and spared no efforts to make themselves efficient members of the ship's company. They didn't wait to be taught their jobs at sea, they taught themselves. On a lower deck they were welcomed as brothers or, as we say afloat, as good shipmates; the highest praise one seaman can give another. But the thing which impressed this Cruiser Captain most of all was the unshaken resolve of these men to see this job through. That was their motto and that's the right motto for all of us.

Harking back to events at sea, you've heard about our submarines stopping and sinking two German ships off the Danish coast. Apart from the enclosed waters of the Baltic it's only in that short stretch of sea between Denmark and Sweden that you'll find German ships at sea nowadays. Where are they then? I'll tell you. In round numbers, one million one hundred thousand tons are immobilised in neutral harbours all over the world 105,000 tons captured, and 21,000 tons sunk by the Allies, 167,000 tons scuttled by their own crews. That's where they are. All those that aren't in German harbours. And what keeps them off the high seas? Why the blockade by the Allied Navies. Not the close blockade of the old days such as Nelson's famous blockade of Brest. Submarines, mines and aircraft have altered all that. It's the distant blockade nowadays, hundreds of miles away yet just as effective. But for the Officers and men manning the ships the same ceaseless watch, fair weather or foul. Perhaps not the same degree of hardship, but a hard life all the same.

You'll have noticed that when these two German ships were sunk last week, in each case the crews were given plenty of time to man their boats, and that the distance they had to pull in order to reach the coast, and the weather conditions at the time made this a perfectly safe operation. Rather different to the treatment meted out by the German submarines to those eight Danish ships sunk without warning in the same period. Their crews were given no time to man their boats, they were just left to the mercy of the sea, hundreds of miles from shore.

It's important to note that none of these Danish ships was in convoy. We're always ready to extend to neutrals the security afforded by the convoy system - a system which the Germans are at

such pains to discredit. Why? Because they know as well as I do that the losses of ships in convoy are practically negligible. Not a single Allied merchant ship was sunk by enemy action last week.

I feel that to account for these inhuman actions at sea, there must be some extraordinary force for evil at work. I say this because whilst I was serving on the Spanish coast during the early part of the Civil War in Spain, I had many contacts with the German Navy. In fact on one occasion I sailed from Palma in Majorca with the Pocket-Battleship DEUTSCHLAND keeping station astern of my Flagship and obeying all signals I made to her. Naturally I got to know many of the German Naval Officers and I'm convinced that a large number of them must view these outrages at sea with the greatest distaste and repugnance.

I think this is borne out by the fact that at the very beginning of the war some of the German submarine Commanders did take steps to ensure the safety of the crews before ships were sunk. But this didn't last long. What is it that drives them to do such things now? As I've already said there must be some malignant and evil force, and it's that force which we have to subdue and stamp out in order that there shall be humanity at sea and security in future for such as pass on the seas upon their lawful occasions.

BRITISH BROADCASTING CORPORATION.

28/3/40-No.16.

MR. MORRISON GIVES ECONOMY TEA.

Mr. Morrison, the Minister of Food, today received some fifty womens newspaper and magazine editors and treated them to a tea of chocolate potato cakes, oatmeal cookies and sugar-less cake made from special economy recipes.

The object of the meeting was to get the womens' press editors acquainted with the new Womens Liaison Service which has been set up at the Ministry of Food.

This service will help housewives to "be adventurous" and so get the best results from the available war time food.

MINISTRY OF FOOD.

NOT TO BE QUOTED AS AN AIR MINISTRY  
ANNOUNCEMENT.

28/3/40. - No.17.

RIGGER RODE SPITFIRE BAREBACK.

A young aircraftman at a Royal Air Force fighter command station has the distinction of having "ridden" a Spitfire bareback for the first, and probably the last time on record.

The aircraftman, a rigger, was recently finishing off a job on the tail of a Spitfire. He was sitting astride the fuselage facing tailwards. The engine was running.

The pilot, unaware that the rigger was still on the tail, took off. The Spitfire was in the air before its unwilling passenger could slide to the ground.

Puzzled by the weight and the unresponsive behaviour of the tail of his aircraft, the pilot made a circuit of the aerodrome. His passenger gripping tight with knees and arms, hung on grimly.

Down below, the ground staff had almost stopped breathing. The fire engine was ready. The Medical Officer was sent for.

After a second circuit of the aerodrome the pilot landed smoothly.

Anxiously, the Medical Officer hurried across. He was not needed. The aircraftman, after a quick overhaul, was found to be none the worse. He has even offered to repeat the ride for a £5 bet, but there are no takers.

Something similar has happened before, but not in this country, and not on a fighter aircraft. An R.A.F. bomber pilot, taking off near Baghdad in 1921, realised after a short flight that he had a mechanic lying across the tail of his machine. He too, made a safe landing.

AIR AFFAIRS.

GERT AND DAISY TO HELP MINISTRY OF FOOD CAMPAIGN.

The B. B. C. announces that Elsie and Doris Waters will be heard in a five minute broadcast every evening at 6.15 from April 9 until April 20 with the exception of April 14.

The Ministry of Food is organising a nation wide campaign which will be inaugurated by Mr. W. S. Morrison with a broadcast on April 8.

The contribution of broadcasting to the campaign will find those well known personalities Gert and Daisy giving practical advice in their own particular style. It is hoped that this combination of advice and entertainment will appeal to many housewives.

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BRITISH BROADCASTING CORPORATION.

28/3/40

- No. 19

PRESS NOTICE

It is announced from 10 Downing Street that the King has approved the appointment of Sir Ian Colqhoun Baronet of Colqhoun and Luss, K. T., D. S. O., as Lord High Commissioner to the General Assembly of the Church of Scotland.

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10 DOWNING STREET.

PRESS COMMUNIQUE.

The Sixth Meeting of the Supreme War Council was held in London today. The Council assembled in the morning, and a further meeting took place in the afternoon. Great Britain was represented by Mr. Chamberlain, Viscount Halifax, Mr. Winston Churchill, Mr. Oliver Stanley, and Sir Kingsley Wood, who were accompanied by Sir Alexander Cadogan, Sir Cyril Newall, Sir Dudley Pound and Sir Edmund Ironside. France was represented by Monsieur Reynaud, Monsieur Campinchi and Monsieur Laurent-Eynac, who were accompanied by Monsieur Corbin, Monsieur Alexis Léger, General Gamelin, Admiral Darlan, General Vuillemin and General Koeltz.

The Prime Minister expressed his gratification at being able to greet Monsieur Paul Reynaud on his occasion for the first time as Président du Conseil.

The Supreme War Council passed in review the developments in the strategic situation since their last meeting, and decided on the future line of action.

In the light of the results achieved by the agreement of December last signed by Sir John Simon and Monsieur Paul Reynaud, and desiring to extend the scope of this agreement to all spheres affecting the interests and security of the two nations, the two Governments have agreed to the following solemn declaration:-

The Government of the French Republic and His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland mutually undertake that during the present war they will neither negotiate nor conclude an armistice or treaty of peace except by mutual agreement

They undertake not to discuss peace terms before reaching complete agreement on the conditions necessary to ensure to each of them an effective and lasting guarantee of their security.

Finally, they undertake to maintain, after the conclusion of peace, a community of action in all spheres for so long as may be necessary to safeguard their security and to effect the reconstruction, with the assistance of other nations, of an international order which will ensure the liberty of peoples, respect for law and the maintenance of peace in Europe.

10, Downing Street, S.W.1.

28th March, 1940.

28/3/40 - No. 21.

CHANGES IN R.A.F. HIGHER APPOINTMENTS.

The Air Ministry announces that at his own request Marshal of the Royal Air Force Sir Edward L. Ellington, G.C.B., C.M.G., C.B.E., is vacating the post of Inspector-General of the Royal Air Force. The following appointments are announced in consequence:

INSPECTOR-GENERAL OF THE ROYAL AIR FORCE.

Air Chief Marshal Sir Edgar R. Ludlow-Hewitt,  
K.C.B., C.M.G., D.S.O., M.C.

AIR OFFICER COMMANDING-IN-CHIEF, BOMBER COMMAND.

Air Marshal, C.F.A. Portal, C.B., D.S.O., M.C.

MEMBER OF THE AIR COUNCIL FOR PERSONNEL.

Air Marshal, E.L. Gossagé, G.B., C.V.O., D.S.O., M.C.

NOTES FOR THE PRESS.

Although the period of appointment of Marshal of the Royal Air Force SIR EDWARD L ELLINGTON, G.C.B., C.M.G., C.B.E., as Inspector-General of the Royal Air Force was due to expire in September last he has continued to carry out the duties attached to this post during the first six months of the war with conspicuous success at a time when the calls upon this office have been exceptionally heavy. He has not spared himself and his capacity to visit even the most outlying Air Force home stations under the most severe weather conditions has attracted the admiration of all those with whom he has come in contact. On leaving the active list after forty-three years of service in the Army and Royal Air Force, he carried with him the good wishes of all who have been privileged to serve under him.

The vacancy as Inspector-General of the Royal Air Force has been filled by the transfer of Air Chief Marshal SIR EDGAR R. LUDLOW-HEWITT, K.C.B., C.M.G., D.S.O., M.C., from the post of Air Officer Commanding-in-Chief Bomber Command, which he has held since 1937.

This post has been one of supreme importance during the past three years. The standard of efficiency in this Command has been well demonstrated by the preparation for, and the conduct of, the raid on the island of Sylt on the night of March 19th. Sir Edgar Ludlow-Hewitt has been personally responsible for dealing with the many complex problems arising out of the expansion programme and the introduction of new types of bombing

aircraft. Only an officer with remarkable capacity for organisation combined with the qualities of leadership, could have successfully dealt with these problems and welded the squadrons of the Bomber Command into the highly efficient striking force which they constitute today.

At the age of 47 Air Marshal C.F.A. PORTAL, C.B., D.S.O., M.C., takes over one of the most responsible posts in the Air Forces of the Empire.

With over a thousand hours of wartime flying to his credit he will have much in common with the units of his command who are daily in action against the enemy. When the "Laurence Minot" Bombing Trophy was presented to the Royal Air Force in 1927 Wing Commander Portal's Squadron was the first to win it and the C.O. himself occupied the bomb aimer's position. In the following year with another of his officers as pilot, Wing Commander Portal again released the bombs which enabled his Squadron to retain the Trophy.

As Director of Organisation and Member of the Air Council for Personnel, Air Marshal Portal has earned the admiration of every one with whom he has come into contact by reason of his quick grasp, sound judgement and unlimited capacity for hard work.

The experience which he has gained when responsible for the training of the Royal Air Force will be of great value now that he is returning to Bomber duties.

Air Marshal E.L. GOSSAGE, C.B., C.V.O., D.S.O., M.C., who joins the Air Council as air Member for personnel, possesses wide operational experience which cannot fail to be of the greatest possible use to him when dealing with personnel problems. That he has been a keen student of air policy and of air fighting tactics is witnessed by the fact that he is the author of a book on these subjects which was published in the early days of the expansion of the Royal Air Force.

Details of the careers of these officers are as follows:

Marshal of the Royal Air Force, Sir Edward L. Ellington, who vacates the post of Inspector-General of the Royal Air Force, has an outstanding record of service covering a period of 43 years.

Born in 1877, he was educated at Clifton College and the Royal Military Academy, Woolwich, and in 1897 was appointed to a commission in the Royal Artillery. In 1913, as a Captain, he was attached to the Royal Flying Corps after obtaining one of the very early Royal Aero Club pilot's certificates. In August 1914 he went to France with the Expeditionary Force and for gallantry whilst commanding his Battery during the Retreat from Mons, was made Chevalier of the Legion d'Honneur. Subsequently he was mentioned in despatches from France on three occasions. During the latter part of the War, Brig.-General Ellington was employed as Director-General of Military Aeronautics at the War Office until his transfer to the Royal Air Force with the rank of Air Vice-Marshal in April 1918.

During his service in the Royal Air Force, Sir Edward Ellington has successively held the post of Air Officer Commanding the Royal Air Force in the Middle East, in India and in Iraq. After his return to this country in 1928 he held the posts of Air Officer Commanding-in-Chief, Air Defence of Great Britain, Member of the Air Council for Personnel, and Chief of the Air Staff. While Chief of the Air Staff he was promoted to the rank of Marshal of the Royal Air Force. He was appointed Inspector-General of the Royal Air Force in September 1937. From 1930 to 1933 he was a Principal Air A.D.C. to H.M. the King.

Air Chief Marshal Sir Edgar Ludlow Hewitt who now becomes Inspector-General of the R.A.F., was born in 1886 and proceeded from Radley College to the Royal Military College, Sandhurst. In 1905 he was appointed to a commission in the Royal Irish Rifles and on the outbreak of war in August 1914 was seconded to the R.F.C. During the war he was promoted to Brigadier-General, being awarded the M.C., in 1916, the Croix de Chevalier, Legion d'Honneur in 1917 and the D.S.O. in 1918 for conspicuous gallantry in air operations. He was, in addition, mentioned in despatches no less than six times. On return from the Army of Occupation on the Rhine in 1919 he left the Army and was appointed to a commission in the R.A.F. with the rank of Wing-Commander.

Subsequently he served as Commandant of the R.A.F. Staff College, Air Officer Commanding R.A.F. Iraq, Deputy Chief of the Air Staff, Air Ministry, and Air Officer Commanding R.A.F. India. Since 1937 he has been Air Officer Commanding-in-Chief, Bomber Command. He was an Air Aide-de-camp to His Majesty the King from 1921 to 1923.

Air Marshal C.F.A. Portal was born at Hungerford, Berks., in 1893 and educated at Winchester and Christ Church, Oxford. He saw service in France in the Royal Engineers, R.F.C., and R.A.F. during the last war. Early in 1917, while serving with the R.F.C. he was awarded the M.C. for conspicuous gallantry in action. Later in the same year he received the D.S.O. for conspicuous gallantry and devotion to duty. In 1918 he was awarded a bar to the D.S.O. On three occasions during the war he was mentioned in despatches. His more recent appointments have included Commander of British Forces in Aden (1934-35), Air Force member of the Directing Staff of the Imperial Defence College (1936-37) and Director of Organisation, Air Ministry (1937-38). He became Air Member for Personnel on the Air Council in February, 1939.

Air Marshal E. L. Gossage was born at Toxteth Park, Lancaster in 1891. After passing through Rugby School and Trinity College, Cambridge, he was first commissioned in the Royal Field Artillery in 1910. He was seconded for service with the R.F.C. in May 1915. During the war he was awarded the M.C. in 1916 for consistent good and zealous work under bad weather conditions both on patrol and during co-operation with the artillery, and operations resulting in the capture of the enemy's positions. Subsequently he was awarded the D.S.O. for distinguished services in operations as well as being mentioned in despatches on four occasions.

After the war he held various staff posts at the Air Ministry and commanded the School of Army Co-operation. In 1930 he became Air Attache in Berlin and in 1935-36 commanded the British Forces in Aden, after a short period at R.A.F. headquarters in Iraq. On return from overseas service, he took over command of a Fighter Group and in February 1940 he was appointed an Inspector-General of the R.A.F.

AIR AFFAIRS.

28/3/40 - No 22.

AIR MINISTRY DIRECTOR OF PUBLIC RELATIONS

The Air Ministry announces:

Air Commodore H. Peake has been appointed  
Director of Public Relations in the Air Ministry.

AIR AFFAIRS

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(Not to be quoted as an Air Ministry announcement)

NEW ZEALANDER OVER GERMANY

Aircraft of the New Zealand Squadron in the R.A.F. Bomber Command last night flew over Germany for the first time. Three of them were engaged with aircraft from other bomber squadrons in carrying out reconnaissance over North West Germany. All three returned safely.

AIR AFFAIRS

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28/3/40

- No. 24.

AIRCRAFT TOUCHES WATER DURING LOW BOMBING ATTACK

(Not to be quoted as an Air Ministry announcement)

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In the course of a low bombing attack on German patrol vessels in the Heligoland Bight, a British aircraft dived so low that its tail-wheel was knocked off and the tips of one airscrew were bent by impact with the water.

The aircraft which belonged to the Bomber Command was engaged in an action against two auxiliary naval vessels. It made several dive bomb attacks under heavy fire from the ship's guns.

Diving still lower to avoid the bursts of fire, the bomber pilot suddenly noticed that one of his engines was losing power. He turned round to make an adjustment and was almost immediately warned by a shout from his observer that they were near the water.

As he pulled out of the dive, the crew felt the aircraft shudder. A moment later the air gunner reported that the tail wheel had been knocked off.

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23/3/40. - No. 25.

French Official Communique.

The following official communique was issued to-night from French General Headquarters:-

Activity of both artilleries in the region west of the Vosges.

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ENEMY AIRCRAFT ATTACKED OVER NORTH SEA.

The Air Ministry announces:-

An aircraft of Coastal Command while on patrol over the North Sea today encountered two enemy aircraft.

During a prolonged engagement one of the enemy aircraft was repeatedly hit. It was seen to be seriously damaged, and it is considered improbable that it was able to reach its base. The British aircraft returned safely.

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AIR AFFAIRS.

28/3/40 - No. 27.

LATE DEUTSCHLAND.

Now that the puzzle of the GRAF SPEE'S scuttling has been resolved, interest naturally turns to the SCHEER and DEUTSCHLAND, mysteriously renamed LUTZOW.

The choice of this name is hardly a happy one as the previous LUTZOW was lost at the battle of Jutland. However 1250 of her crew were saved.

By their record in these 7 months of war during which 160 neutral ships have been sunk, German Naval forces as a whole have shown themselves as careful of their own lives as they have been careless of neutrals. The name LUTZOW has perhaps been chosen because the majority of her crew were saved when she was sunk and it may be felt that this will encourage the crew of the late DEUTSCHLAND.

One remembers that the crew of the GRAF SPEE saved their own lives at the expense of their Captain.

28/3/40 - No. 28.

NOT TO BE QUOTED AS AN AIR MINISTRY ANNOUNCEMENT

HEINKEL RAIDER SHOT DOWN

A Heinkel raider burst into flames in mid air when shot down by Hurricanes of the R.A.F. Fighter Command off the North East Coast of Scotland early this afternoon.

The German pilot was diving to escape one section of Hurricanes when he was caught by another section.

Before the first attack, the Heinkel was flying above the clouds at 10,000 feet. Three Sergeant pilots of an R.A.F. Squadron which has shot down four raiders over the North Sea, closed in with bursts of machine gun fire. The Heinkel dived steeply through the clouds.

But below the clouds, at 7,000 feet, fighters from another squadron intercepted and engaged the enemy. The Heinkel fell bursting into flames before it reached the water.

The decisive bursts of bullets were fired by pilots of a squadron which had not before shot down a raider.

AIR AFFAIRS