

Jan 10-17, 1940

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10/1/40 No 1

PRESS NOTICE

Her Majesty the Queen has been pleased to approve the appointment of H.R.H. the Princess Alice, Countess of Athlone, to be Commandant-in-Chief of the Women's Transport Service (F.A.N.Y.)

10/1/40 - No.2.

MINISTRY OF HEALTH.

The Minister of Health (Mr. Walter Elliot)
is going to the North-West tomorrow (Thursday) to see
for himself the arrangements made for the welfare of
civil servants who have been evacuated from London.

Mr. Elliot , who will be accompanied by
Mrs. Elliot, will spend Friday and Saturday inspecting
office and billeting accommodation in Blackpool,
Lytham St. Annes, Fleetwood and Morecambe.

Ministry of Health,
Whitehall,
S.W.1.

Advance copy of speech to be delivered by
SIR JOHN ANDERSON, THE MINISTER OF HOME SECURITY,
at a Luncheon at the Midland Hotel, Birmingham,
at 2 p.m. on Wednesday, 10th January, 1940.

In speaking as Minister of Home Security here in Birmingham, I am standing, as it were, in the centre of the problem of Civil Defence and of its opportunities. Here is one of the very best civic administrations in the world - strong alike in tradition and in vigour. I do not say "the very best" only because I have recently been the guest of two other great municipalities, and if I am judicious I shall hope to be the guest of still more. With this civic administration my Department is in a partnership so firmly established that both sides can stand free speaking without resentment, and that is as good a test as any other of a working partnership.

It is with the strength of this partnership in mind that I am particularly glad of this opportunity, given me through the kind hospitality of my friend Lord Dudley, to meet representatives of the Local Authorities in the industrial areas of this Midland Region. I am also very glad of the opportunity of meeting a large number of the important employers of labour in the Region, because to them I have some important things to say.

These gentlemen preside over industrial and commercial establishments already world-famous, and others which are rapidly growing and will in a very short time be making history. Some of these establishments are manufacturing the essential munitions and equipment for the Forces and therefore they may be a target for attack. Others are contributing to the ordinary needs of our home population, and others again to the export trade which in the end may well prove a vital factor in bringing victory to our arms.

This City - this Region - is a microcosm of our country. And plans for Civil Defence must take full account, not only of its own material needs in personnel, in equipment and so on, but also of the needs of these great industrial bastions of our national system.

You will recognise at once the difficulties that the year 1940 may produce for us all who are engaged in the task of framing an effective scheme of Civil Defence. This year will see a progressive withdrawal from civilian life of very large numbers of the very best of our young men. It will see an increasing demand for munitions, for goods for export, for the maintenance of home trade. It will see increasing demands also upon finance, and - unless we are more fortunate than we can really hope to be - it will see our Civil Defence tested, perhaps soon and perhaps bitterly. In the face of these difficulties, in face of possibly conflicting claims for man-power, money, and effort, we must, in our own traditional fashion, 'strike a balance'.

The genius for striking a balance is no new thing in our national life. You will see it constantly at work. To take a recent example from politics - as the result of frank exchange of views in Parliament we struck a balance in the framing of the Defence Regulations, and all reasonable people I think are satisfied that we struck it wisely.

/You too,

You too, gentlemen, have been guided by a sense of balance in your industrial development in this Region, by the wise distribution of your effort between the basic industries and the small trades.

Now it is balance in Civil Defence which is at the moment our chief concern. First of all let me make it quite clear that our defences must be maintained at least at the standard which they have at present reached and their efficiency improved by every means in our power. We have heard a good deal about the wastefulness of a policy which involves long stretches of simply "standing by". My own feeling on that point, and I think it will be yours, is that "standing by" is in itself neither more nor less wasteful in Civil Defence than it is in Military Defence. There is nothing happening anywhere, certainly not in Germany, that would justify us in believing that the precautionary measures we have taken are not necessary. If we abandon them or whittle them down because we are bored with long waiting, or allow a foolish scepticism to take the place of an equally foolish fear, we may be betraying unforgivably all the hundreds of thousands of people in Birmingham and in all the other vulnerable centres of our national life. And more than that, we shall be betraying the men of the Navy, the Army and the Air Force whose morale is sustained to a large extent by the conviction that their homes and their families are being protected to the utmost of our power. Therefore let us accept it as an axiom that we must be ready and prepared for any frightfulness which our enemies may decide upon. Now the necessary standard of readiness is bound to be expensive both in man-power and in money. Let me take man-power first. The maintenance of the present whole-time Civil Defence personnel in the important industrial centres, with which, after all, Civil Defence is mostly concerned, may become increasingly difficult when considered in conjunction with the demands of the Forces and of munition manufacture and export trade during the coming year.

I do not believe for a moment that it would be practicable to produce a satisfactory Civil Defence Service in the big industrial areas with the part-time volunteer alone, however keen he may be, and however willing to sacrifice much of his leisure in the national service. My admiration for the part-time volunteer is deep and abiding. Some whole-time personnel are wanted. The question is how many - or, in other words, how can we strike our balance.

You will see that we must strike this balance in two ways - the balance between the claims for men of Civil Defence as a whole and of production as a whole. Then again within the Civil Defence Forces, we must strike a balance between whole-time and part-time - between the force which must stand-by on watch and ward, and the force which would come into operation when the attack is actually developed.

I have never had much doubt that when air raids begin, and in any area where they are serious, there will be a sufficiency of citizens who will turn out to face all risks and to give their help. Some of them will have already been trained as part-time volunteers, but others will not. Obviously the more these people know what they would have to do, and how to do it, the easier it will be to use their services in an orderly manner. Civil Defence is primarily a problem not of technical training, but of organisation and control. Heavy raids are bound to cause confusion as well as damage, and the public will be best reassured if immediately they can see for themselves that, in the familiar terms of the laconic communique, "the situation is well in hand".

/Air

Air Raids may arrive so unexpectedly, and the incidents may multiply themselves so rapidly and over such a wide area, that from the very beginning we have recognised that we must have a nucleus force of trained sentinels covering both day and night and every day of the week.

But although I am perfectly clear that some whole-time nucleus is necessary for most of the Services in big industrial areas, the size of that nucleus is not decided by Home Office Regulations. It is decided first by the willingness of the citizens of each area to give part-time service and secondly it depends upon the capacity of the leaders in each area to organise in close detail arrangements which would ensure that, when the raids occur, the additional forces of part-time trained persons will be available almost as rapidly as if they had been whole-time personnel standing-by in the local authority centres and depots.

The satisfactory organisation of such schemes - the working out of an intricate system of rosters between part-time and whole-time people - is by no means an easy matter. It involves - and here I come to the appeal I am going to make to the industrial leaders - it involves an effective and well rehearsed scheme of co-operation between heads of industrial concerns and local authorities.

My appeal in connection with this scheme - a scheme which has been discussed and agreed with the Joint Committee representing organisations of employers - really falls into two parts.

By way of preface let me say this. I feel confident that all employers agree with me that Civil Defence is not, as sometimes it has been represented, a matter of competition for labour between the local authority and industry. It is something widely different from that. It is the performance of a common duty which rests upon everyone who lives or earns his living in the same area.

I should like to enlarge for a moment upon that point about Civil Defence being a common duty. Some people try to draw a sharp dividing line between the part-time volunteer and the whole-time volunteer who forms the necessary nucleus of our services and is compensated for giving up the whole or the greater part of his time. There can be no such line. The paid volunteer and the unpaid volunteer are alike a part of our national Defence service. The enrolment of the full-time man cannot be regarded in the same light as the engagement of labour to work for profit. The circumstances are entirely distinct. The conditions of the full-time volunteer are analogous to those of the personnel of the other Defence Services - the Navy, the Army, and the Air Force. In the main I believe the men and women in question are proud of, and quite content with, that analogy.

It is, however, with the industrial volunteer that I am mainly concerned at the moment when I ask employers to respond whole-heartedly to the appeal which has been, or will be, made to them by the Local Authority in the area or areas in which their factories are situated - an appeal to them to encourage their workpeople to join the essential services of Civil Defence. In supporting this development they will not only be making an important contribution to the general efficiency of our defences, but they will also be helping to secure considerable financial economy.

As you know we have recently removed one or two difficulties which stood in the way of full co-operation in this matter. First we have decided, in agreement with the Joint Committee, that if a Civil Defence volunteer is at work on his employer's premises when a summons comes to him to take up his Civil Defence duties, he can only obey that summons if he has previously obtained the consent of his employer. On the other hand, if he is doing his spell of Civil Defence duty when the air raid alarm sounds or when an air raid begins, he must complete his spell of duty, even if that means that he will be late in returning to his employment.

Further, we provided that if part-time volunteers have lost wages by doing **their** Civil Defence duty under air raid conditions, they should be compensated. I am hopeful that, in point of fact, when there are air raids it may be recognised that there need not be a case for deducting wages as a matter of course when a man is engaged on a duty which is, at any rate, partly in the interests of the establishment in the area, but I quite recognise that I have no right to claim that employers should pay wages to men for a period during which they are not at the employers' disposal.

The second part of my appeal is for the full co-operation of employers in the communal use, in case of need, of the Civil Defence organisations recruited and trained in their own establishments.

When the Civil Defence Act required industrial and commercial establishments in the vulnerable areas to train a proportion of their workpeople in squads for fire-fighting, First Aid and anti-gas measures, there were two objects in view. In the first place we had to ensure that the community group represented by workpeople at their work should make arrangements for their own defence. But we also had deliberately in mind the value of these trained parties as a potential reserve if heavy raiding took place and a position developed beyond the immediate resources of the local authority.

I need scarcely add that I was very conscious of the importance of not interfering with production by withdrawing the men in these parties, many of whom are among the finest men in the establishments, for Civil Defence, and on that account I did not assume that these parties would come out automatically upon the sounding of the warning. They would be a reserve to go out only when the local authority called for their help.

Now I know that it has been suggested in some quarters that the temporary withdrawal from industrial establishments of these parties, even in such an emergency, means the postponement of the start of production after the air raid, which is not justified. I put it to this Meeting as a practical matter whether employers expect that after an air raid so serious that this summons for help has come from the local authorities, their workpeople will be willing to start up production immediately the "Raiders Passed" signal has been given, as though nothing had happened, and that the minds of their workpeople would be at rest. That is not true. There is far more risk that the men will want immediately to leave the works to see what is happening and to do what they can to help. What will reassure them and keep them steady is the knowledge that the consequences of the air raid - consequences which may have effected the homes of any one of them, their relations, their friends, their mates in other workshops - are being cleared up in an orderly way as rapidly as possible.

/Now

Now it so happened that, for one reason or another, the possibilities of this scheme were discussed in some detail first in relation to the City of Birmingham, and Lord Dudley, who was an industrialist before he was the Commissioner of this Region, saw the possibilities if the scheme were properly explained and properly arranged. He saw more than the access of strength that would come to the local authority in such an emergency from the use of these potential reserves. He realised that if the big industrial establishments in this Midland Region would make arrangements to bring their strength to the help of the local authorities, we could safely afford a smaller number of whole-time personnel standing-by. In other words he saw that we could strike a balance between continuous preparedness on the one hand and on the other hand rapid expansion to deal with the emergency. He saw also that the cost of Civil Defence, which is beginning to weigh heavily upon the finances of the country, and which must continue to be a serious factor in all our planning, could be reduced by transferring some of the emphasis from pay to persons for stand-by duty to inexpensive, but closely worked, arrangements for having men ready when the emergency needed them.

Lord Dudley put these ideas to representative industrialists in his double capacity as the Civil Defence **Regional** Commissioner and an industrialist, and few things have been more heartening to me in recent months than the response which the scheme has already received. I ask that your co-operation in this scheme may be progressive. A full measure of help will be a very important contribution to the success of our Civil Defence measures as a whole.

Part of the great tradition of the administration of Birmingham has been the interest that the men who have their business here have taken in the tasks of their local authority. And I need hardly remind you of the link between the civic control of this City with the even greater authority exercised from No. 10 Downing Street. I feel sure my chief, our Prime Minister, would readily agree that some at least of his qualifications for the high office which he now adorns had their origin in the high office which he formerly held in your City. As I have said, it so happened that this important development in the organisation of Civil Defence started in a comprehensive way in this Region. May I, in conclusion on this matter, say this. What this Region has done to-day, let it do with even more zeal and vigour to-morrow, and, what this Region does to-day and to-morrow, may it be an example of practical common sense and National Service which other cities and other Regions will follow.

10/1/40. - No. 4.

ULSTER CONCERT PARTY FOR FRANCE?

Viscount Graigavon, addressing the Northern Ireland branch of the Entertainments National Service Association, which has organised hundreds of entertainments for the troops at twenty training centres, expressed the hope that arrangements would be made for an Ulster concert party to go out to France.

"There may be another Gracie Fields", he said, "among them. There is no reason why our Ulster entertainers should not hang out their washing on the Siegfried Line". Lord Craigavon's proposal will be sympathetically considered by the military authorities.

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EMPIRE AFFAIRS

10.1.40/No.5

P.N. 1608.

PRESS NOTICE.

The Postmaster General announces that he has decided to proceed with the proposal to issue in May of this year a special series of postage stamps of the lower denominations to commemorate the centenary of the introduction of the first adhesive postage stamps now in general use throughout the world.

GENERAL POST OFFICE.

10th January, 1940.

CENTRAL PRICE REGULATION COMMITTEE .. NO. 6.

ANNOUNCEMENT MADE BY MR. RAYMOND EVERSEED, K.C., CHAIRMAN OF THE
CENTRAL PRICE REGULATION COMMITTEE AT PRESS CONFERENCE HELD AT
SENATE HOUSE, W.C.I., ON WEDNESDAY, 10th JANUARY, 1940 AT 3.15 P.M.

On 1st January the First Order made by the Board of Trade under the Prices of Goods Act, 1939 brought under the operation of the Act, amongst other things, all kinds of electric torch batteries.

Having regard to reports in the Press of excessive prices charged for such batteries, the Central Price Regulation Committee felt that it should forthwith give some consideration to the matter without waiting for individual cases to be brought before it.

The Committee thinks that it may be able to assist the public to protect itself against being overcharged, by the following statement:

1. The demand for batteries is vastly greater than it was formerly, and notwithstanding the import of considerable quantities of foreign made batteries, supplies have been insufficient to meet all requirements.
2. It is believed that every effort has been and is being made by the British manufacturers to increase their output. The retail prices of the bulk of British made batteries are marked or printed thereon, or are stated in lists supplied by the manufacturers, and these goods should not be offered to or bought by the public at more than the marked or listed prices. These retail prices have only been increased by relatively small amounts, or, in some cases, have not been increased at all as will be seen from the following table showing the pre-war and present prices of some of the more popular types of British batteries:

	<u>Pre-war Retail Price</u>	<u>Present Retail Price</u>
Large Torch Unit Cell	3½d.	4d.
Fountain Pen Battery	4d.	unchanged
Bijou Battery (No. 8)	3d.	3½d.
Baby 2-Cell Battery	6d.	unchanged
Midget Pocket Lamp Battery	4d.	unchanged
Standard Pocket Lamp Battery	5d.	6d.
Cycle Lamp Battery	8d.	9d.
Box Lamp Battery	1/3d.	unchanged
Box Screw Terminal Battery	1/3d.	unchanged

3. The foreign batteries imported to meet the increased demand are, in present circumstances, necessarily dearer on this market than corresponding British made articles. American made Large Torch Unit Cell batteries should be available at 6d. each and American made Bijou batteries at 9d. each. In the case of all the smaller foreign batteries the prices may be considerably higher than those of corresponding British batteries. When supplies of British made batteries are more adequate, foreign goods generally, and in particular those which have appeared for the first time on the British market, will tend to fall in price or be displaced.

4. In addition to sales through normal retail channels, the greatly increased demand for batteries has given rise to irresponsible selling by some hawkers and others. The public is warned to exercise caution in its purchases, as in some cases advantage has been taken of the pressure of demand to practise deception upon the public; for example, by tampering with labels, selling old batteries as new, and otherwise disguising the nature, quality and origin of the articles. For instance, it is understood that batteries, which are unsatisfactory for use in torches, are being obtained by breaking down wireless batteries, but these may be detected owing to their being shorter in length than the standard article. In many of these cases also, exorbitant prices have been charged.

In conclusion, the public is reminded that any person who desires to make a complaint under the Prices of Goods Act should communicate with the Local Price Regulation Committee of the Region.

10/1/40 No. 7.

BRITISH CONTRABAND CONTROL.

During the week ending January 6th the British Contraband Control intercepted and detained 6,200 tons of contraband goods of which there was evidence that they were destined for Germany. This total included :-

2400 tons of Petroleum and Allied products.

1000 tons of pig lead.

1400 tons of miscellaneous foodstuffs.

800 tons of non-metallic products.

150 tons of oils and fats.

100 tons of various ores and metals.

Other commodities detained included cotton, rubber, gums and resins, chemicals, tanning materials, and hides and skins. The British Contraband Control have now, in the first 18 weeks of war, detained a total of 544,000 tons.

MINISTRY OF ECONOMIC WARFARE.

10/1/40. - No. 8.

STATEMENT GIVEN TO CORRESPONDENTS AT MINISTRY OF ECONOMIC
WARFARE ON 10th JANUARY, 1940.

On 9th January there were 48 neutral ships in the three Contraband Control bases in the United Kingdom, of which 24 had been there for 5 days or less. This total included:-

22 Dutch.	(10 for 5 days or less)
10 Norwegian.	(8 " " " " ")
6 Swedish.	(2 " " " " ")
5 Belgian.	(1 " " " " ")
2 Danish.	(1 " " " " ")
2 Panamanian.	(Both " " " ")

There was also one Italian and one United States ship that had been detained over 5 days.

During the week ending 6th January, the Contraband Committee considered the cargoes of 105 ships which had arrived since 30th December and 36 outstanding cargoes from the previous week. The combined total included ships of the following nationalities:-

- 28 Dutch.
- 28 Norwegian.
- 26 Italian.
- 12 Swedish.
- 8 Danish.
- 7 Belgian.
- 7 Greek.
- 5 British.
- 5 United States.

entire
In 84 cases/cargoes were released, either on first consideration or after enquiries.

The system under which advance copies of manifests of cargoes are received and considered before the ships' arrival at ports in this country, resulted during the week under review, in 43 cases being so dealt with, and in 31 cases of the ships concerned being released by the Committee, subject merely to the formal checking of the original manifests on their arrival at the Control Bases.



MINISTRY OF LABOUR & NATIONAL SERVICE

Press Notice

9/10.1.40.

ELECTRICITY (SUPPLY) ACTS, 1882 TO 1936.

North West Midlands Electricity District Order, 1928.

Joint Authority: Representative of Workers in the Industry.

The Minister of Labour and National Service hereby gives notice that as soon as may be after the 15th day of February, 1940, he will designate to the North West Midlands Joint Electricity Authority, in accordance with Section 2 (10) of Part I of the First Annex to the Schedule to the North West Midlands Electricity District Order, 1928, the employees' organisations having members in the employment of authorised Undertakers in the District, in order that the organisations so designated may choose a representative of persons employed in connection with the supply of electricity in the District to be a member of the Joint Authority.

Any employees' organisation which is desirous of being considered by the Minister for designation under the said Section 2 (10) should make application in writing to the Minister not later than the 8th day of February, 1940, on the form provided for the purpose, of which copies may be obtained from the Secretary, Ministry of Labour and National Service, Montagu House, Whitehall, London, S.W.1.

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

Telephone: Whitehall 6200.

H.Q.167-480 A.J.

10.1.40/No.10.

P.N. 1609.

PRESS NOTICE.

The Postmaster General reminds the public that letters for Iraq and Kuwait (unless addressed to members of His Majesty's Forces) should be prepaid at the rate of $2\frac{1}{2}$ d. for the first ounce and $1\frac{1}{2}$ d. for each additional ounce (postcards $1\frac{1}{2}$ d.). The postage on letters for members of His Majesty's Forces in Iraq is $1\frac{1}{2}$ d. for the first ounce and 1d. for each additional ounce (postcards 1d.).

GENERAL POST OFFICE.

10th January, 1940.

MINISTRY OF AGRICULTURE ANNOUNCEMENT

BROADCAST ADDRESS BY THE MINISTER OF AGRICULTURE,

SIR REGINALD DORMAN-SMITH, M.P.

10TH JANUARY, 1940.

The Farmer Faces 1940.

Like every other section of our people, our farming community faces 1940 in a spirit of grim determination, concentrating their whole minds and energies on one task and one task only - the defeat of Germany. In modern war the home front, of which agriculture forms so important a part, has a task to perform the importance of which cannot be overrated. Probably all of you will have some knowledge of the controversies which have ranged for years round our agriculture - controversies which have led quite unfairly to the belief that farmers never will be satisfied. Well, since the war broke out the age-old skirmishes between the industry and the Government - any Government, indeed all Governments - skirmishes in which I confess I have taken part, have been called off for the duration. Farmers and farm workers alike have appreciated as fully as anyone else that this is an "all in" war and that, town and country, we are all very much in it, whatever it may bring, until victory crowns our efforts.

At a meeting which I attended on Monday, a leading and very respected spokesman of agriculture told my audience that not even Adolf Hitler would prevent our farmers from voicing their complaints. "Even in time of war", he said, "farmers at least must be consistent". I thoroughly understand that point of view, but I know equally well that, in spite of grumbles, agriculture's job will be done. There is a story told of a Civil Servant who was sent on a job to some outlandish spot in our Empire and the first thing that was heard of him some months after his arrival was a letter saying, "There can be no worse place in the world than this; the temperature is unbearable, my bungalow uninhabitable, the food indescribable, the water undrinkable, something with which to dilute it unobtainable. To send any man here is unforgivable." This gave his superiors a bit of a shock. I doubt whether it ever reached his Minister. But over the page there was a postscript saying "This is not a complaint; it is only a report", and history goes on to tell how, in spite of those handicaps he did a really good job of work and was rewarded, I hope, suitably. So it is with farmers. They, in common with most other industries and individuals, have many difficulties to overcome, but overcome them they will. And it is right and proper that in their own way they should report such difficulties as may arise which hinder them from making their maximum effort on behalf of the country. As an ex farmers' leader I cannot help having some knowledge of the manner of presenting these reports, neither can I help knowing what a tremendous amount of truth lies behind them. Realising the importance of the task which our producers have to undertake, it is right that the Government, just as they are doing with other industries, should play their part in trying to assist to overcome those difficulties because agriculture has got a really big task to do. It is no less than changing the whole face of rural Britain and that involves not only producing the maximum amount of food both for humans and animals in the shortest possible time that nature will allow, but it also means getting back into production vast areas which have been allowed to go idle. You might almost liken it to putting into production hundreds of factories which have been closed down for years. But it is even more difficult a task than this because we are dealing not with man-made machinery but with nature herself. The Government is doing what it can to help, but it cannot do everything. As you can imagine, it only as a matter of

professional pride, I take an intense interest in what my opposite number in Germany is doing and how he is trying to surmount his difficulties - and he has plenty of them. I was impressed by one significant phrase which was used in a recent German article. This said, in effect, that in war-time the efficiency of the German farmer is of greater importance than the supplies which he gets. That is a profound thought. It means, of course, that the German farmer is not getting and will not get what, by peace-time standards, he needs, but that his country expects his efficiency and his capability to use his knowledge and ingenuity to adapt himself to unfamiliar conditions will see Germany through. Precisely the same thing applies to our own farming community; the same response is expected of them and they will not fail. They cannot and do not expect to work in time of war under peace-time conditions.

Surely the crux of the whole matter is this. The Germans are a powerful foe whose power we do not underrate, but so far in this queer war we have not felt that power much. We have had no experience of air raids such as Poland has experienced; we do not know what it would mean if attacks were made on our ports and on our transport system; but the Prime Minister pointed out yesterday that it would be a capital mistake to suppose that the danger of such attacks is not just as real as ever it has been. That is why, in making our preparations to meet them, some control and some restriction of our usual degree of individual liberty are quite essential.

Just let me give you an example of what I mean about controls. The Scheme to come into operation when the Government becomes the sole buyer of all livestock has recently been published. It is very desirable, indeed essential, that the new system of fat stock marketing should be introduced with the least possible disturbance to the normal flow of supplies from home sources; and I would appeal to farmers in the national interest to ensure that normal rates of marketing are maintained during the present transition period. Quite a lot of organisation is necessary if the Government is to fulfil its pledge to secure for farmers a guaranteed market at guaranteed prices. The Scheme contains some features which you may feel are irksome and unnecessary, particularly that requiring 12 days notice of the intention to market fat stock before the week in which they are to be sent to the collecting centre or to the bacon factory. Here I would remind farmers that when they themselves were considering a livestock marketing scheme a few years ago the need for such an arrangement was fully recognised and indeed advocated. I would take this opportunity of stressing that this method of notifying forthcoming marketings of stock is of the utmost importance. Some relaxation may be permitted for the first week or so, but thereafter the Ministry of Food will probably be forced to refuse to accept un-notified animals. It is a gigantic undertaking to purchase, slaughter and dispose of the whole of the country's fat stock and I appeal to farmers to co-operate in every way to make the machinery work smoothly and facilitate the heavy task of Mr. Morrison and his officials.

But to consider for a moment our main task - the ploughing programme. The task of getting $1\frac{1}{2}$ million acres in England and Wales alone is proceeding as rapidly as weather has permitted and even better than could be hoped. Already over a million acres have been selected and scheduled for ploughing and the achievement so far is a heartening indication that agriculture is indeed in a determined mood. I want farmers,

if they will, to look at the problem as one not only of increasing the production of food, as such, but also of making each farm more self-supporting, of increasing the fertility and productivity of each particular farm, and so saving more and more foreign exchange and shipping space for the country's other and grimmer needs for the prosecution of the war. In short the task is to plough for milk, for bacon and eggs, every bit as much as for, say wheat and potatoes.

The recent curtailment of feeding stuffs supplies from abroad has given added point to this part of our programme. I know that difficulties in securing supplies of barley and maize for pigs and poultry have been acute and you will want to know what the latest position is. Producers will remember that on September 4th, when I broadcast I said that there was not at that time any shortage of supplies, but even at that early date I did strongly urge farmers to make every effort to grow on their own farms as much as possible of the feeding stuffs they would require. Furthermore, in the House of Commons on 19th October I said that though it was too early at that time to frame a definite policy for pigs and poultry I would give the industry such guidance as I could as soon as I could. So then it was that, as soon as it was possible to form an estimate of the supply situation, I advised producers at the end of November that they would be wise to plan their production programmes on the assumption that the supplies of feeding stuffs from abroad would be reduced by at least one-third over the year. The position is still difficult, I know that shipments from overseas are irregular, and that in the past few weeks distribution has given rise to some not unfounded complaints, but we are bringing in as much as we possibly can and seeing that available supplies are distributed and used to the best possible purpose. I am glad to be able to say that my latest information is that future prospects are decidedly better than they have been in recent weeks. Unless something unforeseen occurs there is every indication that December was our worst month. Increased supplies will, I hope, be available for January and it is hoped still further to increase the proportion towards the end of this month. But I must warn pig and poultry producers that supplies will continue well below normal although there is every reason to believe that the very acute shortage of maize and barley that characterised December has now passed. I need hardly say that in the light of experience we are improving the distributive arrangements. The pig and poultry industries are going through hard times but I do hope that despite all the difficulties pig and poultry men will make strenuous efforts to maintain essential breeding.

Although I would not go so far as the German Minister of Agriculture who, so report says, had a framed text in his room which read "The only farmer I recognise is the one who grows his own feeding stuffs", I do believe that the moral behind the present difficulty is realised and you will see in it just another reason why the ploughing up programme is so vital. You will see, too, a use to which some of the newly ploughed land can be put.

For we must, of course, look further than mere ploughing. This job is not merely one of getting land ploughed. We must look to the harvest itself. Seed must be found and sown and crops must be harvested, and here let

me emphasise once again that I am determined to see the greatest possible latitude and flexibility allowed in cropping the newly-ploughed land. So far as the harvest itself is concerned, additional binders and threshing machinery and other implements will be needed and we are taking all the necessary steps to see that this vital machinery will be available when it is needed.

As for the all important question of prices you will, I know, recognise that a justifiable and desirable increase in the price levels of your staple products has already taken place. What I am trying to do, in co-operation with the leaders of both sides of the industry, is to maintain a general level of prices which will inspire that confidence without which expansion cannot be achieved or sustained. Some prices may look less attractive than others, but it is the general price level of all that is sold off the farm that counts. But let me emphasise once again that these prices which we publish from time to time are not fixed like the Laws of the Medes and Persians. It will always be open for producers at some later stage to submit a case to show that conditions have also altered - for example that costs of production have risen so much - that there is a case for price revision.

Before I close may I again say that I do keep in touch with all your many problems; my job is to endeavour to help you to remove your difficulties as far as I can and to create the conditions in which the necessary increase in production can be achieved and maintained. But do remember just for a moment that the difficulties in time of war are not all on the producers' side.

1940 for the farmer is going to be a year of great endeavour, and I am confident, great achievement. Not only shall we achieve that all important addition to our food supplies from our own soil - but also new life will be put into vast tracts of our country which are now in a poor state of health.

A great part of the task itself is in the hands of those engaged in the industry itself. This does not mean, however, that the Government shirks responsibility. The Government will help - not interfere with this work. Our job is not going to be easy - and we are not deluding ourselves into thinking that this struggle will be won other than by hard work and loyal endeavours, and, too, by those inevitable sacrifices from all sections of the industry to which the Prime Minister referred only yesterday - sacrifices which must be made by every man, woman and child in the country. I know that on her own front agriculture will win a notable victory and one of which the whole country may well be proud.

And so, "May the next furrow be the straightest; look not behind but to the hill-top against the great sky before thee".

Goodnight.

Board of Trade announcement.

LICENSING OF IMPORTS REQUIRED IN
CONNECTION WITH GOVERNMENT CONTRACTS.

The Board of Trade have been requested by the Government Purchasing Departments to emphasise to Government contractors and sub-contractors the importance of **avoiding the importation** of goods and machinery required by firms in connection with Government contracts where equivalent goods etc., can be obtained from British sources. In cases where Government contractors find it necessary to import goods on the Imports Prohibited List, they should as early as possible advise the Government Purchasing Department concerned, who will provide evidence regarding the contract; and this evidence should accompany the firm's application to the Import Licensing Department for an Import licence. It will also be of assistance if, where time permits, applications to the Import Licensing Department for licences to import such goods are accompanied by evidence from the appropriate trade organization that equivalent goods are not obtainable from British sources or are not so obtainable within the required time. Enquiries as regards the appropriate trade organization in any given case should be addressed to the Federation of British Industries or to the Import Licensing Department of the Board of Trade, 25, Southampton Buildings, Chancery Lane, W.C.2.

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

COMFORTS FOR THE NAVY.

Woollen comforts in the shape of seaboot stockings, scarves, pullovers, balaclava helmets, gloves, mittens, etc., are still urgently required for the men of the Royal Navy. The need particularly applies to the smaller ships, which are constantly at sea in all weathers. Patrol and anti-submarine work and minesweeping continue without cessation.

If gifts in kind cannot be forwarded, contributions however small will most gratefully be accepted by:-

The Depot for Knitted Garments for the Royal Navy,

11a, West Halkin Street,

London, S.W.1.

which supplies wool, and collects, sorts and repacks garments to ships as directed by the Admiralty. It has upwards of 1536 Knitting Sub Depots throughout the country. Each contains a minimum of twelve workers, the wool being obtained through the Depot.

The Depot was opened on October 26th under the Chairmanship of Lady Pound, wife of Admiral of the Fleet Sir Dudley Pound, G.C.B., G.C.V.O., the First Sea Lord at the Admiralty. The premises in West Halkin Street were most kindly lent by Messrs. Trollope and Sons, and no rent is paid.

Fifty voluntary helpers, mostly the wives or relations of naval officers, are employed daily on the work of sorting and repacking garments, and sending out the wool to knitters throughout the British Isles. Only one paid helper is employed as Typist. The average overhead expenses work out at about £79 a month, of which £30 is expended upon postage, £25 on stationery and packing, £5 on the telephone, and £4 on light. All those who have sent donations may, therefore, rest assured that their money goes to the provision of comforts.

Since October 26th, 12 tons of wool have been despatched to knitters, and upwards of 12,000 letters dealt with. The sum of about £4,620 has been spent upon wool, and 86,000 garments of various kinds supplied to 395 ships, including 16 cruisers, 71 destroyers, three depot ships, 270 trawlers and minesweepers, ten escort and patrol vessels, and 5 naval establishments.

With the rapid growth of the Navy, particularly in its anti-submarine and minesweeping forces, many more ships remain to be supplied before the winter comes to an end. This voluntary work is essential and must continue if the men who are guarding our coasts and ensuring our food and other necessary supplies are to be kept warm and comfortable during their arduous and often dangerous task at sea.

PRESS NOTICE

FERTILISERS CONTROL

The Control of Fertilisers (No.3) Order, 1940, which has been made by the Minister of Supply to take effect from the 12th January, 1940, provides for the licensing by the Ministry of producers, including mixers, and wholesale distributors of fertilisers. Application for a licence should be made to the Ministry of Supply, Fertilisers Control (Registration Department), 19 Berkeley Square, Bristol, 8, from whom forms of application may be obtained. The Order also provides for the registration, with their suppliers, of all persons who acquire fertilisers for resale in a quantity exceeding one ton in any one transaction.

Applications for licences to the Ministry of Supply and for registration to suppliers should be made not later than the 12th February, 1940.

It is not necessary for farmers or any others who acquire fertilisers only for their own use to apply either for a licence or for registration.

Copies of the Order may be purchased from the Stationery Office, or through any bookseller.

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

January, 1940.

10/1/40 No. 15.

OFFICIAL ADMIRALTY COMMUNIQUE.

With reference to the Admiralty Communique issued late last night relating to enemy air attacks carried out yesterday on small merchant vessels, further reports have now been received that the two Danish ships Ivan Kondrup of 2369 tons and Feddy of 955 tons previously reported as sunk are still afloat and will, it is anticipated, be brought into port. There is still no information regarding casualties in these two vessels.

A further report states that the British ship S.S. Oakgrove 1985 tons was attacked from the air and sunk. Casualties are not definitely known but it is believed that 20 of the crew have been landed.

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10th January, 1940

No. 16
M.A.F. 134

MINISTRY OF AGRICULTURE ANNOUNCEMENT
PLOUGHING-UP OF GRASSLAND.

There is still a misapprehension among some farmers that the extension to 31st March, 1940 of the period during which ploughing must be completed to enable land to become eligible for the grant of £2 per acre, has removed the obligation to plough by the dates which may have been specified in directions of County War Agricultural Executive Committees. Some farmers are under the erroneous impression that it would suffice if the lands are ploughed before 31st March, 1940.

It is quite clear that the extension of the grant period to 31st March, 1940 does not in any way affect a farmer's obligation to comply with a direction of a County War Agricultural Executive Committee to plough up his lands by an earlier date. Farmers should, therefore, in their own interests, take steps to ensure that their lands are ploughed up strictly in accordance with any directions given to them by a Committee.

Speaking at a luncheon of the London Rotary Club at the Connaught Rooms today, Sir Walter Womersley, M.P., Minister of Pensions, in dealing with the responsibilities of his Department, remarked that, though 21 years had elapsed since the end of the Great War, its consequences were still with us. His Department, he said, was spending thirty-eight million pounds a year, a figure higher in proportion to the population than in any country engaged in the last war, and, by the end of March 1940, no less than 1,350 millions would have been spent on pensions alone during the past 25 years.

His Ministry, he continued, were still receiving claims arising from the Great War and pensions were being awarded in some 800 new cases a year; the total number of beneficiaries had now fallen to approximately 850,000.

Sir Walter Womersley mentioned that, since the outbreak of the present war, 46 pensioners had voluntarily relinquished their pensions, resulting in a saving to the country of £1,773 a year. He felt that it was impossible to speak too highly of his appreciation of this public-spirited action. He also referred to the activities of the "King's Fund" through which, during the past 20 years, many cases had been assisted in the matter of the education of children, help for crippled or invalid wives or children of ex-service men, and for the men themselves in various ways. There were still many cases in need of such assistance but the resources of the Fund were now seriously diminished.

The Minister then proceeded to add a tribute to the assistance that had been given to the ex-service community through the British Legion, the British Red Cross Society, the Sailors', Soldiers' and Airmen's Families Association and many other voluntary bodies.

Turning to the work of his Department in the present war, Sir Walter Womersley remarked that over 30,000 claims for special allowances over and above the amounts of Service dependants' allowances, for the purpose of enabling the men's homes to be reasonably preserved whilst they were away on service, had been received by the War Service Grants Advisory Committee and most of them had been settled. New claims were being received at the rate of 1,000 a day. In addition, compensation had been paid, already, to over 1,300 cases of Civil Defence Volunteers in respect of injuries or accidents sustained on duty and some 2,000 claims had been received in respect of deaths amongst members of His Majesty's Forces and the Mercantile Marine and trawler fleets, the bulk of which arose from enemy action at sea.

NAVICERTS.

Since the navicert system was introduced, over 5,000 have already been approved. The largest number of applications has come from the U. S. A. while Argentina takes second place, followed by Brazil and Uruguay.

The Ford Motor Company's method of navicert application, which was reported last week, has been followed by a large number of shippers. A saving of several days is claimed. In one case the shipper obtained a navicert number in New York and telegraphed it to his customer, requesting him to make the usual declaration before the nearest British Consul. The Consul telegraphed the declaration to the Ministry of Economic Warfare, where it was received within one hour of the application. The navicert system is solving many war trade problems. It is proving of particular value to shipowners in reducing delays.

Among the navicert applications received this week for consignments to neutral countries adjacent to Germany are one for a large quantity of rat-exterminator and another for half a ton of bad gruyere cheese. The Ministry of Economic Warfare have given their immediate approval of these applications and have raised no objection to re-export to Germany.

MINISTRY OF ECONOMIC WARFARE.

Mr. Leslie Burgin, Minister of Supply, has appointed Major General R.K. Hezlet, C.B., C.M.G., D.S.O., Area officer for the Ministry of Supply in Northern Ireland.

An Area Advisory Committee for Northern Ireland, which will include representatives of the Trade Unions and Employers' organisations is being formed. Northern Ireland industries are contributing on an extensive scale to the allied war efforts.

Major General Hezlet is an Ulster man with extensive military and engineering experience. He served in the Royal Artillery for many years. He was formerly a member of the Ordnance Committee, Superintendent of External Ballistics Ordnance Committee, and Commandant of the Military College of Science.

He was Director of Artillery at the War Office 1930/34 and Director of Artillery Army Headquarters India 1934/38. He served in France and Mesopotamia in the last war and was twice mentioned in despatches.

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FOR MORNING PAPERS ONLY.

10/1/40 - No.20.

NOT FOR PUBLICATION IN ANY FORM
OR BROADCAST BEFORE THE MORNING
PRESS OF THURSDAY JANUARY 11th 1940.

The King has been pleased to approve that Sir
George Arthur Harwin Branson be sworn of His Majesty's
Most Honourable Privy Council on his retirement from the
office of Justice of the High Court of Justice.

10 DOWNING STREET.

10/1/40. - No.21.

SOUTH AFRICAN DOCTORS VOLUNTEER.

The South African Government has agreed that a number of doctors, not exceeding 30, shall be allowed to volunteer from the Union for service in Kenya. The men will be selected by the Director General of Medical Services.

Dr. C.L. Leitoldt, Secretary of the South African Medical Association, speaking in his personal capacity, said that many South African doctors were eager to place their services at the disposal of all countries, taking an active part in the fight against Nazidom, no matter under what conditions. The medical profession realised that this was a war in earnest in which South Africa must play her part.

EMPIRE AFFAIRS.

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NEW BADGE. FOR AIR GUNNERS.

The Air Ministry announces:-

In recognition of the importance of the air gunner's part in modern warfare, His Majesty The King has approved a new distinguishing badge for wear by officers and airmen who have qualified as air gunners; that is to say, when an officer has successfully completed his course of instruction and has been posted to a unit for duty as air gunner, or when an airman has been re-mustered to air gunner and employed as such on full time duty on or since the outbreak of war.

The new badge (illustration) consists of the letters A.G. of drab silk, surrounded by a laurel wreath of brown silk, with a single outspread wing $2\frac{1}{8}$ inches long, also of drab silk mounted on dark blue Melton cloth. It is worn on the service dress jacket above the left breast pocket.

AIR MINISTRY

WHITEHALL, S.W.1.

10/1/40 - No 23.

NOT TO BE PUBLISHED OR BROADCAST BEFORE THE MORNING PAPERS OF
THURSDAY, 11TH JANUARY, 1940 IN ALL COUNTRIES. TO BE
PUBLISHED IN THE EXACT TERMS IN WHICH IT IS GIVEN.

The Secretary of State for Foreign Affairs and
Viscountess Halifax gave a small farewell dinner party for the
Brazilian Ambassador and Dona Gina Regis de Oliveira at the
Dorchester Hotel on the 9th January.

FOREIGN OFFICE.

10/1/40 - No. 24.

FROM FOREIGN OFFICE NEWS DEPARTMENT.

It may be recalled that attempts were made by the propaganda authorities in Germany to explain away the defeat of the Graf Spee by alleging that the British cruisers used mustard gas. These allegations were denied at the time by the British Admiralty which stated that no mustard gas grenades or shells had ever been made for or used by the Royal Navy. The charges were, however, repeated and an attempt was made to give them substance by quoting the opinion of a German Uruguayan doctor, Dr. Walter Meerhof, whose Nazi proclivities are well known in Montevideo, and who by his own admission based his opinion on the testimony of photographs. The report of the medical commission officially appointed by the Uruguayan Ministry of National Defence, particulars of which has reached London to-day finally disposes of these baseless charges. The document bears nine signatures and reads as follows quote after careful examination of all the wounded and sick from the battleship Admiral Graf Spee treated in the military hospital and in the Pasteur hospital the special technical commission appointed by the Director General of the Army Medical Corps declares that it has found not the slightest lesion or symptoms which could give rise to the suspicion that they had been affected by war gases unquote.

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10/1/40 No - 25.

FOR THE INFORMATION OF THE PRESS

Canadian H.Q. recommend that General MacNaughton be termed the G.O.C. Canadian Forces and not the C - in - C., as has often appeared.

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R. A. F. OVER ENEMY SEAPLANE BASES.

The Air Ministry announces:-

During last night aircraft of the R.A.F. were again engaged on patrol over enemy seaplane bases, and bombs were dropped near the island of Sylt. It is reported from Denmark that damage was done to Danish property adjoining the frontier in the early hours of this morning. Should it be established that British aircraft were responsible for the damage full restitution will be made to the Danish Government.

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AIR AFFAIRS.

10/1/40. - No.27.

HOME DEFENCE CORPS.

COME ON THE OLD BRIGADE!

Hundreds of men, whose years prohibit them from joining the fighting forces, are yet eligible and anxious to serve at home. These men are young in heart, physically fit, and many are already doing a first class job in carrying out guard duty throughout the country.

The Commanding Officer of one Home Defence Battalion writes: "Our men are invariably cheerful, and are most excellent fellows. They take the greatest possible pride in performing the task of guarding vulnerable points, even in the worst possible weather conditions."

But the Home Defence Battalions can take more men. In joining these battalions, men serve the double purpose of encouraging those who have already enrolled, and of releasing for more strenuous duties younger men at present employed on guard work. Men are particularly wanted for a battalion covering the greater part of Surrey and Hampshire, and recruiting offices are situated as follows :

Aldershot	Hospital Hill
Croydon	The Barracks, Mitcham Road.
Guildford	Trinity Church Walk.
Kingston	The Drill Hall, Portsmouth Road.
Sutton	Stonecot Hill.

D.P.R.
The War Office.

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10/1/40. - No. 28.

P R E S S N O T I C E

EGG SUPPLIES

There is cheering news for the housewife in the announcement by the Ministry of Food that eggs, particularly from the Dominions and the Continent, are in plentiful supply. The prices fixed by Order for imported eggs are maximum prices only and the present good supplies of eggs offer the housewife the opportunity of excellent and economical dishes.

MINISTRY OF FOOD.

MINISTRY OF FOOD

Great Westminster House, Horseferry Road,
London, S.W.1.

MEAT AND LIVESTOCK CONTROLMEAT PRICES

In connection with the control of meat and livestock which comes into operation on Monday 15th January the following summary of information about wholesale and retail prices is furnished by the Ministry of Food. Full details will be set out in the relevant Statutory Orders which will shortly be on sale in the usual manner at His Majesty's Stationery Office and the usual agents.

SPECIMEN WHOLESALE PRICES (delivered)
FOR
GREAT BRITAIN

			<u>per lb.</u>
Beef in sides	Home Killed	1st quality	9d.
"	"	2nd "	7d.
"	Imported		7d.
Mutton and Lamb in carcasses	Home Killed Mutton and Lamb	1st "	1/-
"	"	2nd "	6½d.
"	Imported Mutton		6½d.
"	" Lamb		9d.
Veal in carcasses	Home Killed		11d.
Pork " "	Home Killed		1/-
" " "	Imported		9d.

NOTES:

- (a) Wholesale Prices will also be prescribed for various sorts of edible offals.
- (b) Information as to the prescribed wholesale prices may be obtained from the depots established at numerous points through the country by traders entitled to purchase by wholesale.

SPECIMEN MAXIMUM RETAIL PRICES

ENGLAND AND WALES

		<u>Home Killed 1st Qual.</u>	<u>do. 2nd. qual.</u>	<u>Imported</u>
BEEF	Sirloin (whole) per lb.	1/5	1/2	1/2
	Ribs	1/4	1/1	1/1
	Brisket	10d.	7d.	7d.
	Thin Flank	10d.	6d.	6d.
MUTTON & LAMB		<u>Home Killed</u>		<u>Imported</u>
		<u>Mutton & Lamb 1st. qual.</u>	<u>Mutton 2nd. qual.</u>	<u>Mutton</u> <u>Lamb</u>
	Leg	1/6	1/-	1/- 1/4
	Shoulder	1/4	9d.	9d. 1/2
	Neck	1/-	6d.	6d. 6d.
	Breast	8d.	4d.	4d. 4d.
		<u>Home Killed</u>		
VEAL	Leg	1/6		
	Loin	1/6		
	Neck	1/2		
	Breast	10d.		
PORK		<u>Home Killed</u>		<u>Imported</u>
	Leg	1/6		1/3
	Loin	1/8		1/4
	Belly	1/4		1/2
	Hock	8d.		5d.

NOTES:

- (a) The foregoing retail prices apply to England and Wales; the prices for Scotland on account of the difference in the cuts will show slight differences from the above but the general price level will be the same.
- (b) There will be maximum prices for numerous other cuts and also for edible offals.
- (c) Complete information as to the maximum retail prices, specimens of which are given above, will be announced by posters in butchers' shops next week.

10th January, 1940.

THE FIRST SCHEDULE.

LONDON AND THE HOME COUNTIES.

B E E F.

Description or Cut	Maximum Retail Prices					
	1st Quality		2nd Quality		Imported	
	Home-Killed		Home-Killed		per lb.	
	per lb.		per lb.		per lb.	
	s.	d.	s.	s.	s.	d.
Round of Beef, whole	1	4	1	2	1	2
Topside, round, whole	1	4	1	2	1	2
" best cut, boneless	1	6	1	4	1	4
Silverside, with bone	1	4	1	2	1	2
" boneless	1	6	1	4	1	4
Thick flank	1	3	1	1	1	1
" best cut	1	6	1	4	1	4
" knuckle end	1	0		10		10
Knucklebone		10		8		8
" boneless	1	4	1	2	1	2
Sirloin	1	5	1	2	1	2
" best cuts	1	6	1	3	1	3
" rolled, boneless	1	8	1	5	1	5
Suet	1	0	1	0		8
Thin flank		10		6		6
" rolled, boneless	1	0		8		8
Leg and shin, whole		8		6		6
" " boneless	1	2		10		10
Foreribs	1	4	1	1	1	1
" boneless	1	6	1	3	1	3
Wing ribs, four bones	1	6	1	2	1	2
Long ribs	1	3	1	0	1	0
" rolled, boneless	1	6	1	3	1	3
Back ribs	1	1		10		10
" boneless	1	4	1	1	1	1
Top ribs	1	2		11		11
" boneless	1	4	1	2	1	2
Brisket		10		7		7
" boneless	1	0		9		9
Clod and sticking, with bone		8		6		6
" " boneless	1	2		10		10
Rump	1	6	1	2	1	2
" steak, boneless	2	2	1	10	1	10
Fillet steak	2	2	1	10	1	10
Buttock boneless steak	1	8	1	6	1	6
Thick flank steak	1	6	1	4	1	4
Chuck steak	1	4	1	2	1	2
Gravy beef	1	2		10		10
Minced beef	1	2		10		10
Sausage, to contain 50 per cent. of meat		10		10		10
Sausage meat, to contain 50 per cent. of meat		9		9		9
Bones		1		1		1

THE SECOND SCHEDULE.

ENGLAND AND WALES

(Excluding London and the Home Counties)

B E E F.

Description or Cut	Maximum Retail Prices		
	1st Quality Home-Killed	2nd Quality Home-Killed	Imported
	per lb.	per lb.	per lb.
	s. d.	s. d.	s. d.
Round of beef, whole	1 4	1 2	1 2
Topside of round, whole	1 4	1 2	1 2
" " " best cut, boneless	1 6	1 4	1 4
Silverside of round with marrowbone	1 4	1 2	1 2
" " " boneless	1 6	1 4	1 4
Thick flank, first cutting, bedpiece or brail	1 3	1 1	1 1
" " " " "			
" " " best cut	1 6	1 4	1 4
" " " " "			
" " " knuckle end	1 0	10	10
Tail end of rump	1 4	1 2	1 2
" " " boneless	1 8	1 6	1 6
Middle rump	1 4	1 2	1 2
" " boneless	1 8	1 6	1 6
Shell bone, whole	1 2	1 0	1 0
" boneless	1 6	1 4	1 4
Sirloin	1 5	1 2	1 2
" cuts, best	1 6	1 3	1 3
" boneless	1 8	1 5	1 5
Thin flank	10	6	6
" rolled, boneless	1 0	8	8
Leg or shin, whole	8	6	6
" " boneless	1 2	10	10
Suet	1 0	1 0	8
Standing ribs, foreribs, crop or best chine	1 4	1 1	1 1
Standing ribs, foreribs, crop or best chine			
" boneless	1 6	1 3	1 3
Wing ribs	1 6	1 2	1 2
" boneless	1 8	1 4	1 4
Chuck back ribs or shoulder piece, with blade bone	1 0	9	9
Chuck back ribs or shoulder piece, without blade bone	1 1	10	10
Chuck back ribs or shoulder piece, boneless	1 4	1 1	1 1
Neck of beef, boneless	1 2	10	10
Top ribs, leg-of-mutton, cut, thick flat ribs, score or middle rand	1 2	11	11
Top ribs, leg-of-mutton, cut, thick flat ribs, score or middle rand, best cut	1 3	1 0	1 0
Top ribs, leg-of-mutton, cut, thick flat ribs, score or middle rand, boneless	1 4	1 2	1 2
Point end of brisket, 5 bones	8	6	6
" " " boneless	10	8	8
Best end of brisket	10	7	7
" " " boneless	1 0	9	9
Thin flat ribs	10	8	8
" " " boneless	1 0	10	10
Clod or shift or knee bone and standing , with bone	8	6	6
" " " " boneless	1 2	10	10
Rump or hip or pin bone steak, boneless	2 2	1 10	1 10
Fillet steak	2 2	1 10	1 10
Round or buttock steak	1 8	1 6	1 6
Chuck, blade bone or shoulder steak	1 4	1 2	1 2
Minced beef	1 2	10	10
Sausage, to contain 50 per cent. of meat	10	10	10
Sausage meat, to contain 50 per cent. of meat	9	9	9
Bones	1	1	1

THE THIRD SCHEDULE.

ENGLAND AND WALES

MUTTON AND LAMB.

Description or Cut	Maximum Retail Prices			
	MUTTON AND LAMB	MUTTON	MUTTON	LAMB
	1st Quality Home-killed	2nd Quality Home-killed	Imported	Imported
	per lb.	per lb.	per lb.	per lb.
	s. d.	s. d.	s. d.	s. d.
Leg, whole	1 6	1 0	1 0	1 4
" cut, fillet	1 7	1 1	1 1	1 5
" shank	1 7	1 1	1 1	1 5
Loin, whole	1 8	1 0	1 0	1 2
" best end	1 10	1 2	1 2	1 4
" chump end	1 6	10	10	1 0
Loin chops, not to be trimmed	1 10	1 2	1 2	1 6
Saddles	1 8	1 0	1 0	1 2
Shoulders, whole	1 4	9	9	1 2
" cut knuckle end	1 5	10	10	1 3
" blade side	1 5	10	10	1 3
Neck, whole	1 0	6	6	6
" best end	1 6	9	9	9
" middle	1 2	7	7	7
" scragg	10	5	5	5
Best neck chops	1 6	1 0	1 0	1 0
Breasts, whole	8	4	4	4
Suet	8	8	8	8

V E A L.

	Home-killed per lb.
	s. d.
Legs, whole	1 6
" cut (fillet)	2 0
Knuckles	8
Loin, whole	1 6
" best end	1 8
" chump end	1 4
Shoulder, whole	1 4
" cut, oyster or blade	1 5
Neck, whole	1 2
" best end	1 6
Middle neck	1 4
Neck end	10
Breast	10
Veal Cutlets	2 2

THE FOURTH SCHEDULE.

ENGLAND AND WALES

P O R K.

Description or Cut	Maximum Retail Prices	
	Home-killed	Imported
	per lb. s. d.	per lb. s. d.
Legs, whole	1 6	1 3
Legs, cut, knuckle end	1 6	1 3
Legs, middle	1 8	1 6
Legs, fillet	1 6	1 3
Hind loin, whole	1 8	1 4
Fore loin or griskin or spare rib without blade bone	1 6	1 2
Hand with foot	10	8
Neck end	1 2	1 0
Shoulder without hock	1 2	1 0
Blade bone	1 2	1 0
Belly	1 4	1 2
Chops or steaks	1 10	1 6
Heads, including tongues	6	4
Hocks	8	5
Feet	6	4
Tenderloin	1 10	1 6
Blood sausage and black pudding	8	8
Sausage, to contain 50 per cent. of pork	1 6	1 6
Sausage meat, to contain 50 per cent. of pork	1 4	1 4

THE FIFTH SCHEDULE.

SCOTLAND.

BEEF.

Description or Cut	Maximum Retail Prices		
	Home-killed 1st Quality per lb.	Home-killed 2nd Quality per lb.	Imported per lb.
	s. d.	s. d.	s. d.
Pope's Eye } Neuk Bone } Best Steak Fillet }	2 2	1 10	1 10
Round Steak (topside)	1 8	1 6	1 6
" " (underside)	1 7	1 4	1 4
Shoulder steak	1 6	1 2	1 2
Stewing Beef	1 2	1 0	1 0
Roast Beef (sirloin)	1 6	1 3	1 3
" " (wing rib)	1 6	1 3	1 3
" " (spare rib)	1 4	1 1	1 1
" " (boned and rolled)	1 8	1 4	1 4
Thick Flank	1 3	1 1	1 1
Thick Runner	1 3	1 1	1 1
Rolled Beef (boneless)	1 3	1 1	1 1
Skirting	1 2	1 0	1 0
Boiling Beef (nine holes)	10	8	8
" " (thin runner)	10	8	8
" " (brisket with bone)	10	7	7
Hough (first cut)	10	8	8
" (middle cut)	1 0	10	10
" (boneless)	1 2	1 0	1 0
Silver Side (pickled)	1 7	1 4	1 4
Brisket (pickled)	1 4	1 2	1 2
Suet	1 0	1 0	8
Mince	1 2	1 0	1 0
Sausages, to contain 50 per cent. meat	10	10	10
Sausage meat, to contain 50 per cent. meat	9	9	9
Bones	1	1	1

Customers may ask for any kind of steak and have it minced without extra charge.

THE SIXTH SCHEDULE.

SCOTLAND.

MUTTON AND LAMB.

DESCRIPTION OR CUT	Maximum Retail Prices			
	MUTTON AND LAMB	MUTTON	MUTTON	LAMB
	1st Quality HOME -killed	2nd Quality Home-killed	Imported	Imported
	per lb.	per lb.	per lb.	per lb.
	s. d.	s. d.	s. d.	s. d.
Gigots (whole)	1 6	1 0	1 0	1 4
" (half)	1 8	1 1	1 1	1 5
" (cuts)	1 8	1 1	1 1	1 5
Saddles	1 8	1 0	1 0	1 2
Loin (whole)	1 8	1 0	1 0	1 2
Loin chops (untrimmed)	1 10	1 2	1 2	1 6
Shoulders (whole)	1 4	9	9	1 2
" (in cuts)	1 6	10	10	1 3
Flanks	1 2	7	7	10
Necks	10	6	4	4
Shanks	10	6	4	4
Suet	8	8	8	8

PORK.

	Home-Killed	Imported
	per lb.	per lb.
	s. d.	s. d.
Gigot (whole)	1 6	1 3
" (half)	1 6	1 4
" (cuts)	1 8	1 6
" (boned and rolled)	2 0	1 8
Filletts	1 10	1 6
Tenderloin	1 10	1 6
Loin (in cuts)	1 8	1 4
Pork chops (trimmed)	1 10	1 3
Shoulder (in cuts)	1 6	1 2
Belly or Flank	1 4	1 2
Hocks	8	5
Feet	6	4
Pork Ribs	6	4
Heads with Tongue	3	4
Sausages, to contain 50 per cent. Pork	1 6	1 6
Sausage meat, to contain 50 per cent. Pork	1 4	1 4

VEAL.

	Home-killed
	per lb.
	s. d.
Legs (whole)	1 6
" (in fillets)	2 2
Loin (whole)	1 6
" (best end)	1 8
" (chump end)	1 4
Shoulder (whole)	1 4
" (in cuts)	1 5
Neck (best end)	1 6
" (whole)	1 2
" (scragg end)	10
Breast	10
Knuckle	8

THE SEVENTH SCHEDULE.

GREAT BRITAIN

OFFAL

DESCRIPTION OR CUTS	Maximum Retail Prices			
	HOME KILLED		IMPORTED	
	price per lb.		price per lb.	
	s.	d.	s.	d.
Ox Tongue	1	2	1	2
Ox Heart		8		7
Ox Liver	1	2	1	0
Ox Tail	1	2		10
Ox Kidney	1	6	1	6
Ox Skirts	1	2		10
Ox Cheek		8		7
Ox Sweetbreads	1	2	1	2
Ox Tripe		9		9
Ox Melt and Lights		4		-
Sheeps' Liver	1	10	1	6
Sheeps' Hearts	(each)	6	(each)	4
Sheeps' Sweetbreads	1	8	1	6
Sheeps' Tongues	1	0	1	0
Sheeps' Kidneys	(each)	6	(each)	4
Sheeps' Heads	(each)	8		-
Calves' Liver	2	0	1	4
Calves' Tongues	1	0	1	0
Calves' Sweetbreads	2	6	2	0
Calves' Head (Scalded)		8		-
Calves' Hearts	1	0		8
Calves' Feet		4		-
Calves' Kidneys	1	0	1	0
Pigs' Liver	1	2	1	0
Pigs' Tongues	1	0		-
Pigs' Hearts	(each)	8	(each)	4
Pigs' Kidneys	1	0	1	0
Chitterlings		8		-

10/1/40 - No 30.

FRENCH OFFICIAL COMMUNIQUE

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

Artillery action and activity of reconnaissance units on both sides especially to the east and to the west of the Vosges.

Resumption of ariel activity.

10/1/40 - No.31

PRESS NOTICE.

Not to be quoted as an Air Ministry announcement.

During the last few days the German Aircraft has prosecuted with vigour a form of warfare which must make greater demands upon their conscience than upon the courage of the attackers.

Unarmed merchant ships manned by merchant seamen have been ruthlessly attacked, and often sunk, by enemy aircraft. Without discrimination enemy aircraft have swept down upon isolated cargo boats, engaged on coastal trade, or upon fishing vessels with their trawls down incapable of either defending themselves or by manoeuvre of avoiding these attacks. Their decks swept by machine gun fire, their superstructures shattered by bombs, these ships have no means of defending themselves, and only in some cases can summon help in an S.O.S. which cannot be answered until the enemy have retreated into the mist from which they came.

It is hard to believe that such methods of warfare can be anything but repugnant to the officers and men who are ordered to carry them out. The insistence on this presence of armed patrol craft, which is so often the feature of German High Command communiqués would suggest an unconvincing attempt to impart a military flavour to an operation which suggests the calculated brutality and cowardice of the Gunman rather than the chivalry and courage which has always been a characteristic of the Air Forces of the world, however desperately they may be engaged with one another.

AIR AFFAIRS.

GERMAN FIGHTERS BEATEN OFF IN NORTH SEA BATTLE.

The Air Ministry announces:-

In the course of a reconnaissance to-day, a formation of R.A.F. aircraft on their outward journey encountered a number of long range enemy fighters far out over the North Sea.

A running fight ensued lasting about half-an-hour; one Messerschmidt 110 was seen to crash into the sea, and it is already known that another was forced to land in Denmark.

One of our aircraft was lost, but the remainder, having beaten off the enemy, continued to the easterly limit of their reconnaissance and returned safely.

AIR AFFAIRS.

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Not to be quoted as an Air Ministry Announcement.

AIR BATTLE OVER NORTH SEA.

Aircraft of the Royal Air Force clashed today with a strong force of German fighters while on their way to carry out a sweep over the North Sea.

Our aircraft were flying some 200 miles out from the English coast when the enemy fighters, diving with the sun behind them, opened their attack.

In a hotly contested engagement, which lasted for nearly half an hour, one of our aircraft was shot down. One enemy fighter, under the fire of our formation, was seen to crash into the sea at high speed. Another German fighter was so severely damaged that it was only just able to reach the coast of Denmark, where it has been interned with its crew. The action was finally broken off by the enemy fighters.

Our formation then continued its task and pressed its reconnaissance to a depth of a further 130 miles.

The attack was carried out by a number of Germany's latest and fastest fighters; twin engined, multi-gun Messerschmitt 110's.

Our aircraft met the challenge of their faster opponents by bringing the concentrated fire of guns of several aircraft to bear on the enemy fighters as they swept down to the attack.

Even the heaviest close range attacks were successfully beaten off by our aircraft keeping "shoulder to shoulder" in tight and unshaken formation.

In the first wave of the fighter attack one of our aircraft was hit and dropped astern of the others. A second attack was launched immediately on this aircraft which was then seen to fall into the sea.

The score was evened up a few minutes later when an enemy fighter crashed into the water at high speed, throwing up great columns of foam within 400 yards of the nearest British aircraft. Several of our gunners had been firing at the enemy fighter. It was recovering from a dive preparatory to a new attack when the pilot was probably hit by our fire.

At least two other Messerschmitt 110's were also damaged by our air-gunners but were not seen to crash. It is assumed that it was one of these damaged aircraft which was later forced to land in Denmark.

Although several of them bore signs of their fierce action in which they had taken so effective a part, the remaining British aircraft returned safely to their base.