

19/11/39 No.1

FRENCH OFFICIAL COMMUNIQUE (MORNING)

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

Nothing of importance to report during the night.

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FROM FOREIGN OFFICE NEWS DEPARTMENT.

19/11/39 - No.2.

NOT TO BE PUBLISHED OR BROADCAST IN ANY FORM BEFORE THE  
MORNING OF MONDAY, 20TH NOVEMBER, 1939

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The King has been graciously pleased to approve the appointment of Mr. Francis Hugh William Stonehewer-Bird, C.M.G., O.B.E., His Majesty's Consul-General at Addis Ababa, to be His Majesty's Envoy Extraordinary and Minister Plenipotentiary at Jedda, in succession to Sir Reader Bullard, K.C.M.G., C.I.E.

19/11/39. No.3.

INDIA OFFICE COMMUNIQUE.

When His Majesty's Consul paid his official call on His Highness the Sultan of Muscat and Oman on the occasion of the Id-ul-Fitr on the 14th November, His Highness expressed his considered hope that His Majesty's Forces will be victorious and that peace will soon be restored. His Highness is being informed that His Majesty's Government and the Government of India thank him for the sentiments expressed by him and are confident that with God's help his hope will be fulfilled.

19/11/39. No. 4.

FROM FOREIGN OFFICE NEWS DEPARTMENT.

The following telegram has been addressed by His Majesty the King to the Acting President of the Republic of Ecuador:

I greatly regret to learn of the sad loss which the Republic has sustained in the death of its distinguished President, Dr. Mosquera Narvaez.

George R.I.

The following English translation of Mr. Eden's broadcast speech in French is issued for the convenience of the Press on the understanding that no reference to the contents of the speech will be made until after the speech has actually been delivered.

MR. EDEN IS SPEAKING AT 9 p.m. GMT ON SUNDAY, NOVEMBER 19th.

Last week it was my good fortune to accompany to France Ministers from each of the Dominions overseas and a representative of the Government of India. During the brief period of our stay we were able to visit troops of our own Expeditionary Force and also to spend some time among the French armies in the Maginot Line. In order to fulfil our programme we covered hundreds of miles by motor-car and were able to see something of conditions of life in the back areas behind the line as well as among the troops occupying forward positions.

For many of us these journeys revived memories of twenty years ago. Names of small hamlets which have won their place in history had often some special significance for a member of our party. Incidents of this or that sector of the line would be recalled by the course of a small stream or the slope of some unnamed hillside. It is within the framework of these memories that I would wish to set my impressions tonight.

The dominant note wherever we went was one of quiet determination. This applied in equal measure to civilian and soldier, men and women, young and old. There is today perhaps less of the spirit of adventure than there was in the early years of the Great War. There is no demonstration, no panoply, no flag-waving. This is not surprising, for after all, our peoples now know by experience what war means. But there is everywhere a fixity of purpose, a determination that this time we shall make an end of recurrent wars of aggression. No one doubts the final.....

/victory,

victory, but with it a new page in history must be turned.

In the sector held by British troops we found a persistent and infectious cheerfulness which not even depressing weather conditions could subdue. The health of the troops is excellent. Their number is steadily increasing, and this process will continue. In the meanwhile, rapid progress is being made in strengthening and deepening the British sector and in perfecting the training and equipment at all points.

Further south we had what was for many of us our first view of the famous Maginot defences, manned as they are today by an army which, for calm courage, training and efficiency is unsurpassed in the world. France has made great sacrifices, financial and material, in order to complete her Maginot Line. Today freedom loving peoples everywhere acknowledge with deep gratitude the debt which they owe to these impregnable defences and to the army which holds them. It requires little imagination to picture how different the military outlook for the Allies must have been had France not persisted with patience and thoroughness to complete her own defences and to perfect the training of her armies. Thus, not for the first time in human history, France has placed all civilisation in her debt.

Some vivid pictures are left upon one's mind. The first is of a young French captain describing the defences of one of the smaller forts for which he was responsible. The smooth, quiet confidence of his account, the sure grasp of every detail of the elaborate machinery at his command would have done credit to the most experienced chief of staff in any land. We found these same characteristics in these young French officers wherever we went. Beyond a shadow of doubt they know their job, and know it thoroughly. As a senior officer summed it up in a later conversation: "Ces garçons là sont des gens sérieux". One felt as one watched them at their work and noted the soldierly bearing and quiet determination of the rank and file that it was not for nothing that those who hold the Maginot Line have as their watchword "On ne passe pas".

The second picture is of the forward slope of a Maginot fort. It is early morning and the mist still lies thick on the ground. Peering through it two British soldiers stand on watch. They form part of an advanced post for special service with their French comrades. They are also the visible expression of the unity of two Empires who hold the same faith and cherish the same ideals.

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MINISTRY OF SUPPLY.

no 6 or 7

PRESS NOTICE.

COTTON CONTROL.

The first Order affecting the Cotton Trade to be made by the Minister of Supply since the appointment of Sir Percy Ashley as Cotton Controller is issued by the Stationery Office to-day. The Cotton Industry is defined for control purposes in substantially the same way as in the Cotton Industry (Re-Organisation) Act, 1939. The only difference is that woven fabrics under 18 inches in width, which were excluded from the operation of that Act, are covered by the Order.

The Order requires every person carrying on business in the Cotton Industry, or owning or having in his possession or control any plant or machinery used or adapted for use in the Cotton Industry, to furnish such returns, estimates and other information relating to his business, plant, machinery or premises, as may be required.

Forms are being sent out by the Cotton Controller immediately to about 1,600 firms in the spinning, doubling and weaving sections of the Industry asking for information not later than November 30th regarding their machinery and the number of operatives employed. Similar information from firms in the finishing sections will be obtained later.

Should any firm in the spinning, doubling or weaving sections of the Industry not have received the necessary form by 23rd November, application should be made at once to the Cotton Controller, an indication being given of the section of the Industry in which the firm is engaged.

All enquiries should be addressed to The Cotton Controller, Midland Bank Building, Spring Gardens, Manchester 2.

Copies of this Order may be purchased from H.M. Stationery Office or through any bookseller.

**NOT FOR PUBLICATION OR  
BROADCASTING BEFORE**

20th November, 1939.

A.M. *Monday*  
.....  
*Nov: 20*

19/11/39 - No 8

MINISTRY OF SUPPLY ANNOUNCEMENT

His Majesty's Government have informed the Egyptian Government that in their desire to assist in the orderly disposal of the cotton crop, they are prepared to buy up to a maximum of 155,000,000 lbs of Egyptian cotton, which is the approximate equivalent of the quantity previously exported to Germany and German occupied territories. Their purchases will be made only if cotton prices weaken below the closing prices of the 11th November at Alexandria and will be continued for so long as they remain below that level.

It is not intended to place this cotton on the market at present, since this would discourage buying on commercial account, but it is not possible to give an undertaking as to the future until the state of demand and the position of supplies from other sources as affected by shipping and other considerations can be better judged than present information allows.

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The following is placed at the disposal of the Press, B.B.C., and British Official Wireless, and of the Neutral Press through Foreign Publicity Division, for such use as they may desire to make of it. It is not an official statement.

SINKING OF "SIMON BOLIVAR"

The sinking of the 'Royal Dutch Mail liner SIMON BOLIVAR adds many more lives and another fine ship to the long list of casualties inflicted upon neutrals by German ruthlessness and disregard for international Law. Among the more recent of these have been the sinking of the Danish liner CANADA by an unnotified German mine and the torpedoing without warning, or attempt to place the crew in safety, of the Norwegian tanker ARNE KJODE.

International Law demands that, if a belligerent lays mines, he must take every possible precaution to ensure the safety of commercial navigation and must for this reason declare a danger area, and warn shipping to keep clear. The Allies have announced every danger area created by them. Germany has announced some danger areas, notably those designed to close the Baltic and force all neutral shipping passing in or out of that sea to use the Kiel canal, thus submitting to German contraband control and bringing to Germany much needed foreign currency by the payment of canal and harbour dues. German U boats are, however, making a practice of laying clumps of mines in the channels used by merchant shipping traffic on this side of the North Sea. The establishment of these danger areas is not announced, as their whole objective is to inflict losses before the minefields are discovered and swept.

In the case of the Danish CANADA Germany at once averred that the ship had struck a British mine. Quite apart from the fact that Great Britain abides by International Law, it is hardly commonsense to imagine that a maritime nation should illegally lay mines in channels extensively used by its own shipping. Moreover all the evidence and the statement of the master of the CANADA proved it to have been a German mine. If a British warship is damaged by one of these illegal minefields Germany is only too .....  
pleased.....

pleased to claim it as a great success for German arms, yet if a neutral ship is sunk in this way the German minefield is at once announced as British by the German Propaganda Ministry.

Further proof of the illegal laying of mines by Germany in the shipping on the west side of the North Sea has been secured by the fact that many German mines have been washed up on the British East coast.

The effect of this ruthless German warfare against neutral shipping is shown by the following quotation from a Norwegian newspaper referring to the torpedoing without warning of the Norwegian tanker ARNE KJODE. "It is a proof of open warfare excluding the aggressor from civilised community. Such matters can only be resolved when the nation which thus raises its hand against all finds that every man's hand is against her. One cannot exceed the bounds of humanity even in war".

FROM MINISTRY OF INFORMATION.

19/11/39 - No. 10.

FRENCH OFFICIAL COMMUNIQUE.

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

A quiet day. Local artillery action. During the preceeding four weeks the tonnage of German cargoes taken by our ships is greater by several thousands of tons than that of French Freighters lost through enemy action.

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19.11.39 - No. 11.

The following provisional list of  
Survivors from the Simon Bolivar is issued by  
the Owners London Agents, subject to corrections  
and additions later.

Of the 82 passengers who  
proceeded from London to Holland  
to embark, 50 have been accounted  
for, including 1 dead.

A further list is expected  
tomorrow.

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NETHERLANDERS AT THE GREAT EASTERN HOTEL

W. Adler	Zandvoort Bad
Algra	
Auches	Amsterdam
Van den Berg	Amsterdam
Bemmel	Vlissingen
Bousema	Haag
Borg	Hilversum
G.J. Berghuis	Amsterdam
J. Bal	Scheveningen
Bolraap	Schiedam
van Bruggen	Rotterdam
C. Bikker	
G.J. Blekkink	electricien
den Boef en vrouw	Dordrecht
Bessem	
de Cocq	Rotterdam
4 Dominicanessen zusters	
A. van Dijk	Dordrecht (alle 4 gered)
L.J. den Dulk	Den Haag
Dr. Ebes	Rotterdam
van der Ende	Amsterdam
van Ede	Amsterdam
van Eunen A.	Amsterdam
Paulus Gielbert	Scheveningen
de Grooth	Heemstede
E. Groen	Scheveningen
Geenen.	
den Hartog	
den Hartog	Amsterdam
Hart	Rotterdam
Lou de Haseth	Den Haag
R. Hanrath	Amsterdam
W.H. Hallie	Amsterdam
Hakvoort	Amsterdam
De Haan	Den Helder
van den Hoek	Weesp
Hijkoop	Rotterdam
Mevr. Hoorn	Workum
H.J. de Hamer	3e machinist
Alexander van Hilst	
Mevr. H. van der Hoek	Rotterdam
C. van Hees	
van Hees	Haarlem
Hulskemper	Amsterdam
de Jong	Amsterdam
Jacobs	Bussum
Jolmers	Amsterdam
Jonker	Monnikendam
K. de Jong & vrouw	Alkmaar
Josua	Antwerpen (alleen vader en zoon Simon gered)
Arie de Jong	Scheveningen
K. Jansma	

Kooistra	Amsterdam
Kann	Heemstede
Kann	Amsterdam
Q. Kouwer	Wiessel (Apeldoorn)
Kauwenberg	Amsterdam
Martha Kluf	Amsterdam
H. Kamsteeg	Nieuwlekkerland
Kwaak	Amsterdam (alle 4 gered)
H.J. Kasper	
E. Kunst	Scheveningen
Leenheer	Dordrecht
Lans	Amsterdam
A. Lieutenant	Albi
Leeuwesteyn	Papendrecht
Lentink	Nijmegen
J.H. Lindeman	Chef telegrafist
Leeuwenburg	Vlissingen
W.F. Monnay	Beverwijk
J.S. Muller	assistent machinist
Antonia van Onzenvoort	
H. van Onzenvoort	
Pasman	Hilversum
Piek	
Pronk	Scheveningen
van Rijsbergen	Princenhage
de Ruyter	Schiedam
G. de Ries	Rotterdam
Suurendonk	Amsterdam
Arie Schutte	Amsterdam
Stolk	Amsterdam
Smals	Hilversum
J.M. Snabel	Amsterdam
H. Schoo	Haarlemmermeer
Spijkers	Rotterdam
Schilt	Rotterdam
A van Setten	Vandermeer (ass. machinist)
B. Stork	
H. Slagter	Soest
Treur	Rotterdam
J.Vellema en S. Vellema	- Antwerpen
Vlaanderen	Amsterdam
Verloop	IJmuiden
de Jrij	Egmond aan Zee
W. Vis	Amsterdam
Veldhuizen	Voorburg (3 gered)
Vilters	Amsterdam
L.L.F. Vas Dias	
Veltman	Amsterdam (alle 5 gered)
W. Veen	Groningen
H. Westerduin	
van Wetten	Amsterdam
Jacob Wentsvoort	Schiedam (mevr. & dochter 12j. & baby in H. 3 andere kinderen in L.)
Wristers	Den Haag
Westerman & 2 kinderen	
Paulus Webeling -	Amsterdam
Zwart	IJmuiden
de Zwart	Alkmaar
F.P. Zwep	
Zwip	Kapper

SURVIVORS AT COLCHESTER.

Mrs. Martin.  
Miss Sheila Martin.  
Miss Kitty de Jong.  
Wallace Busby (11).  
Mrs. Steinharde.  
Miss Steinharde.  
Miss Dephne Wright Nooth.  
Miss Marie Massiah.  
Mrs. Enquera Lepelaars (corrected from Enquera)  
Mrs. Knevel.  
Mrs. Nancy Gourlay.  
Mrs. Evelyn Marriott.  
Mr. R.G. Gourlay.  
Mrs. Celli Gotteslag.

SURVIVORS AT DOVERCOURT HOSPITAL.

Mr. O. Kilcher (27) Swiss subject of Canton Berne, Langenbooem)  
Harry Goldberg, (43) }  
Mrs. Goldberg. } Czechs.  
Joseph Goldberg. }  
George Goldberg. }  
Mr. Charles Keith (38) } British, Stanmore.  
Mrs. Irraant Wensvoort }  
Baby boy William } from Schiedam.  
Girl Irraant }  
Unknown baby coloured 6/7 months. believed Renier.  
Mrs. Busby, from Trinidad (coloured).  
Mr. Harry van Waardenburt (17) Dutch.  
Miss Flore Cohen (25) Rotterdam.  
Mrs. Sandiford & daughter Jean (11), 12, Court-road, Caterham.  
Mr. C. Smit (Chief Officer).  
Unknown coloured baby (6/8 months).

SURVIVORS AT HARWICH.

All Men.

Randeholl, C.	Medical Officer.
Vassalls, Y.M.	3rd. class passenger.
Bolhoven, A.	Saloon Steward.
Gillett, Horace	1st cl. passenger.
de Valk, F.	Carpenter.
Poases, H.	Steward.
Landenga, A.	2nd. cl. passenger.
Praansma, A.P.	3rd. Officer.
Torgler, B.	Cook.
Medici, John.	Stoker - ? Meccidi.
van Pelt, J.	Cabin Steward.
" Lierop, I.	Carpenter.
Zomber, B.	1st class passenger.
Keruezee, H.	Deck Hand.
Knevel, K.	2nd class passenger.
Sandiford.	1st cl. pass.
Sbrektjs, M.	Pantryman.
Herwaarden.	Cook.
Hodmann.	Steward.

Kornelis, P.	seaman
Helweg	Cook
Wright-Nooth	1st.cl.pass.
Reece, A.	3rd.cl.pass.
? Betebnburgh	musician
Ping Mai	3rd.cl.pass.
van Gaasteren	cabin steward
Reimerink A.	?
Bolperdorf A.	Steward
Kouseband J.	pantryman
H. Soes	Steward
Lepelaars L.	1st.cl.pass.
? Sceelinks F.	cook
Besson W.	1st.cl.pass.
Pietsman K.	cook
Visser K.H.	pantry boy
Wielaert K.	musician
Leve F.	1st.cl.pass.
Preiss E.	chief steward
Hazelhoff N.	1st.cl.pass.
Spier V.	" " "
Beentjes B.	pantryman
Christian-Woerekom	steward
Zomber G.	1st.cl.pass.
Dr. Chenery	" " "
Devertuil S.T.	" " "
Adams S.	" " "
Bjelke M.	2nd, cl.pass.
Dr.Hugh	1st.cl.pass.
C.van den Herik	3rd.cl.pass.

BODIES AT HARWICH

3 men, 3 women, 1 girl, 1 boy.

1 body identified as Mr.H.S. Batt (Passport 334896), 1 Body possibly Aliex Claremore (In wallet has business card marked (Olivier)  
1 Body Woman  
1 Body Child, Chinese or may be Javanese

- 6 -

Survivors at Great Eastern Hotel (Non-Netherlands)

BRITISH

C. Bridgewood, Leeds and baby Marriet  
A.M. Macfarlane, Glasgow

Frank Llewelyn, Lahouri, Amsterdam  
J.B. Lockton, Portsmouth  
Miss R. Blooms, with child Ch. Benson 2 years  
Miss. A. B. Howe, London  
Dr. J.H. James, (Colonial Office)  
Walter M.B. Short, London  
Mrs. Claire M.G. Short, London  
Pamela M. Creswell, London  
Erika A. Creswell, London  
Miss E. Hay, London  
A. V. Grace, Swindon  
Chila Davies Clerk and mother Mrs. Clerk, Hull  
Mr. and Mrs. M.P. Hastings, London  
C.G. Gomes.  
E.G. Benson and Mrs. Benson  
D. Treble, London  
Miss J. Roberts, London  
P.A. Armstrong, London

GERMAN

R. Schimon, Pilsen  
Ilse Bauer  
Ilse Braudenstein, London  
Walter Bueninger, Hamburg  
Lewy Edgar, Berlin  
Fritz Heymann, Amsterdam or Brussels  
Gretel Gorsira, The Hague  
Elphie Gorsira, " "  
Lewy Kurt Einich Samson, Amsterdam  
Manfred Aron, The Hague  
Mrs. Aron " "  
Miss Aron, " "  
Eve Zomber, Amsterdam  
Elli Unterberger, London  
Irmie Goritz, Kemnitz (Netherland aliens passport)

SWISS

Albert Imhof (crew)

COLUMBIA

Paulina de Garcia, Brussels

NORWEGIAN

Dr. Peter Roshauw

SPANISH

Manuela Muset-Furest  
- Clara?

Victoria Castaner

Netherland subjects

Mr. & Mrs. J.H. Westerman, Hilversum, met kind Christine  
Elishuhe (?)  
J. Vellema, Antwerpen. S. Vellema, Antwerpen.

List of passengers accounted for who were booked  
from England.

1. INJURED OR SUFFERING FROM SHOCK.

Mrs. A. Busby of Trinidad  
Master W. Busby  
Mr. William Besson  
Mr. E.M. Chenery  
Mr. St. Y. De Verteuil  
Mr. H.P. Gillette  
Nancy Gourlay  
Mr. R.G. Gourlay (not injured but staying with wife)  
Dr. H.C. Hugh  
Mr. C.J. Keith  
Mrs. M.A. Massiah  
Mrs. L.C. Martin  
Miss Sheila Martin  
Mrs. E.R. Marriott  
Mr. May Ping  
Mr. Alfred Reece  
Mr. William Sandiford  
Mrs. William Sandiford  
Miss Jean Sandiford  
Mr. Rodney Wright-Nooth  
Miss Daphne Wright-Nooth  
Dr. C. Randeheoll

2. ABLE TO PROCEED TO LONDON.

Mr. G.A. Armstrong  
Mr. Benson  
Mrs. Benson  
Miss Shirley Benson  
Miss R. Broomes  
Mr. Charles Bridgwood  
Miss P.M. Cresswell  
Miss E.A. Cresswell  
Mrs. K. Clarke  
Miss Sheila Clarke  
Mr. A.V. Grace  
Mr. Cyril Gomes  
Miss Eileen E. Hay  
Miss A.B. Howe  
Mr. M.P. Hastings  
Mrs. M.P. Hastings  
Dr. L.H. James  
Mr. F.L. Lanouri  
Mr. A.B. MacFarlane  
Miss Sally Marriott (with Mr. Bridgwood in London)  
Mr. S.G. Preece  
Miss E.S. Preece  
Mr. W.M. Short  
Mrs. W.M. Short  
Miss G.L. Roberts  
Mr. D.S. Treble  
Mrs. Elly Unterberger (German)

19/11/39 - No.12.

PRESS NOTICE

B.O. Borjesson (1586 tons) Swedish

Blackhill (2492 tons) British

Grazia (5857 tons) Italian

have been sunk off the East Coast by German mines in circumstances similar to those of Simon Bolivar and Carica Milica. Full details of the loss of life are not yet available.

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Admiralty,  
S. W. 1.