

DENMARK: FINNISH PEACE - SWEDEN CRITICISED.

The part that Sweden played in the negotiations leading to the Russo-Finnish peace is referred to in critical words in today's Danish Press.

Criticising Sweden for handing on the Soviet peace terms to the Finnish Government NATIONALTIDENDE states: "A merciless searchlight will be switched on to the motives of the Swedish, and probably also the Norwegian, Government and it will not be turned off before every corner of the effect on the fate of Finland, of the North and of Europe has been laid bare. In this connection the speeches by Mr. Chamberlain and M. Daladier yesterday gave a warning that could not be misunderstood.

"The world's opinion of the Scandinavian Pact is about to be formed. Meanwhile many will believe that such moods crop up and disappear as new events occur to distract attention. Perhaps these people are right. But if this peace, which poor bleeding Finland in her awful loneliness, has had to accept from the hands of the Soviet, sows dissension both among the people of Finland and the rest of Scandinavia, then who dare in advance reckon the cost?"

The general attitude of the Danish Press is one of resentment that such peace terms should have been imposed on Finland.

Regarding the Allies' offers of help the BERLINGSKE TIDENDE, quoting the Swedish paper SVENSKA DAGBLADET stated: "We do not wish to see Scandinavia turned into a battlefield for the Allies' northern flank, and, as a matter of fact, we have not so much confidence in their military power."

SWITZERLAND: ALLIES CRITICISED AND PRAISED.

Mixed criticism and praise for the Allies is contained in today's Swiss Press commenting on the Russo-Finnish peace agreement.

LA SUISSE, the Geneva newspaper states: "Now that peace has been signed it is possible to estimate the effect of the Allied procrastination. To make aid conditional on according the right of passage was to throw upon a neutral state the responsibility of extending the theatre of war which she could not assume. Peace represents a lost battle for the Allies but throws light on their desire to compel the aggressor to respect the independence of small states:"

SWEDEN: BITTERNESS FORESEEN IN FINLAND.

DAGENS NYHETER, commenting on the Russo-Finnish Peace Agreement, foresees bitterness in Finland over the terms, but points out that Finland has done "a unique service for the rights of small nations and for human security."

This paper adds: "The Peace Agreement shows that even her enemies respect her. The fear of influence of Russian imperialism in the Finnish Gulf is still officially confined to the requirements of Leningrad's security."

DAGENS NYHETER goes on to describe the tremendous increase in these requirements since last autumn, and fears that the Hangoe loop-hole in Finland's defences may become a breach. Surrender last autumn to the Russian demand would have been interpreted as the "beginning of the end, but now the Soviet knows what Finland's defences are worth and Finland knows Russian limitations.

"Finland's successful defensive fight has put the enemy in the situation that a continuation might involve serious complications with the Western Powers, the developments of which might be still more imminent in another conflict in different circumstances.

"The Agreement is not a guarantee of future peace and security, but no small nation in Europe feels secure at the moment. All are dependent on the issue of the Great War. Meanwhile Sweden must continue to strengthen her defences in the interests of Scandinavia."

STOCKHOLMS TIDNINGEN expresses "great sorrow" at the peace terms and considers that the sacrifices made during the war are only surpassed by those to be made for peace. Had Finland not been alone developments might have been different, but last minute Allied help was too uncertain for Finland to rely upon since it might have brought Sweden and Norway into the war and laid waste the whole of Scandinavia. Sweden's military support of Finland was impossible because sufficient preparations had not been made in Sweden and because it would have involved the abandonment of her neutrality.

"The fight has not been in vain if forceful men may shape the future and if Sweden does her duty to Finland", adds the paper. "If Finland and Sweden now pursue the right policy, Finland's new frontiers are guaranteed and if Sweden undertakes to support Finland with all her military resources."

SVENSKA DAGBLADET points out that the present peace is a restoration of the 1721 peace of Nystad, and the whole world has felt sympathy with Finland.

This paper adds: "When Mr. Chamberlain and M. Daladier this week treated the Finnish question more thoroughly than ever before this must be interpreted not merely as a move in the Great Powers' game, but also as an expression of the attitude of their peoples' spontaneously, and without imperialist aims, demanding help for Finland. The rest of the world has confined its help to sympathy but the Allies' aircraft help must not be under-estimated. Finland has escaped the further horrors of war - but has not security for the future been sacrificed for peace at present? Even agreements are mortal. It is comforting that just as Hitler's attack on Poland crossed Stalin's attack on Poland so the final issue of the Finnish war is ultimately dependent on the result of the Great War." This paper goes on to state that it is feared that Sweden may be despised and accused of responsibility for the present peace.

"To prevent this, further effort must be made to give positive political support to Finland and, furthermore, Sweden must guarantee Finland's new frontiers by defensive alliances - preferably including Norway," it is added. "It is now clear that the fate of the Scandinavian countries is bound up with each other."

In a military review of the situation the SVENSKA DAGBLADET emphasises the Finnish strategic losses and points out that the loss of Hangoe constitutes a threat to ~~Poland~~ *Åland*. The consequences also affect Sweden.

SOCIAL DEMOKRATEN, although expressing satisfaction that peace has been concluded at last, points out that it has been bought at a great price and that the losing of Hangoe inspires anxiety for the future.

This paper adds: "For us in Sweden to have been able to do all-too-little despite our good will to help Finland, peace will allow us a breathing space - perhaps only a short one - for considering and strengthening our defences. It must be made clear to the Scandinavian peoples in deeds and not only in words that Finland's cause is our cause. This means that only life-and-death defence alliances of the Scandinavian countries can give us relative security in the future which alone we cannot achieve.

"We have no confidence in the permanence of this agreement. We have no confidence in the guarantee of a country which has mutilated a nation and attacked a free people. We realise that every small nation - and above all we in the north - must prepare unitedly and with the help of weapons to defend ourselves and our vital interests as long as we can fight."

NYA DAGLIGT ALLRHANDA describes Mr. Chamberlain's speech as sensational but points out that practical considerations must over-ride political desires.

"Allied intervention immediately involves practical difficulties", this paper adds. "The Allies' war aim is the defeat of Nazi Germany and intervention in Scandinavia would not be undertaken for the sake of Scandinavian countries."

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FINLAND: PRESS ATTITUDE UP TO SIGNING OF AGREEMENT.

Until almost the last hour before the signing of the Russo-Finnish peace agreement the Finnish Press maintained its attitude that the Russian demands could not be accepted.

The ILKKA stated yesterday: "Last Autumn we could not accept unjustified demands destroying our independence but it is still less possible to accept them now. The Finnish Defence forces are not destroyed and neither is our fighting spirit. Rumours that Sweden is bringing pressure to secure our acceptance of these unjustifiable terms are unbelievable. The danger threatening Scandinavia is only increased if Finland weakens - and such a peace is unacceptable to Swedish interests. If the present peace offer means Finland's territorial destruction she is able to do nothing except continue to fight."

The provincial newspaper KALEVA, voicing the opinion of Northern Finland, wrote: "Finland is still convinced of the possibility of victory and expects assistance. We had not the least desire to accept the earlier Russian demands and still less the increased terms."

BELGIUM: FINLAND'S "FIRM AND HONOURABLE PEACE."

The tendency of a number of Belgium papers today is to welcome the Russo-Finnish peace as removing the danger of war spreading and eliminating the delicate question of the right of passage by way of Scandinavian countries, which might involve an awkward precedent.

DAG under the headline "One fire in the burning hemisphere quenched" writes: "After long tense negotiations Finland obtains a firm and honourable peace."

LEATATE NIEUWS declares: "The stubborn struggle of the Finnish people has resulted in their maintaining personal independence and if no further perjury occurs they can expect reconstruction and better times. Moreover one now knows the exact worth of the Russian army."

LA GAZETTE, the Liberal newspaper states: "The termination of the Russo-Finnish conflict proves, alas! that violence continues to pay."

Discussing the question of the passage of troops the STANDAARD the Flemish Catholic journal affirms: "All small countries including Belgium possess complete sovereignty rights. They alone can decide about the passage of foreign troops."

ITALY: "A PEACE OF COMPROMISE."

The Russo-Finnish peace is described by the POPOLO DI ROMA today as a "peace of compromise."

This paper adds: "In exchange for Finland's sacrifices Russia must pay a heavy indemnity for Hangoe, evacuate Petsamo and sign a commercial treaty. Heroism has not striven in vain and with it is coupled a rare realistic sense deserving notice."

Signor Ansaldo writing in the TELEGRAFO describes Russia's request for peace with Finland as "a degrading lowering of prestige but one that Stalin did not hesitate to make after the effect of three months warfare on soldiers of the regime born of Brest-litovsk."

RESTO DEL CARLINO pays a tribute to Finnish heroism and the heightened prestige with which Finland emerges from "this peace of compromise."

ITALY: NEUTRALITY RE-AFFIRMED.

Italy's neutrality was emphasised in outspoken language by the Leghorn newspaper TELEGRAFO.

This journal wrote yesterday: "Neither Italy nor the Duce is open to influence as certain foreign newspapers would affirm. When the Duce decides to alter the attitude adopted last September he will do it on the basis of an absolutely personal valuation of events and all Italians will follow him because of their certainty that his decisions are inspired solely by consideration of the supreme moral and material interests of the Italian people. Our recent illustrious guest knows this fact infinitely better than certain Western journalists."

The MESSAGGERO declared: "The most insidious plans were attributed to von Ribbentrop. Even his visit to the Pope was regarded with suspicion owing to the Holy See's natural inclination towards a rapid re-establishment of European peace."

FRANCE: SATISFACTION AT COAL AGREEMENT.

The French Press has continued to comment favourably upon the settlement of the Anglo-Italian coal dispute.

In an editorial article in the ERE NOUVELLE it was stated: "Questions can be settled in this way with a little reason, moderation, a sense of what is just and a little political sense. Is it too much to ask that at the present stage of the Great War all should show some of these qualities? No-one should resist their appeal, not even individuals and not even journalists."

"All is then to end well and this incident will have been completely settled, since England offers in the future to make a considerable effort to supply Italy with the coal which she will no longer be able to receive from Germany. One good method has produced another. We are on the right road."

In the ORDRE, Bure was afraid that Italy was preparing a big peace offensive, and Herr von Ribbentrop's visit to Rome was regarded by several organs as portending a move in this direction. The semi-official TEMPS however reiterated with firmness that England and France would not lay down their arms until their peace aims were attained.

ROUMANIA: WAR'S DECISIVE MOMENT NEAR?

"If one can judge from certain official and journalistic manifestations the decisive moment of the European war is near."

This statement is made today by TIMPUL which adds: "Each day it is announced that either the Germans or the Allies will launch the offensive on the Western Front. Mr. Sumner Welles' journey which aroused so many hopes does not seem to have had the expected effect. Thanks to him however the situation is clearer and the belligerents show how deep is the precipice that separates them, affirming that only a gigantic battle can decide the issue."

Referring to the Anglo-Italian coal settlement UNIVERSUL states that coal which had been "de-throned" by petrol had again resumed its former position.

"It is evident that Great Britain cannot continue to grant liberty for German coal exports," adds the paper. "The only practicable solution for Italy would be to buy English coal as the American is too expensive."

"From a legal and political point of view the question seems, in principle, less complex. The attitude taken by Great Britain is not concerned with contraband of war. It is a measure taken by one belligerent against another and it is justified by the right of necessity. It is meant to harm Germany and is not directed against Italy."

"The economic consequences of this incident are serious but do not seem irreparable."

EGYPT: "BRITISH EMPIRE NOT DECADENT."

Nazi propaganda that the British Empire is decadent has received a striking refutation at the hands of Abdul Fath, a special correspondent of the popular Cairo newspaper AL MASRI.

This correspondent wrote: "I went to England full of thoughts of what had been said in recent years regarding Britain - that she was old and weak, had reached the summit of her power which was now declining and that the war would destroy her. After a few days in London I discovered that the Empire was never younger and stronger - precisely because of external threats.

"If ever this Empire is doomed to fall, it will not be because of external enemies but because of domestic factors - this, however, is most improbable for I have never seen a nation combining firmness and adaptability like the British."

The writer contrasted the British respect for ancient traditions with the "most daring social theories which no other country has attempted" and concluded with a tribute to the patriotism and self-sacrifice of all classes of Britons in the present struggle.

AL MOKATTAM, appealing for a "League of Eastern Nations," wrote: "The attitude of Turkey, Egypt, Iraq and Syria in supporting the Allies has proved a great influence on the course of the war. It is sure to convince peace-loving Europeans that the East, which they accused of ignorance and fanaticism, has now changed to a group of nations who support liberty and justice for their own sake.

"The Russians and the Germans try to win the East's support in order to conquer the Allies. If successful, they will move Eastwards repeating what they have done in Czechoslovakia, Austria and Poland, spreading Nazism which conflicts with every principle of Islam. The Allies wanted the East's support and they got it. They did not want it in order to dominate Europe and compel nations to adopt a particular social and political creed."

BRAZIL: ALLIES' "CLEAR PROGRAMME."

The belief that Mr. Sumner Welles can learn little more about the Allies' war aims was expressed by O JORNAL.

"The Allies' programme is clear and explicit," added this paper. "They are fighting for principles which Mr. Roosevelt has advocated and which constitute the essence of democracy."

The JORNAL DO COMMERIO, the influential Brazil newspaper, in an article on the Allied blockade, pointed out its effectiveness and said that German foreign trade was already strangled.

Referring to the second anniversary of the German-Austrian Anschluss, the CORREIO DA MANHA stated that many Austrians throughout the world were waiting for justice and "a restoration which is in process of being achieved."

COSTA RICA: BRITISH METHODS OF GOVERNMENT PRAISED.

British methods of government have been praised in articles appearing in LA TRIBUNA.

"In world development the conviction exists that there is no truer exponent of democracy, liberty and justice than the people of Great Britain," it was stated. "The liberty of the Press, Parliament and constitutional self-government merit the admiration and sympathy of such peoples as the Costa Ricans, who are legitimately aspiring to attain government of the people for the people and by the people.

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"Thus we have much to learn from England's example. The British Empire, comprising as it does hundreds of distinct races and languages and living in amity and resolving its problems humanely without disputes or wars, is an extraordinary lesson in humanity and crystal-clear proof that the nations of the world can live in peace without the necessity of the stupidity called war, which is the essence of barbarism. The peace-loving Costa Ricans agree with England and France that human problems have purer and more perfect solutions in reason than in violence."

The writer concluded by advocating increased imports of British goods "so that in the future as in the past England may continue to be the source of the Republic's economic nutrition."

GERMANY: MORE DEMANDED OF GERMAN PEOPLE.

More and more is being demanded of the hard-pressed German people who, according to the Nazi-controlled Press - and only the German Press - are glad to make sacrifices.

The LOKAL ANZEIGER wrote: "The five previous sacrifice Sundays have shown that the whole German people realises the necessity of these monthly sacrifices. It has been shown that the joy in sacrifice is always capable of increase. This time the motto is 'Everyone gives more than before.' "

The "sacrifice Sundays" held during the winter relief campaign on the first Sunday in each month, replaced - for obvious reasons - the former system of pretending that everyone ate stew instead of the usual Sunday dinner and collecting a small "tribute" intended to represent the difference in the cost of the two meals.

The discussions in the English Press regarding the Public School system gave the BERLINER BOERSEN ZEITUNG an opportunity to make an attack on the "British plutocrats". In a distorted message under the headline "Twilight of the plutocrats in England" from its Amsterdam correspondent, this paper stated: "In a speech to English airmen in France, Sir Cyril Norwood foretold the end of the world-renowned Public School system in England. After the war there will be too few parents who can afford to pay £200 a year for the education of a single child."

The German Press has attempted to convince its readers that the Leipzig Spring Fair was an "unparalleled success" and a German News Agency message stated: "The expectations of the exhibitors were all greatly exceeded."

The FRANKFURTER ZEITUNG stated: "As regards foreign business it may be reported that extensive business in toys was done with Sweden and Denmark Rumania, Hungary and the Protectorate of Bohemia and Moravia bought a lot of knives, forks, spoons and other household articles. Stockings were in special demand by Dutch buyers and Italian buyers placed orders for photographic articles."

The German Press did not however endeavour to explain why, in view of the "great success" of the Fair, it had been postponed indefinitely.

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FRENCH OFFICIAL COMMUNIQUE (MORNING)

Paris, Wednesday 13th March, 1940.

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

Nothing to report.

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CANADIAN TROOPS BEGIN VOTING TOMORROW.

The 1st Canadian Division at Aldershot has completed the arrangements for handling the votes of its officers and men for the Federal Parliamentary election. Voting takes place between March 14 and 23.

Some of the troops have been able to gain acquaintance with election issues from the Dominion's newspapers, but no circular letters have been sent to them by any of the candidates.

EMPIRE AFFAIRS.

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MINISTRY OF SUPPLY AREA ORGANIZATION.

Newcastle Area Advisory Committee

The Ministry of Supply announces that the Area Advisory Committee at Newcastle has been inaugurated and will hold its first meeting on Thursday, 14th March. The members of the Committees are as follows :-

Nominated by the Engineering Employers' Federation

Mr. John Neill	(North Eastern Marine Engineering Co.(1938) Ltd., Wallsend, Northumberland.)
Commander E.R.Micklen, R.N.	(Vickers-Armstrongs Ltd., Elswick Works, Newcastle-on-Tyne.)
Mr. P.B. Johnson	(R. & W. Hawthorn, Leslie & Co. Ltd., St. Peter's Works, Newcastle-on-Tyne.)
Mr. W.A. Harriman	(A. Reyrolle & Co. Ltd., Hebburn, Co.Durham)
Mr. Norman Marr	(Sunderland Forge & Engineering Co. Ltd., Sunderland.)
Mr. F.G.H. Bedford	(C.A. Parsons & Co. Ltd., Heaton Works, Newcastle-on-Tyne.)
Mr. J. Thomas	(John Lynn & Co. Ltd., Pallion, Sunderland.)
Mr. W. Taylor	(Clarke, Chapman & Co. Ltd., Gateshead.)
Mr. George H.Wright	(Swan, Hunter & Wigham Richardson Ltd., Newcastle-on-Tyne.)
Mr. James Cameron	(North East Coast Engineering Employers' Association, Bolbec Hall, Westgate Road, Newcastle-on-Tyne.)

Nominated by the Trades Union Congress

Mr. J.W. Mitchell)	Amalgamated Engineering Union
Mr. J. Bowman)	
Mr. J.H. Twaddle)	
Mr. C.M. Dawson)	
Mr. W.L. Barker	(Amalgamated Society of Woodworkers)
Mr. P. McArdle	(Boilermakers' Iron & Steel Shipbuilders' Society).
Mr. G.W. Cable	(Shipconstructors' & Shipwrights' Association)
Mr. J. Milstead	(Associated Blacksmiths & Ironworkers)
Mr. J. Wray	(National Union of Foundry Workers)
Mr. J. Kelley	(Association of Engineering & Shipbuilding Draughtsmen.)

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

13/3/40.

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

The number of persons reported by the police as having died in Great Britain during the twenty-nine days of February, 1940, as the result of road accidents was 416, as compared with 463 during the twenty-eight days of February 1939, a decrease of just over 10 per cent. Fatalities among pedestrians of 15 years of age and over increased from 179 to 260; all other classes of road users show decreases.

This is the first occasion since the outbreak of war on which a monthly figure of road deaths has fallen below that for the corresponding month in the previous year.

In comparison with January 1940, the figures for daylight accidents remained almost the same; there is a reduction of nearly 200 in the figures for the "hours of darkness". It is not possible to say how much of this decrease is to be attributed (i) to the new 20 m.p.h. speed limit in built-up areas during hours of darkness, (ii) to press, broadcast and other warnings as to the need of care in the use of roads during the "black out", (iii) to snow and ice which undoubtedly reduced road traffic in the earlier part of the month, or (iv) to the reinstatement of summer time on the 25th February, which added an hour of daylight at a time when traffic is normally heavy.

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

13th March, 1940.

THE SECRETARY to the MINISTRY OF TRANSPORT makes the following announcement:-

RETURN of the NUMBERS OF PERSONS reported to have died in GREAT BRITAIN during the month of February, 1940, as a result of ROAD ACCIDENTS, with comparable figures for the corresponding period in 1939.

Classification of Persons.	On roads subject to a speed limit.		On roads not subject to a speed limit.		Total.	
	1939	1940	1939	1940	1939	1940
Pedestrians (i) under 15 years of age	72	29	7	4	79	33
(ii) 15 years of age and over	137	205	42	55	179	260
Drivers of mechanically-propelled vehicles other than motor cycles	11	5	12	5	23	10
Motor Cyclists	23	7	31	17	54	24
Pillion Passengers	2	-	7	3	9	3
Pedal Cyclists (i) under 15 years of age	7	4	3	-	10	4
(ii) 15 years of age and over	41	25	30	26	71	51
Other Persons	21	14	17	17	38	31
All Persons	314	289	149	127	463	416

A detailed statement is attached showing the total figures reported by EACH POLICE DISTRICT during the month of February, 1940, respectively, with comparable figures for the corresponding period in 1939.

Analysis of figures for February, 1940, to show the fatalities during "hours of darkness" and "other hours" respectively.

Classification of Persons.	On roads subject to a speed limit.		On roads not subject to a speed limit.		Total.	
	During hours of darkness.	During other hours.	During hours of darkness.	During other hours.	During hours of darkness.	During other hours.
Pedestrians (i) under 15 years of age	3	26	1	3	4	29
(ii) 15 years of age and over	171	34	46	9	217	43
Drivers of mechanically-propelled vehicles other than motor cycles	1	4	1	4	2	8
Motor Cyclists	1	6	7	10	8	16
Pillion Passengers	-	-	2	1	2	1
Pedal Cyclists (i) under 15 years of age	-	4	-	-	-	4
(ii) 15 years of age and over	6	19	13	13	19	32
Other Persons	7	7	6	11	13	18
All Persons	189	100	76	51	265	151

ROAD ACCIDENTS - GREAT BRITAIN.

Statement showing for EACH POLICE DISTRICT the number of persons reported to have died during the month of February, 1940, as a result of road accidents compared with the corresponding period in 1939.

Police District.	1940			1939
	During hours of darkness.	During other hours.	Total.	
<u>England.</u>				
Bedfordshire				
Bedford County	1	1	2	2
Bedford	-	-	-	-
Luton	-	-	-	-
Berkshire				
Berks County	-	2	2	2
Reading	-	1	1	3
Windsor	1	-	1	1
Buckinghamshire				
Buckingham County	3	2	5	8
Chepping Wycombe	-	1	1	-
Cambridgeshire				
Cambridge County	1	-	1	-
Cambridge	-	-	-	1
Isle of Ely	-	-	-	2
Cheshire				
Chester County	6	1	7	4
Birkenhead	-	-	-	4
Chester	-	-	-	-
Congleton	-	-	-	-
Hyde	-	-	-	-
Macclesfield	-	-	-	-
Stalybridge	-	-	-	-
Stockport	1	1	2	1
Wallasey	-	-	-	-
Cornwall				
Cornwall County	1	2	3	4
Penzance	-	-	-	-
Cumberland & Westmorland				
Cumberland & Westmorland	2	3	5	1
Carlisle	-	-	-	1
Kendal	-	2	2	1
Derbyshire				
Derby County	1	-	1	5
Chesterfield	1	1	2	-
Derby	-	1	1	2
Glossop	-	-	-	-
Devonshire				
Devon County	3	4	7	3
Exeter	-	-	-	-
Plymouth	2	2	4	2
Tiverton	-	-	-	-
Dorset County	2	4	6	5

Police District.	1940.			1939.
	During hours of darkness.	During other hours.	Total.	
Durham				
Durham County	8	1	9	8
Gateshead	-	-	-	1
Hartlepool	-	-	-	-
South Shields	4	1	5	-
Sunderland	-	1	1	2
Essex				
Essex County	1	2	3	8
Colchester	-	1	1	-
Southend-on-Sea	-	-	-	-
Gloucestershire				
Gloucester County	2	1	3	6
Bristol	3	2	5	4
Hampshire				
Southampton County	2	2	4	9
Isle of Wight	-	-	-	-
Portsmouth	1	1	2	4
Southampton	2	-	2	2
Winchester	-	-	-	-
Herefordshire				
Hereford County	-	-	-	-
Hereford	-	-	-	-
Hertfordshire				
Hertford County	3	2	5	5
St. Albans	-	-	-	-
Huntingdon County	-	-	-	2
Kent				
Kent County	3	-	3	4
Canterbury	-	-	-	-
Dover	-	-	-	-
Folkestone	-	-	-	1
Gravesend	-	-	-	-
Maidstone	-	-	-	1
Margate	-	-	-	-
Ramsgate	-	1	1	-
Rochester	-	-	-	-
Tunbridge Wells	-	-	-	1
Lancashire				
Lancaster County	12	12	24	20
Accrington	-	-	-	-
Ashton-under-Lyne	1	-	1	-
Bacup	-	-	-	-
Barrow-in-Furness	-	-	-	1
Blackburn	-	-	-	-
Blackpool	1	-	1	3
Bolton	3	-	3	2
Bootle	-	1	1	-
Burnley	2	-	2	-
Clitheroe	-	-	-	-
Lancaster	1	-	1	-
Liverpool	6	3	9	5
Manchester	4	4	8	10
Oldham	2	-	2	-
Preston	-	-	-	2

Police District	1940			1939
	During hours of darkness.	During other hours.	Total.	
Lancashire (cont'd).				
Rochdale	1	2	3	-
St. Helens	1	-	1	1
Salford	2	1	3	3
Southport	-	-	-	1
Warrington	-	-	-	-
Wigan	-	-	-	-
Leicestershire				
Leicester County	3	1	4	8
Leicester	1	1	2	6
Lincolnshire				
Lincoln County	1	3	4	5
Boston	-	-	-	-
Grantham	-	-	-	-
Grimsby	-	-	-	1
Lincoln	-	-	-	-
London				
City	-	-	-	-
Metropolitan	44	21	65	77
Monmouthshire				
Monmouth County	-	3	3	-
Newport	1	-	1	1
Norfolk				
Norfolk County	-	1	1	2
Great Yarmouth	1	-	1	-
King's Lynn	-	-	-	-
Norwich	-	1	1	1
Northamptonshire				
Northampton County	4	-	4	2
Northampton	-	-	-	-
Peterborough Liberty	1	-	1	-
Peterborough	-	-	-	-
Northumberland				
Northumberland County	6	-	6	5
Newcastle-upon-Tyne	3	2	5	1
Tynemouth	-	-	-	-
Nottinghamshire				
Nottingham County	3	1	4	7
Newark	-	-	-	-
Nottingham	2	1	3	2
Oxfordshire				
Oxford County	-	2	2	3
Oxford	-	1	1	1
Rutland County	-	-	-	1

Police District.	1940			1939
	During hours of darkness.	During other hours.	Total.	
Salop				
Salop County	2	1	3	4
Shrewsbury	2	-	2	-
Somersetshire				
Somerset County	1	3	4	6
Bath	-	1	1	-
Bridgwater	-	-	-	-
Staffordshire				
Staiford County	2	2	4	8
Newcastle-under-Lyme	-	-	-	1
Stoke-on-Trent	4	-	4	3
Walsall	1	-	1	1
Wolverhampton	1	-	1	1
Suffolk				
Suffolk East County	1	1	2	3
Suffolk West County	2	1	3	-
Ipswich	1	-	1	1
Surrey				
Surrey County	-	4	4	3
Guildford	-	-	-	1
Reigate	-	-	-	1
Sussex				
Sussex East County	1	-	1	1
Sussex West County	-	-	-	6
Brighton	2	-	2	1
Eastbourne	-	-	-	1
Hastings	-	-	-	1
Hove	-	-	-	3
Warwickshire				
Warwick County	5	1	6	9
Birmingham	4	1	5	17
Coventry	-	-	-	4
Leamington	-	-	-	-
Wiltshire				
Wilts County	2	-	2	3
Salisbury	-	-	-	-
Worcestershire				
Worcester County	1	-	1	3
Dudley	-	-	-	1
Kidderminster	-	-	-	-
Worcester	-	1	1	1
Yorkshire				
East Riding County	1	1	2	1
Kingston-upon-Hull	-	-	-	1
North Riding County	4	1	5	3
Middlesbrough	4	-	4	3
Scarborough	-	-	-	-
York	-	-	-	-

Police District.	1940			1939
	During hours of darkness.	During other hours.	Total.	
Yorkshire (continued)				
West Riding County	5	2	7	20
Barnsley	-	-	-	-
Bradford	2	-	2	5
Dewsbury	-	-	-	-
Doncaster	-	1	1	-
Halifax	-	-	-	1
Huddersfield	-	-	-	1
Leeds	1	-	1	5
Rotherham	-	1	1	1
Sheffield	5	4	9	5
Wakefield	-	-	-	1
Total, England	214	130	344	412
<u>Wales.</u>				
Anglesey County	-	-	-	1
Brecon County	-	-	-	1
Caernarvon County	-	1	1	-
Cardigan County	-	-	-	-
Carmarthenshire				
Carmarthen County	1	1	2	4
Carmarthen	-	-	-	-
Denbigh County	-	1	1	1
Flint County	1	-	1	1
Glamorganshire				
Glamorgan County	3	1	4	3
Cardiff	-	-	-	-
Merthyr Tydfil	-	-	-	1
Neath	2	-	2	-
Swansea	1	-	1	3
Merioneth County	1	-	1	-
Montgomery County	1	-	1	-
Pembroke County	1	-	1	-
Radnor County	-	-	-	-
Total, Wales.	11	4	15	15

Police District.	1940			1939
	During hours of darkness.	During other hours.	Total	
<u>Scotland</u>				
Aberdeenshire				
Aberdeen County	1	-	1	-
Aberdeen	1	1	2	2
Angus				
Angus County	-	-	-	1
Arbroath	-	-	-	-
Dundee	2	-	2	-
Argyll County	-	-	-	-
Ayrshire				
Ayr County	1	1	2	3
Ayr	-	-	-	-
Kilmarnock	-	-	-	1
Banff County	-	-	-	1
Berwick County	-	1	1	-
Bute County	-	-	-	-
Caithness County	2	-	2	-
Clackmannan County	-	-	-	-
Dumfries County	1	-	1	-
Dunbartonshire				
Dunbarton County	3	1	4	2
Dumbarton	-	-	-	-
East Lothian County	1	-	1	1
Fifeshire				
Fife County	1	-	1	1
Dunfermline	1	-	1	-
Kirkcaldy	-	-	-	-
Inverness-shire				
Inverness County	-	-	-	-
Inverness	-	-	-	-
Kincardine County	-	-	-	-
Kirkcudbright County	-	-	-	-
Lanarkshire				
Lanark County	1	4	5	4
Airdrie	-	-	-	-
Coatbridge	-	-	-	-
Glasgow	10	7	17	9
Hamilton	-	-	-	1
Motherwell & Wishaw	-	-	-	-
Midlothian				
Midlothian County	-	-	-	2
Edinburgh	7	1	8	2

Police District.	1940.			1939
	During hours of darkness.	During other hours.	Total.	
Moray & Nairn County	1	-	1	-
Orkney County	-	-	-	-
Peebles County	-	-	-	-
Perthshire & Kinross				
Perth & Kinross County	-	-	-	1
Perth	-	1	1	-
Renfrewshire				
Renfrew County	1	-	1	-
Greenock	1	-	1	1
Paisley	1	-	1	1
Ross and Cromarty County	2	-	2	-
Roxburgh County	-	-	-	-
Selkirk County	-	-	-	-
Stirling County	1	-	1	2
Sutherland County	-	-	-	-
West Lothian County	1	-	1	1
Wigtown County	-	-	-	-
Zetland				
Zetland County	-	-	-	-
Lerwick	-	-	-	-
Total, Scotland	40	17	57	36
Total, Great Britain	265	151	416	463

Ministry of Transport,
13th March, 1940.

STATEMENT GIVEN TO CORRESPONDENTS AT MINISTRY
OF ECONOMIC WARFARE ON MARCH 13th

On March 12th there were 23 neutral ships in the three Contraband Control bases in the United Kingdom, of which 14 had been there for four days or less. This total included:-

14 Dutch	{ 7 for 4 days or less. }
3 Belgian	
2 Swedish	
	{ All " " " " }
	{ 1 " " " " }

There were also one Esthonian, one Italian and one Norwegian ship which had been detained 4 days or less, and one Portuguese ship which had been detained over 4 days.

During the week ending March 9th the Contraband Committee considered the cargoes of 86 ships which had arrived since March 2nd and 47 outstanding cargoes from the previous week. The combined total included ships of the following nationalities:-

33 Dutch
33 Italian
24 Norwegian
9 United States
8 Danish
7 Greek
4 Belgian
4 Swedish

In 68 cases entire 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 59 cases being so dealt with, and in 33 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.

#6 missing

13/3/40 No. 7.

IMPORT LICENSING DEPARTMENT.

NOTICE TO IMPORTERS NO.47.

POTATOES

At the request of the Ministry of Food the Board of Trade have issued an Order (The Import of Goods (Prohibition) (No. 9) Order 1940) adding potatoes to the list of commodities the importation of which is prohibited except under licence.

The Ministry of Food wish to emphasise that the purpose of the Order is to enable the Ministry to secure a proper control of the commodity, in order to regulate the trade in the manner best calculated to serve the national interest.

The Order will come into force on the 15th March, 1940, but any goods covered by the Order which are proved to the satisfaction of the Customs authorities to have been despatched to the United Kingdom before the Order came into effect will not require a licence.

Any enquiries by importers on matters arising out of the Order should be addressed to:-

The Ministry of Food (Potato Branch),
Great Westminster House,
Horseferry Road,
London, S.W.1.

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

13th March, 1940.

FEWER RESTRICTIONS FOR CAMPERS.

Changes in the restrictions on camps under canvas for school children and young persons are announced by the Board of Education in a Memorandum issued to Local Education Authorities today. A similar Memorandum is being sent today by the National Youth Committee to National Voluntary Organisations.

Camps may now be pitched at a distance of two miles from Naval, Military or Air Force establishments or munition works instead of five miles as previously announced, but, where possible, sites should be selected at a further distance than two miles. In the eastern half of the country, camps should be limited to 20 tents which should all be camouflaged but there is no suggestion that the camouflaging of tents in other parts of the country is necessary.

The Memorandum states that the Minister of Home Security shares the desire of the Board and the National Youth Committee that camps should be organised to the fullest possible extent compatible with reasonable precautions and the essential requirements of national defence.

It is pointed out that, in view of possible risks, camps cannot be organised with the same freedom as in peace time, but the Minister feels confident that he can rely on the good sense and co-operation of camp organisers to take such precautions as may be possible and offers the following additional advice for their guidance:-

1. Camps should not be pitched in close proximity to each other.
2. Sites on the East and South East coasts which are particularly exposed should be avoided.
3. The restrictions on lighting (including fires) must always be strictly observed.

It will be further recognised that facilities for civilian camping must be subject to military needs, and that individual camp sites ordinarily available may be required for military use.

If any doubt is felt about a particular site, enquiries may be addressed to the Chief Constable of the area concerned.

BOARD OF EDUCATION.

9
The War Office,

London, S.W.1.

13th March, 1940.

The War Office states that books, periodicals and magazines intended for general presentation to the British Expeditionary Force are still urgently required and should be sent to The City of London Territorial Army and Air Force Association, Finsbury Barracks, City Road, London, E.C.1., and not to the Military Forwarding Officer at Southampton, or the Army Comforts Depot at Reading.

13/3/40 - No 10

GERMAN PRISONERS

The following list of Prisoners was broadcast
to Germany to-day.

<u>Rank</u>	<u>Christian Names</u>	<u>Surname</u>	<u>Where from</u>	<u>Age.</u>
Oberleut. (Ing.)	Hans	Scherer	Kiel	26
Maschinenmaat	Richard	Kenzel	Breslau	23
Maschinenschlosser	Joseph Gustav	Eckmüller	Nürnberg	
Masch. Gefreiter	Rudolf	Müller	Neunkirchen	19
Funkmaat	Walter	Pietsch	Dresden	25
Overbootsmannsmaat	Heinrich	Mohrmann	Ofnerfeld- Oldenburg	26
Maschinengefreiter	August	Maas	Schonberg i/ Mecklenburg	21
Matrosengefreiter	Karl Ernst	Schoss	Wehlau	19
Matrosengefreiter	Erich	Glück	Halle	20

MILITARY AFFAIRS

MEDICAL EXAMINATION OF CHILDREN REGISTERED
FOR EVACUATION.

In a circular to local authorities the Minister of Health (Mr. Walter Elliot) and the President of the Board of Education (Lord de la Warr) emphasise that all schoolchildren registered for evacuation in the event of air raids should be given a thorough medical examination as soon as possible after registration, and provision made for treatment of any condition which would make them unsuitable for billeting on private householders. Those children whose condition is not in all respects satisfactory should be kept under regular supervision.

If evacuation is ordered, another examination should be carried out immediately before the children are sent away - either on the day when they travel or on the preceding day. Children in an unfit condition should not be sent. Those who, while fit to be evacuated, will need special attention in the reception areas should be identified by some distinguishing mark.

The circular also suggests that arrangements should be made in all receiving areas for an examination of the children when they arrive. This examination should be either at the detraining station or at some central point in the district.

Medical officers in evacuating areas and in receiving areas are recommended to make contact as soon as possible in order to facilitate these arrangements,

Registration of schoolchildren for evacuation under the new scheme will close on 30th March. Local authorities are asked to complete the first medical examination within three weeks from that date.

WHERE SOUTH AFRICANS MAY SERVE.

The Defence Act and Military Service Discipline Code of South Africa has been extended by proclamation to men volunteering for service outside the Union, and the necessary administrative arrangements for what may be called a volunteer force, drawn from members of the Union Defence Force, will duly be made.

This step has been taken by the South African Government as part of the policy of being prepared for all emergencies, but the new attestation process is not to be regarded as an invitation to South Africans to declare their willingness to serve overseas.

SOUTH AFRICA'S TRADE IN 1939.

During the twelve months ending December 31, 1938, the British Empire supplied 53.4 per cent (£48,154,334) of South Africa's imports and took 55.6 percent of the Union's exports. Great Britain was the principal supplier and the best customer, with 42.1 per cent and 43.5 per cent of the Union's imports and exports respectively.

From Canada came 4.4 per cent of the Union's imports, while Southern Rhodesia, while supplying only 0.5 per cent of South Africa's imports, took 5.6 per cent of her exports.

Among foreign suppliers to the Union, the United States easily headed the list. The Union's bill in the States last year was £17,449,953, representing 19.3 per cent of the total imports. Exports from the Union to the United States amounted, however, to only £2,544,884.

The significance of German trade with the Union, which came to a standstill last September, is seen by the fact that up to that month Germany had bought for £2,711,401.

EMPIRE AFFAIRS.

FOR PUBLICATION AFTER 9.35 P.M.
THIS (WEDNESDAY) EVENING.

Mem. to Sub-Editors:

As this script is being issued in advance, it is necessary to check it against the actual broadcast at 9.20 p.m. to-night (March 13, 1940) on 391.1 or 449.1 metres.

LABOUR AND THE NAVY

by

THE RT. HON. A. V. ALEXANDER, M. P.

"Thank God we've got a Navy". How often I have heard friends use this expression in jocular spirit when criticising all kinds of policies. Yet how justified these words are when uttered in all sincerity. No class of the community is more appreciative than the working class of the daily devotion to duty, the courage and endurance, the dash and heroism of the officers and men of the Royal Navy and of our merchant and fishing fleets.

I noted the other day when I was on the Horse Guards Parade how the volume of cheers rose when it was the turn of men from the lower deck of the cruisers Exeter and Ajax to be invested with their honours by the King. Our thanks are indeed due to them. Without their magnificent work for the last six months we should be unable to carry on. Never in our history have our seamen taken on their shoulders a larger proportion of the burden of a war than in this period. The Royal Navy has been continuously at sea throughout an almost unprecedented winter.

Some day the story will be graphically told, in language I cannot command, of the patrol day and night in the Arctic seas between Greenland, Iceland and Norway. Twenty to fifty degrees below zero, bitter cutting gales, everything wet or freezing up to the bridge and above. In mountainous seas, or in ice floes and fog, with no more than five or six hours of daylight in twenty-four, they never faltered. And in all the seas the duty has been as faithfully done. Hunting submarines, sweeping for mines, searching for and bringing to battle the surface raiders, convoying British, Allied and neutral merchantmen, threading in submarines the minefield in the Heligoland Bight, and torpedoing - not unarmed merchant ships, - but German cruisers. Think of the daily fight of the merchant seamen and fishermen, facing the fourfold dangers of the torpedo often without warning the magnetic mine, the ruthless bomb and machine gun from the air, and the submerged wreck.

Through it all we have maintained our supplies of food and raw materials, the transport of our troops with their equipment, munitions and supplies, and safely carried the reinforcements from Canada, Australia and New Zealand. Labour salutes its comrades in all our sea forces and services. They are, in great majority, from working-class homes. The way in which they have stuck to their daily duty in face of danger, no less than the thrills they have given us like the defeat of the Graf Spee, the gallant fight of the Rawalpindi, and the rescue of our seamen from the German prison ship Altmark, have proved this generation to be equal to any in the annals of British history at sea.....

Once/

Once again it has been demonstrated, to quote a famous phrase, "The Navy is us.". Nor are reinforcements lacking. The Royal Navy has lost 3,000 men, and hundreds of our merchant seamen and fishermen have made the great sacrifice. Yet in face of all the current dangers at sea, my postbag every day brings evidence of new volunteers for our Naval services. Labour welcomes the announcement that the Admiralty will grant more promotions to commissioned rank from the lower deck, but we desire to see this even more widespread and permanent.

Since the last war, the growth of the menace of air attack and of new forms of defence and attack on land, led some people to put sea power in a lesser place in their calculations. I do not under-estimate the power of these new weapons, but in recent years the decisive character of sea power is again being realised. For example, if China had had an effective sea force how different would have been the story of her great struggle against Japan. The loss of sea power by the Republicans in Spain opened the way for Franco's victory. For us, sea power is simply vital. Germany indicates clearly by her actions her belief that her quickest way to victory is to break the power of Britain at sea. That is why the Nazis do not scruple to break any law, or to transgress any humane standards, or to sink any ship of any nationality to achieve their purpose.

Labour therefore recognises that full support of the Royal Navy is essential if we are to win the fight against ruthless aggression and foul persecution, and so attain our objective of bringing to an end the continuous threat to peace. That is why we have been pressing for the rapid completion of the arming of our merchant and fishing fleets, and especially we've been pressing for an urgent drive to secure the replacement of merchant shipping tonnage. On these questions, policy at home is of the utmost importance. It is as true today as ever it was that policy must coincide with strategy if we are to be victorious.

It would have been well if this had been borne in mind during the last few years. But this is not the time for an inquest but for all our energies to be bent to the achievement of victory. Up to the present we see on the Western Front the fulfilment of the prophecies of military experts of comparative stalemate. There two great forces face each other over a wide continuous front in heavily fortified positions of an unprecedented strength. These defences are vital, but remember that whilst the allied armies can keep and defend what they are supplied with, they cannot at the same time produce what they need. They can only fulfil their task with the moral, material and physical resources their countries provide for them. The clearest expression of this was perhaps given by General Ludendorff, who pointed out in his War Memories that the last war was different from all others, in the manner in which populations supported, and reinforced their armed forces, with all the resources at their disposal. "The fighting efficiency of the forces," said this German General, "depended absolutely on that of the people at home."

If that was so in 1914-18, it is more so today, for in addition to Army requirements of food, munitions and equipment, not only on the Western Front but in other dispositions, the nation now has to supply material and equipment for an Air Force of vast proportions, constantly in gallant action, and which must expect repeated wastage of planes requiring replacement. How can these be provided unless the food and raw materials are kept in adequate supply to the whole population, giving the physical strength and industrial resources without which we could not keep up efficient support of the Army and the Air Force. This food and raw material must in large part come from overseas. The ships which bring them face a campaign by submarine, mine and bomb as unrestricted as in 1917. This leads me to say that what has been achieved to date in checking the menace and securing our supplies could not have been accomplished but for the fact that the product of British labour has stood the test.

No better example of this could be named than the way in which the Exeter, built at Devonport, the Ajax, built by Cammell Lairds, and the Achilles, built by Vickers Armstrong, stood up to the punishment from the heavy shells fired by 11-inch guns. The gallantry of their crews has become an epic. Their success in such circumstances would nevertheless have been impossible without the product of British science and design, and above all the perfect result of British labour and craftsmanship. Today in our shipyards and dockyards new ships are being built at great speed and in great variety. An even greater expansion is necessary, but the quality of the workmanship in the manufacture of material, in shipbuilding construction, and in the production of armament, is of vital importance. I am satisfied that just as there is no lack of volunteers for the personnel of our Navy and mercantile marine, so too there will be no lack in the spirit of labour in the provision of the ships, the equipment and the armament for those who must maintain the continuous fight at sea against a relentless enemy, and secure the passage of our food and raw materials.

I can well understand the thrill many men received, who had helped to build the "Exeter" at Devonport, when they saw her returning to the Dockyard in which she had been built, launched and fitted. Their work and their craftsmanship had had their part in enabling the ship to survive one of the heaviest engagements in all our naval history. And so too with the Ajax and Achilles. All our comrades, employed in any way in connection with the construction of these ships had a personal part in the great victory of the River Plate. The miners; the iron and steel workers; the moulders; the furnace men; the millers; the turners and the fitters; the boilermakers; the shipwrights; the riveters; the engineers, and other workers too numerous to mention, had done their work well. In private yard and in Government dockyard, in contractors' armament works, and in Government ordnance factories, the results were produced which gave the Navy ships which in their construction, their engines and speed, their armour and their gun mountings, gave confidence to their crews. Nor should I overlook the work of the draughtsmen, pattern makers, or instrument makers.

I have talked many, many times to men engaged in our shipbuilding, engineering and armaments industries. I know their skill and capacity. They have had some difficult times, hard to bear, trials enough to make for resentment and bitterness, but I have found nothing to equal their pride in turning out the best material in the world, and there is rarely absent from their minds a recognition of the fact that the standard of their work is the best guarantee of the highest measure of protection possible to our own kith and kin who go down to the sea in ships on our behalf. I am glad to learn that Mr. Churchill has invited the help and advice of the representatives of the organised workers in the great task of shipbuilding now before us. We are all in the struggle to defeat aggression and persecution emanating from a country where trade union and cooperative effort has been destroyed, lower standards exist, concentration camps flourish, where it is a mortal crime to agitate for reform or to listen even to the wireless. We fight for the right to be free to agree or disagree, a right which would disappear with the victory of the dictator. And so labour is behind the Fleet and the merchant and fishing fleets. If it is given its full opportunity and trusted as it should be trusted, it will construct the engines of victory.

BRITISH BROADCASTING CORPORATION.

13.3.40/No.15.

P.N.1625.

PRESS NOTICE.

Language admissible in international telegrams
and telephone conversations.

The Postmaster General announces that Italian and Portuguese have now been added to the list of languages authorized for use in telegrams exchanged with places abroad. These languages may be used in messages to Italian and Portuguese speaking countries respectively as well as to a number of other places. Particulars are obtainable at the principal Post Offices.

The use of the Italian language, in addition to English and French, is now permitted in the telephone service with Italy. Bookings of calls are submitted to the Censors, who decide in each case whether the call shall be allowed.

GENERAL POST OFFICE.

13th March, 1940.

13/3/40. - No.16.

MINES DEPARTMENT ANNOUNCEMENT.

Thousands of motorists who have not yet licensed their cars this year or renewed current quarterly licenses have applied to divisional petroleum officers for supplementary petrol allowances for the months of April and May.

Such allowances cannot be granted until the vehicle is properly licensed either up to the end of June or the end of the years.

In their own interests, motorists should carry out the instructions which have been given, i.e. license or renew the current quarterly licence of the car or motor-cycle first and then, if necessary, apply to the district divisional petroleum officer on the appropriate form enclosing the registration book.

Application for extra petrol should not be made unless it is required for business or other essential purposes.

MINES DEPARTMENT.

MINISTRY OF FOOD ANNOUNCEMENT.

Emergency Ration Cards for Easter Holidays.

Those who intend to go away for a holiday at Easter, and to do their own shopping while away, should apply to the Food Office in their own home district for Emergency Ration Cards.

Application should be made during the week commencing March 18th, and applicants must bring with them their ration books with any pages of coupons which may have been deposited with retailers. If the coupons for the week beginning March 18th are intact, these coupons will be detached at the Food Office before the emergency card is issued. If, however, any coupons for that week have already been used, corresponding coupons will be removed from the emergency card before issue. If the holiday extends into the next week, a second emergency card will be given, if desired, subject to the removal from the ration book of the coupons for that week.

Those who have booked rooms at an hotel, inn, or any other accommodation that is registered as either a catering establishment or a residential establishment will not need emergency ration cards, but should take their ration books with them on their holiday. If holiday-makers do not know whether their accommodation has been registered, they should apply for emergency cards as a matter of precaution. They may, however, save themselves trouble if they ask for details of any classification when booking rooms.

Although emergency cards may be obtained at the Food Office of the place where the holidays will be spent, holiday-makers will find it quicker and more convenient to apply to their local Food Office. It would also be advisable, in order to avoid a last minute rush, if all applications were made as early as possible in the week.

As already announced, arrangements have been made to ensure adequate supplies of rationed foods at resorts during the holiday period.

The British tanker "CHARLES F. MEYER",
10,516 tons, Captain Alfred Cook, was damaged by an
explosion on March 4th. Reports that the ship was
abandoned are entirely without foundation. On the
contrary, in spite of the severe damage, the captain
and crew remained on board working throughout the
night to save the ship, which was taken in tow by a
British warship almost eight hours after the explosion
occurred. The "CHARLES F. MEYER" is now safely in
harbour with her cargo intact.

NAVAL AFFAIRS.

13.3.40. - No. 19.

WELSH AREA BOARD.

The Ministry of Supply announces that nominations for membership of the Welsh Area Board are now complete.

The members nominated are:-

Engineering Rear Admiral J.H. Hocken, C.B.E., Admiralty;
Captain Geoffrey Crawshay, Air Ministry; Mr. R.J. Humphreys,
O.B.E., Ministry of Labour and National Service; Mr. W.J. James,
Ministry of Supply.

The Secretary of the Board, Mr. D.H. Morgan, F.C.A., will take up his duties on March 18th.

The Area Advisory Committee is in process of formation.

MINISTRY OF SUPPLY.

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13/3/40 - No.20.

AIR MINISTRY BULLETIN.

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

HOW A U-BOAT WAS SUNK

The captain of the British bomber which successfully attacked a German submarine at the mouth of the Schillig Roads on Monday afternoon today (Wednesday) described the exploit.

One of the bombs which were dropped hit the vessel just ahead of the conning-tower, and his second bomb is also believed to have registered a hit. None of the crew has any doubt that the vessel was destroyed. They saw the bow and the stern of the submarine protruding from the water as though it had been split in two.

"We were on reconnaissance over the Heligoland Bight" says the captain, "and when the submarine was seen it was moving on the surface at about two or three knots and only a few miles from the shore." Both the air gunner and the observer said that they could see a man walking about on the deck.

"We had to act quickly or the submarine might have crash-dived and got away. When near the vessel we dropped our bombs. My first impression was that they had fallen short, but the corporal air gunner, the only member of the crew who could see, shouted excitedly through the intercommunication set "A direct hit, sir."

"Putting the aircraft into a sharp turn I brought it round in time to be able to see the stern and bow sticking up out of the water. The submarine must have been split in two."

The corporal air gunner said: "I was looking down on the submarine as we were passing over it. After we had dropped our bombs I saw two parts of the vessel sticking out above the water. All I could see in between was a white patch of disturbed water. Then oil began to spread over the surface of the sea. Finally, first one part and then the other disappeared as though they had gone down separately. The crew managed to get photographs. One was taken while the bombs were actually in the air, and another photograph was taken after the submarine had sunk and shows the disturbed water."

AIR AFFAIRS.

NOTE. THE TWO OFFICIAL PHOTOGRAPHS ARE AVAILABLE
FROM B.I.P.P.A., 89, Fleet Street, E.C.4

PRESS NOTICE.

The Ministry of Information issues the following statement relating to the work of the Artists' Advisory Committee, which was appointed in November last under the Chairmanship of Sir Kenneth Clark, K.C.B. It will be remembered that the Committee's terms of reference were:-

"To draw up a list of artists qualified to record the war at home and abroad; in co-operation with the Service Departments, and other Government Departments, as may be desirable, to advise on the selection of artists from this list and on the arrangements for their employment; and to advise on such questions as copyright, disposal and exhibition of works and the publication of reproductions."

The members of the Committee, in addition to the Chairman, are as follows:-

Sir Walter Russell, C.V.O., R.A.
Sir Muirhead Bone, L.L.D., D.Litt.
Mr. P.H. Jowett, R.W.S.

The Admiralty, War Office, Air Ministry, Ministry of Home Security, Ministry of Supply and Ministry of Information are also represented on the Committee.

In order that no time should be lost in making the necessary arrangements for artists to get to work, the Committee made a few recommendations very soon after they started their activities. It was felt, however, that out of fairness to all those artists who had applied for employment and whose claims it would necessarily take some time to review, further recommendations should be postponed until the Committee had an opportunity to consider the claims of all those who had applied to them, as well as the claims of other artists who had not made any application, but who, by reason of their standing in the profession, clearly deserved to be considered.

The following list shows all the artists so far commissioned on the recommendation, or with the concurrence, of the Committee. It will be noted that the official employment of artists is under two heads, namely, a limited number of salaried appointments and the less restricted employment of artists on special commission.

I. Salaried Posts.

Admiralty.

Sir Muirhead Bone, L.L.D., D.Litt., Temp. Hon. Major Royal Marines.

War Office.

Mr. E. Ardizzone
Mr. Edward Bawden.
Mr. R.G. Eves, R.A.
Mr. Barnett Freedman.

Air Ministry

Mr. Keith Henderson, R.W.S.
Mr. Paul Nash

II. Work to be executed on Commission

Admiralty

Mr. John Nash, A.R.A., Temp. Hon. Captain Royal Marines
Mr. Eric Ravilious, Temp. Hon. Captain Royal Marines.

War Office

Mr. Anthony Gross.

General

Mr. Francis Dodd, R.A. (armament and munition manufacture)
Mr. Hubert Freeth (a portrait)
Mr. A.S. Hartrick (land work)
Mr. Eric Kennington (portraits)
Mr. Henry Lamb (portraits)
Mr. Raymond McGrath (aircraft manufacture)
Mr. Robert Medley (A.R.P. subjects)
Mr. H.V. Pitchforth (A.R.P. subjects)
Mr. William Roberts (portraits)
Mr. Henry Rushbury, R.A. (armament and munition manufacture)

The Committee have also recommended the purchase of works produced independently by Mr. Charles Cundall (a sketch of the arrival of H.M.S. Exeter), Mr. Anthony Gross (two pictures of London during wartime), Mr. H.V. Pitchforth (two pictures of steel workers) and Sir William Rothenstein (seven portraits of R.A.F. personalities). They have recommended the acceptance as a gift from the artist of a further portrait by Sir William Rothenstein.

Artists recommended for salaried posts will not necessarily hold them for the duration of the war. Fresh artists may thus be appointed from time to time. The Committee have in mind that some of the best pictures of the last war were painted by those who had served in the Armed Forces, and they are anxious that the way should be open for artists serving in the Navy, Army and Air Force in the present war to be available later on for employment as official artists.

The Committee are endeavouring to secure equality of treatment in the matter of fees between artists who are working in the National cause, and they are happy to find that established artists, who normally command high fees, are ready to accept lower fees for work they will undertake on their behalf than they would normally expect to receive from private patrons. By so doing, not only have they made a personal contribution to the national cause, but have also made it possible for more money to be available to commission works from less well-known, but not less deserving, artists.

13.3.40 No 22

FRENCH OFFICIAL COMMUNIQUE (Evening)

Paris, Wednesday, 13th March, 1940.

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

A calm day on the whole of the front.

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NOT TO BE PUBLISHED BEFORE
THE MORNING NEWSPAPERS OF
FRIDAY, 15TH MARCH, 1940.

AIR MINISTRY WEEKLY NEWS LETTER.

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

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FIGHTER AIRCRAFT. -- ALLIED v ENEMY.

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

15th March, 1940.

PER ARDUA AD ASTRA!

The proud motto of the Royal Air Force, Per Ardua ad Astra, was not achieved without a good deal of the "difficulties" and "labour" which it glorifies.

One of the most valued records in the archives of the Air Ministry is an old official file bearing the title "R.F. Corps - Motto for, Suggested." It tells the story of a battle royal fought out between the Departmental chiefs who controlled the Royal Flying Corps nearly thirty years ago.

The trouble was over the meaning attaching to the words "Per Ardua". Some said they meant 'By Labour (or difficulties)'. Others held that it meant "Through the High Places (of Heaven)". It was even said that the words had no proper meaning, used in this way.

In strictly official language the protagonists argued their several views, supporting them by quotations from Virgil and by 'second opinions' from eminent latin scholars. Some, whilst politely refraining from calling into question their opponents' knowledge of latin, offered their own scholastic credentials for inspection with modest pride.

'Per Ardua ad Astra' was originally suggested by Brig.-General Henderson, chairman of the R.F.C. Committee. The big gun behind him was the president, Captain (afterwards Major General) William Sefton Brancker, who became Air Vice-Marshal

and Director of Civil Aviation, and died in the wreck of the airship R.101.

The rival camp was headed by Lieut-General Sir John Cowan, then Quartermaster-General. They proposed "Altiora Petamus" (Let us seek higher things) as an alternative motto for the flying Service. Without taking sides the Admiralty "saw no objection" to Per Ardua.

Finally the controversy was settled by the then Secretary of State, Colonel Seely (now Lord Mottistone). He gave a judgement of Solomon. "While disagreeing, with great respect, with the interpretation of 'Ardua'", he wrote, "I think 'Per Ardua ad Astra' is preferable".

Royal assent was obtained.

And so was born what has been described as the most appropriate device under which any Corps in history has ever fought:- 'By Labour to the Stars'.

PROGRESS OF THE AIR WAR.

The key to the air situation is contained in Sir Kingsley Wood's speech in the House of Commons on the Air Estimates:-

".....our efforts must be continued, and intensified, until we have achieved our fixed resolve - the establishment of mastery in the air."

How far Britain has already advanced in that direction

may be appreciated from the fact that the Royal Air Force has already carried out over 1,000 day and night flights over Germany; the number of personnel in one Royal Air Force Command alone has now reached 100,000 - and there are six more Commands at Home, besides a number overseas; and lastly that the production of aircraft for Britain and France now exceeds in quantity, as well as in quality, the aircraft production of the enemy.

Besides this, far-reaching plans for the training of air crews and the increased manufacture of aircraft are now maturing. When these are in full operation the output of men and machines will far exceed anything which is within the enemy's capacity.

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An analysis of the record of German air raids shows that the proportion of losses inflicted on the enemy continues to rise. In part this may be put down to the seasonal change in weather conditions. Cloud and poor visibility saved a number of the fast, high flying German aircraft during the early part of the winter. But improved methods of attack used by British fighter aircraft are beginning to tell.

Some 40 enemy aircraft have been shot down during the first six months of the war and about seventeen more so severely damaged as to be probable losses.

5.

Not one British fighter was lost in these air actions.

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About fifty major flights have now been carried out by Royal Air Force units. Many of these were to objectives hundreds of miles inside the Reich, e.g., the Ruhr, Western Germany, Berlin, Hamburg, Stuttgart, Mannheim, Nuremberg, Austria, Bohemia, Hanover, Bremen and the Baltic.

At least fifteen German fighter aircraft were destroyed by the British bombers in two of their flights. But in most cases the Royal Air Force aircraft were not intercepted, and the objectives were invariably reached.

'VETTING A SUNDERLAND FLYING BOAT'.

Every Sunderland flying boat of the R.A.F. Coastal Command gets a complete overhaul after each period of 180 hours in the air. And there are minor overhauls at intervals of 30 hours flying.

Each inspection is carried out with the characteristic R.A.F. thoroughness which enables Coastal Command aircraft to register a million miles of flying every month, in all weathers.

Here is a picture of one of these twenty-ton, four-motor air cruisers undergoing her periodic inspection.

Men in waterproof suits are up to their necks in the water, making fast ropes and wires to hold the flying boat.

They will have a tot of rum on leaving the water and be glad of its help in keeping out the cold.

"Legs" nearly twice as high as a man are attached to the flying boat. They form the beaching chassis on which she stands when she has been towed on to the cradle and manoeuvred into the hangar.

There, a maintenance party dismembers the craft. Airscrews, tail plane, rudder, and ailerons are removed; her gun turrets stand in a corner. She is an empty shell - the centre of a scene of orderly litter.

The great hull - half as long again as a cricket pitch - is inspected. Any corrosion or marine growths are scraped off. As a rule, weeds and barnacles do not foul flying boats in home waters; but abroad they can slow a boat down so much that she may not be able to leave the water at all.

Inspection patches are torn off in various places along the main planes in a careful search for corrosion which might weaken the structure. Affected parts are scraped and, if the damage is only slight, re-painted. Worn parts in the engines are renewed, loose rivets are replaced.

Every item of equipment is checked. Parachutes are re-packed. Collapsible dinghies are tested; emergency rations changed and medical kits looked over. The whole inspection is in accordance with a schedule so carefully worked out that

nothing can be overlooked.

At last the Sunderland goes down to the water again, and two hours later her own crew have her ready for patrol. A dinghy tows away the legs and tail-trolley on which she has stood. A refuelling launch passes hoses aboard; a bomb scow or dinghy feels its way beneath the wings to give the Sunderland her "teeth".

Fitters, riggers, instrument repairers, electricians, wireless mechanics, armourers, have all tended her for days. The safety of the pilot and his crew depends on the care with which the ground staff have done their job. But no Sunderland has yet been lost through mechanical failure.

That is the best tribute to the mechanics of the Royal Air Force who keep the Sunderlands in flying trim.

TABLE-TENNIS CHAMPIONS SHEW THEIR STROKES.

Table-Tennis champions are helping to entertain the troops.

At an R.A.F. station recently, a series of exhibition matches was played by Richard Bergmann, the world champion, A. Liebster, L. Boros, who has frequently played for Hungary, and Miss. D. Beregi, the red-haired Polish player, who won the English title two or three years ago.

They found there an old friend - Eric Filby, the English lawn-tennis and table-tennis international, who is now

serving in the Royal Air Force.

Needless to say, Filby's arrival at this R.A.F. station has given a tremendous fillip to table-tennis among the airmen.

Practically every R.A.F. station in the country has ample accommodation and excellent facilities for playing the game under the best conditions.

NEW METHOD OF TRAINING AIR FORCE GUNNERS.

Air Gunners training at some Royal Air Force Stations have found a new use for clay pigeon shooting - and a new way of doing it. They use an ordinary 12-bore shot gun; but it is mounted in such a way as to reproduce the conditions of firing a gun from an aircraft.

The clay pigeons, released from the trap from different angles, give a variety of oncoming and deflection shots.

The idea is to train the gunner's eye and quickness of aim before he goes on to more serious practice with machine guns in the air.

With the "clays" travelling at different speeds and angles, it is no easy task to bring them down. But these Air Force "A.G.s" can do it.

JIMMY HOGAN TO TALK TO R.A.F. IN FRANCE.

Jimmy Hogan, manager of Aston Villa, has just left for another trip to the Continent. This time he has not gone to train an international football side - he has coached the teams of seven different European countries for their matches - but to talk on the game to the men of the R.A.F. in France. He is one of the star turns booked by ENSA for a series of lectures to the troops. A.F. Tschiffely, the famous horseman, is among them.

Though R.A.F. teams include several well known players, the general standard of play should improve materially from hints picked up from Jimmy Hogan. Apart from his lectures, he is to give practical demonstrations on the field.

Everybody who knows anything about football knows that Mr. Hogan is one of the cleverest of coaches. His coming visit is already the talk of billets and messes. He will get a welcome not only from players, but from the thousands of followers of the game now serving with the R.A.F. in France.

THE RIGHT JOB AT LAST.

The "previous occupations" recorded of Dominion members of the R.A.F. show an extremely wide variety of callings. Those followed by one A.C.2 now under training at an initial training wing can probably not be beaten for range and number.

He left school at Brantford, Ontario, at the age of 18, and became in turn:-

House painter at Detroit.

Tight rope walker in a circus.

Coal miner.

Lorry driver in an orange grove in the Rio Grande Valley, Texas.

From Texas he hitch-hiked and "rode the rods" to Ontario - 2,800 miles. From Montreal he worked his passage in a cattle boat to Glasgow and made London in two free lorry rides.

He became assistant in a ladies' shoe shop, but this only lasted three days.

He joined a silk firm at Newcastle, and was there when the war broke out, but left for the R.A.F. recruiting office. He has at last found a job after his own heart.

TWO ON THE "HOUSE".

An R.A.F. officer billeted in a French village is regretting the generosity which made him give his batman two bottles of very old (pre-the-last-war, in fact) Scotch whisky.

Grateful for the kindness shewn him by the elderly widow with whom he is billeted, the officer gave her a small present on her birthday. Not to be outdone, she went down to the cellar and returned with two very grimy bottles which she

pressed into his arms.

Thinking his batman would be more likely to appreciate some vin ordinaire, as he supposed it to be, the officer passed on the bottles. Having cleaned them up, the batman produced the empties next day and each bottle had a well-known label.

The widow explained. In 1915 the same billet was occupied by a major of the Old Contemptibles. Leaving in a hurry, he had given his private store to the patron - long since dead. The widow had forgotten those two bottles for 25 years.

In the meantime, the batman and his friend had drunk the health of the major - whoever he was - in the oldest Whisky they are ever likely to taste.

C.-IN-C'S. FLYING INSPECTION.

Air Marshal A.S. Barratt, the Commander-in-Chief of the R.A.F. in France has been carrying out a number of inspections of his new command by air. He has met all his senior officers, visited each of the aerodromes and made a point of seeing for himself how his men are billeted.

Air Marshal Barratt's military training and soldier's eye for detail were in evidence during his visit to one billet. He lifted a rifle from the wall, and examined it like an expert

to see that it was clean and in good order.

His personal pilot is Captain "Tich" Holmes, a well known commercial airman who has specialised in Press work during peace-time.

STANDARD SINGLE SEAT FIGHTER AIRCRAFT,

ALLIED v. ENEMY.

In broadcasts to neutral countries the Germans continue to boost their Me. 109 fighter as "the world's fastest", and "a German masterpiece". In fact it is well outclassed in speed, armament, and power of manoeuvre by comparable standard single-seat fighters of the Allies which have been in service for some time.

Despite its mediocre performance the German Me.109 has a bigger motor than either the British Spitfire or French Curtiss Hawk.* The Spitfire gets its superior speed largely through superlative streamlining. The great asset of the comparatively low-powered Hawk is its easy handling. Both the Allied fighters have a greater wing span, but shorter fuselage, than the German type.

The following table illustrates some points of difference between the three types. The speed for the Me.109 is the maximum claimed by the Germans. The figures illustrate the

*Curtiss Hawk 75A is of U.S.A. design; large numbers have been supplied to the French Air Force, and this type has proved very successful against the Me.109.

point made by Sir Kingsley Wood when he said he would rather have a hundred British fighters than a much larger number of their German counterparts.

It is also noteworthy that whilst many German Me.109 fighters have been shot down in combat with British bombers, not a single British fighter has been lost in the fights in which they destroyed over 40 German bombers.

British Spitfire II.	German Me.109.	French Curtiss-Hawk 75A.
Engine 1050 h.p. R.R. Merlin.	1150 h.p. D.B.601.	900 h.p. P. & W.Wasp.
Wing Span 36 ft 10 ins.	32 ft. 6 ins.	37 ft. 3 ins.
Length 29 ft. 11 ins.	32 ft.	28 ft. 9 ins.
Max.Speed 367 m.p.h.	354 m.p.h.	303 m.p.h.
Armament 8 machine guns. (rate of fire 1200 rounds a minute each gun).	4 machine guns or 2 guns and 2 cannons.	6 machine guns.