

N<sup>o</sup>. 30<sup>th</sup>

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Papers

(A.M.S.O.)

30/11/39 - No. 1.

MINES DEPARTMENT ANNOUNCEMENT.

COAL MINES ACT, 1911.

EXPLOSION AT VALLEYFIELD COLLIERY, CULROSS, FIFE.

The Secretary for Mines announces that Mr. R.P. Morison, K.C., the Commissioner whom he has appointed to investigate the causes and circumstances of the recent explosion at Valleyfield Colliery, Culross, has fixed Monday, 11th December, 1939, at 2 p.m. in the Parliament House, Edinburgh, for the opening of the investigation.

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For Friday morning papers: no earlier reference by broadcast.

### INDIA'S WAR EFFORT.

By Sir Muhammad Zafrullah Khan, K.C.S.I.,  
Member of the Executive Council of the  
Viceroy and Governor-General of India,  
Representative of the Government, of  
India at the discussions in connection  
with the war between Dominion Ministers  
and His Majesty's Ministers in London.

(As Sir Muhammad has just completed his present task the following may be of particular interest.)

In 1914, India ranged herself whole-heartedly with her sister nations in the struggle against wanton aggression, giving lavishly of her wealth, both in money and materials. Her direct monetary contribution towards the cost of the last war amounted to £146.2 millions, a figure which does not take into complete account the additional financial burden which India bore as a result of war conditions. By 1918 she had sent nearly a million and a half men overseas to serve in Europe, Gallipoli, Mesopotamia, Egypt, East Africa and Palestine. Wherever the Empire fought, they played their part gallantly.

To a man, the Great Indian Princes and Ruling Chiefs offered their services and their resources. Their troops replaced regiments which could not otherwise have been spared from India and 20,000 of them also served overseas. The material contributions of the Princes did not consist only of millions of pounds sterling as free gifts or contributions to War Loans: ships, cars, hospitals, horses, camels and goods of every type and description were lavishly and spontaneously placed at the disposal of the Crown.

The influence of India's participation in the last war was indeed great. The full force of India's contribution in the present war will not be felt at once, but her immediate steps disclose something of the immense reserve power. India maintains in peace time a standing army of 150,000 of all arms, excluding British troops stationed in that country, and in war has a vast reserve of man-power to draw upon. Regular units



of the Indian Army are now serving overseas in Malaya, Aden and Egypt. Indian Territorials and the Auxiliary Forces are serving by the side of their professional comrades. The Army is being steadily expanded and pilots and mechanics for the Air Force are for the first time to be recruited, commissioned and trained in India. The recruiting offices have been so overwhelmed with volunteers that the authorities have had to cry a halt and explain that it is impossible to utilise all offers of service at once. Significantly too, these offers of service come not only from the classes from which the Army is normally recruited, but from every class, community and walk in life.

No picture of India's war effort would be complete without a reference to the Indian States, who are of course in direct relationship with the Crown. True to their tradition of loyalty and service, the Princes have offered their all. No less than three hundred of them have personally signified to the Viceroy their eagerness to help in every way, the great Muslim rulers standing side by side with the representatives of Hindu martial tradition, the Marathas, Rajputs and Sikhs. Their collective territories cover one third of the whole area of India and among their ninety million peoples are some of the greatest of the fighting races of India, who have won fame upon many fields of battle.

The potential strength of the Princes is indeed great and their striking response in this crisis has made it clear that their contribution to India's war effort in men, money, material and personal service, will worthily bear comparison with that of 1914-18. And there is another aspect to the staunch loyalty of the Princes which must not be under-estimated. Tradition is still strong and despite all the evolutionary changes of the last twenty years, the Princes exercise an influence which is felt far beyond the confines of their territories: their call to arms finds a response in every



corner of India where their subjects and clansmen may be.

If before this struggle is ended a call has to be made on India, as in the war of 1914-18, men will be found eager and ready, both in British India and in the Indian States. And, of the armed forces of both, it can be said that they have greatly improved in training and equipment since the last war. Mechanisation has commenced, there is an Indian Sandhurst to train young Indian officers for commissions in all branches of the services, the Indian Air Force is growing and volunteer reserves are in process of formation. Last but not least there is now an Indian Navy, already on active service with the Royal Navy in Indian seas, assisting in guarding and keeping open the trade routes. Also, auxiliary craft requisitioned on the outbreak of war, officered and manned by personnel of the Royal Indian Navy, are helping in the essential task of keeping the ports safe for shipping.

So many contributions in money or in kind have been sent to the Viceroy that he has found it necessary to open a War Purposes Fund. They have come from rich and poor alike, the millions of the prosperous, the humble rupees of clerks, even the agricultural produce of the cultivators. Generous donations have also been made to the Indian Red Cross.

In the industrial and economic sphere, the whole country has vigorously tackled the problems of converting and expanding peacetime machinery for war needs. As the months pass, India will not only provide more thoroughly for her own war-time needs, but for those of her partners overseas. Much exploratory work has taken place in peace and this was placed at the disposal of the War Supply Department, now reinforced by an Economic Resources Board. Large orders from His Majesty's Government have already been fulfilled and the Supply Department is now in a position to meet other demands.

The extent to which India has been transformed economically in the last twenty years is perhaps not generally realised.

Whereas/



Whereas in 1914 she was ill-equipped to produce the essential requirements of war, she has now advanced to a higher place among the great manufacturing countries of the world. A further expansion of her industrial capacity is planned, particularly for the supply of such essentials as jute, hessian cloth, blankets and other textiles, steel, boots, leather, tentage and war equipment. But India remains essentially an agricultural country and her agricultural resources are enormous, perhaps not so much in cereals but in groundnuts, linseed, rubber, tea, cotton and certain foodstuffs. In addition the present plans provide for the supply for overseas use of vast quantities of other materials; iron, coal, shellac, hides, mica, manganese, salt-petre, silk, hemp, coir, petroleum and various oils.

India today is in a much better position to face a prolonged struggle than she was in 1914. She can provide not only for the majority of her own needs, but she has so developed that her immense natural resources can provide an ever-increasing flow of her products for use overseas. Her almost inexhaustible man-power lies in reserve, while her armed forces are on service and supplementary forces are being trained for future needs.

India, in unison, has denounced Hitlerism in unqualified terms and has resolved that its menace to world peace must be destroyed. India's war effort is the measure of that determination.



NOT TO BE QUOTED AS AN AIR MINISTRY ANNOUNCEMENT.

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BORKUM RAID.

Skimming over buildings and hangars, swooping so low that one of them actually flew through the gap in the harbour mole, Royal Air Force Fighter Command long-range aircraft on Tuesday night sprayed with bullets the German mine laying aircraft at the seaplane base of Borkum.

The full story of one of the most audacious raids in the history of war flying can now be told. A pilot who took part has called it "a few glorious moments of low straffeing".

The results of the straffeing were - five German seaplanes machine-gunned, two of them believed seriously damaged, three out of four machine gun posts on the Borkum Mole probably put out of action, German coastal patrol boats riddled with bullets, valuable information of the enemy's fortifications collected.

Later, the fighter patrol which carried out the raid landed safely in the darkness on a home aerodrome. They returned as they went, a complete squadron of twelve twin-engined fighters, piloted by six R.A.F. regulars and six members of the Auxiliary Air Force. Not one of them or any other members of the crews had been under gunfire before.

They had covered over 500 miles in carrying out a highly successful attack on the fortified seaplane base at Borkum Island and in spite of the intense anti-aircraft fire, not a member of the crews (36 men) sustained a scratch and not a single aircraft bore any trace of the gunfire to which it had been subjected.

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The patrol, sent out to reconnoitre the German base and attack any seaplanes in the air or at their base, emerged from cloud, after flying through a rainstorm, at a short distance from their targets.

Before the main attack, the pilots spotted five seaplanes on slipways, together with coastal patrol boats. The patrol was flying in four sections of three aircraft each and immediately dived for the various objectives, spraying machine gun bullets from heights of sometimes well below 100 feet. One of the fighters skimmed through the gap in the Mole.

The Germans were taken completely by surprise. The fighter crews could see men running in all directions, while some gunners occupying a post on top of a hangar fell to the ground. For a while there was pandemonium. Then anti-aircraft guns and the coastal patrol boats got into action, but the standard of firing was not very high.

Undisturbed by the enemy's pom-poms and machine guns, the British fighters pressed home their low-flying attacks.

As one member of a crew said afterwards: "The Germans probably never thought that they would have to hit anything so low in the air."

Their task over, the fighters re-formed and flew back to England - 200 miles of the journey being covered in darkness. They were not intercepted by German aircraft during any period of the flight.

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AIR MINISTRY,  
S.W.1.

Note: (Not for Publication) This is a follow-up of Air Ministry Bulletins 4 and 5 of November 29th.



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30/11/39 - No.4.

FRENCH OFFICIAL COMMUNIQUE (Morning).

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

Nothing to report.

NEW ZEALAND SOLDIER LEGISLATORS.

Two members of the New Zealand Legislature are in camp with the Dominion's Defence and Expeditionary Force.

One is a Government supporter, Captain W.J. Lyon; the other an Opposition member, Major J.M. Allen.

Captain Lyon is a machine-gunner and Major Allen is second-in-command of the Auckland infantry battalion.

Other members of the New Zealand Legislature have offered their services, and may go into camp.

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TURKEY'S GIFT FOR THE TROOPS

The real good-will of our newest Ally, Turkey, is shown by the contribution she has been prompt to make to the Tobacco Fund started by the Overseas League for British troops on active service.

The gift is two cases of cigarettes, and Turkey is quite ready to send more if these are appreciated. The cigarettes may be called a national present, for in Turkey, as in France, the manufacture of tobacco is a State monopoly.

Sir Evelyn Wrench, Director of the Fund has gratefully accepted the consignment, which he feels will be specially welcome to the men as a token of fellowship between the two countries.

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30/11/39 - No. 7.

The attached is issued to the Press for such use as they may desire to make of it. It must not be quoted as an official Admiralty statement.

### SINKING OF THE PILSUDSKI.

The sinking of the Polish liner PILSUDSKI does not provide any sensational story, but it does provide a narrative of discipline, efficiency, and courage displayed under difficult conditions of darkness and bad weather.

It was at 5.36 on Sunday morning, as the PILSUDSKI was proceeding in ballast along the English coast, that a violent explosion shook the ship. It was followed a few seconds later by a second explosion. The Second Officer, who was on watch at the time, describes how everything in his cabin, which he visited a few minutes later, was reduced to one level - the deck. Doors were broken, top bunks fell on to lower bunks, machinery disintegrated. Yet miraculously no one was killed.

Almost immediately the ship took a heavy list and the Captain gave the order to abandon ship. The dynamos had been put out of action and the whole ship was in darkness. The list made it difficult to get the starboard boats away, but they were all lowered without incident except the foremost one. In this case the officer in charge ordered the crew into the boat and lowered it himself. It was a tricky business. If he lowered too fast he might have holed the boat - if too slowly the ship might keel over still further and make it impossible to get the boat into the water at all. Finally the boat was successfully in the water. The officer, in order to get into the boat, had to slide down a greasy wire rope, the strands of which tore his hands badly.

Five boats drifted near the stern of the stricken ship. They saw one another as they rose on a wave, but were too far away to hail. The Captain, who had left the ship when he thought no one else was left on board, was clinging with two other men to a raft.



After a time the cold of northern waters on a rough winter's night got the better of him. He collapsed, and the other two men had to hold him up on the raft.

An hour later a British destroyer arrived on the scene. Three of her crew jumped overboard to help in the rescue of exhausted survivors. A trawler and a fishing boat helped in the rescue.

Unhappily, the exposure was too much for the Captain. he died on board the destroyer. The first action of the survivors, on getting ashore, was to volunteer for service with the Polish Army in France, thus showing the unquenchable spirit of Poland.



30th November, 1939.

No. 8.  
M.A.F.107A.

MINISTRY OF AGRICULTURE ANNOUNCEMENT.

Agricultural Workers' Minimum Rates of Wages.

A meeting of the Agricultural Wages Board was held at Kings Buildings, Smith Square, London, S.W. 1., on November 29th, 1939, the Rt. Hon. the Viscount Ullswater, G.C.B., presiding.

The Board considered notifications from Agricultural Wages Committees of decisions fixing minimum and overtime rates of wages and directions in regard to holidays and holiday remuneration, and proceeded to make the following Orders:-

Cumberland and Westmorland. An Order varying the existing minimum and overtime rates of wages for male workers and minimum rates for female workers and the directions in regard to holidays with pay and holiday remuneration for male workers, the rates and directions as varied to come into force on 3rd December, 1939 and to continue in operation until further notice. The minimum rates for male workers of 21 years of age and over are: (a) workers hired by the month or longer period 44/6 (instead of 42/-) per week of 60 hours: (b) other whole-time workers 36/- (instead of 34/-) per week of 48 hours in winter and 37/6 (instead of 35/6) per week of 54 hours in summer. For casual male workers of 18 years of age and over the minimum rate is unchanged at 8<sup>3</sup>/<sub>4</sub>d. per hour. The overtime rate for all male workers of 18 years of age and over is 1/- per hour (instead of 9d. per hour). For all female workers of 18 years of age and over the minimum rate is unchanged at 6d. per hour for all time worked. The directions in regard to holidays with pay remain unchanged and provide that male workers employed or engaged to be employed by the same employer for a period of two months or more in the period Whit Sunday in any year (commencing with the year 1939) to the Saturday immediately before Whit Sunday in the following year (referred to as the "specified period") shall, where the employment is to extend or has extended throughout the specified period be allowed six days' holiday, except in the case of a worker who is normally required to work seven days a week and whenever the specified period extends for a year or more when the holidays shall be seven days. Three of such holidays are to be allowed in the period Whit Sunday to 28th October and, if the worker so elects, three of the holidays are to be allowed consecutively in the period 29th October to 27th April. Where the employment does not extend throughout the specified period but extends for a complete half-term, the worker is to be allowed three days' holiday in the half-term. In any other case, workers are to be allowed holidays at the rate of one day's holiday for each two consecutive months of employment in the specified period. Subject to the above provisions the holidays are to be allowed at such time or times as may be agreed between the employer and worker. Provision is made as to when the holidays are to be allowed in default of agreement. Holiday remuneration is fixed at the following daily rates: in the case of workers hired by the month or longer period one-seventh, and, in the case of other regular workers, one-sixth, of the minimum weekly rate of wages applicable to the particular worker, and in the case of casual workers nine times the minimum hourly rate of wages applicable to the particular worker.

Durham. An Order cancelling the existing minimum and overtime rates of wages and the directions in regard to holidays with pay and holiday remuneration and fixing fresh minimum rates and making directions in substitution therefore, to come into force on



3rd December, 1939 and to continue in operation until 13th May, 1940. The minimum rates in the case of male workers of 21 years of age and over are as follows: Horsemen who are householders 37/6 (instead of 35/-) per week of 50 hours with in addition 7/- per week to cover all time spent in attention to horses: Horsemen who are not householders and do not receive board and/or lodging provided by the employer, 36/6 (instead of 34/-) per week of 50 hours with in addition 3/6d. per week to cover all time spent in attention to horses: Horsemen who are boarded and/or lodged by their employers 36/6 (instead of 34/-) per week of 50 hours and all time spent in attention to horses: Stockmen and Shepherds, per week of the hours customarily spent in attention to stock - Householders 48/6 (instead of 46/-), non-householders who do not receive board and/or lodging provided by the employer, 42/4½d. (instead of 39/10½d.), workers boarded and/or lodged 40/6d. (instead of 38/-): Casual workers unchanged at 6d. per hour, and other male workers 35/6d. (instead of 33/-) per week of 50 hours. The overtime rates in the case of all classes of male workers of 21 years of age and over, other than casual workers, are unchanged at 10d. per hour for overtime employment on Saturday afternoon and Sunday, and 9d. per hour for all other overtime employment. The minimum rates for female workers of 18 years of age and over are unchanged at 2/9d. per day of 8 hours with overtime at 5d. per hour.

The directions in regard to holidays with pay are unchanged and provide that a worker who is employed or engaged to be employed by the same employer throughout the period 14th May, 1939 to 13th May, 1940, shall be allowed holidays of four days. Where the employment does not extend throughout the period 14th May, 1939 to 13th May, 1940 the worker shall be allowed holidays at the rate of one day for each three consecutive months of employment with the same employer in that period. Holidays are to be allowed at times within the said period as may be agreed between the employer and the worker and provision is made as to when they shall be allowed in default of agreement. Holiday remuneration is fixed at the following daily rates: in the case of male workers, one sixth of the minimum weekly rate of wages ordinarily applicable to the particular worker and in the case of female workers, at the minimum daily wage specified.

Leics. and Rutland. An Order varying the existing minimum and overtime rates of wages and directions in regard to holidays with pay for male and female workers the rates and directions as varied to come into force on 10th December, 1939, and to continue in operation until further notice. The minimum rates in the case of male workers of 21 years of age and over are in Leicestershire 38/- (instead of 35/-) per week of 48 hours in the weeks in which Easter Monday and Whit Monday fall; 54 hours in any other week in summer; 41 hours in the week in which Christmas Day and Boxing Day fall and 52 hours in any other week in winter; in Rutland, 36/6d. (instead of 33/6d.) per week of 48 hours in the weeks in which Easter Monday and Whit Monday fall, 54 hours in any other week in summer; 38 hours in the week in which Christmas Day and Boxing Day fall and 48 hours in any other week in winter. The minimum rate for female workers of 18 years of age and over is 6½d. per hour (instead of 5d.). The overtime rates for both counties in the case of male workers of 21 years of age and over are 10d. per hour on weekdays (instead of 9d.) and 1/- per hour on Sundays (instead of 11d.) and in the case of female workers of 18 years of age and over 9d. per hour on Sundays (instead of 8d.)



Provision is made that a whole-time worker who by any date in the period 1st January to 31st December in any year commencing with the year 1939 has completed 3, 6, 9 or 12 months regular employment with the same employer, shall be entitled to holidays of 1, 2, 3 or 4 days respectively. Holidays are to be allowed at such times within the above period as may be agreed between the employer and the worker, and provision is made as to when they are to be allowed in default of agreement.

Holiday remuneration is fixed at the following daily rates: in the case of male workers, one sixth of the minimum weekly rate of wages ordinarily applicable to the worker and in the case of female workers, eight times the minimum hourly rate of wage applicable to the particular worker.

Notts. An Order varying the existing minimum and overtime rates of wages and the directions in regard to holidays with pay and holiday remuneration, the rates as varied to come into force on 3rd December, 1939, and to continue in force until further notice.

The minimum rate in the case of male workers aged 21 years and over is 38/- (instead of 34/6d.) per week of 41 hours in the weeks in which Christmas Day, Good Friday and Whit Monday fall; and 50 hours in any other week. Provision is made for an adjustment of the hours in respect of which the minimum weekly wage is payable in the weeks in which Easter Monday and Boxing Day fall and in the week preceding that in which Whit Monday falls, to meet cases where holidays (other than holidays under the Holidays with Pay Act, 1938) are given in those weeks instead of in the weeks in which Good Friday, Christmas Day and Whit Monday fall. The overtime rates in the case of male workers aged 21 and over are 11 $\frac{1}{4}$ d. per hour on weekdays (instead of 10 $\frac{1}{4}$ d.) and 1/1 $\frac{1}{4}$ d. per hour on Sundays, Christmas Day, Good Friday and Whit Monday (instead of 1/0 $\frac{1}{2}$ d.) The minimum rates of wages for female workers aged 18 years and over is 6 $\frac{1}{2}$ d. per hour (instead of 5 $\frac{1}{2}$ d.) with overtime at 10 $\frac{1}{4}$ d. per hour on Sundays, Christmas Day, Good Friday and Whit Monday (instead of 8 $\frac{3}{4}$ d.).

The directions in regard to holidays with pay remain unchanged and provide that where by any date after 24th March, 1939, a regular whole-time worker completes not less than 4 months of consecutive employment with the same employer, the worker shall be allowed holidays at the rate of one day for each complete 4 months of such employment performed after 24th March, 1938. Any holidays to which a worker has become entitled before the 1st November in any year shall be allowed during the period 25th March to 31st October in that year, if the worker so elects. In any other case they are to be allowed at such time or times in that holiday year as may be agreed between the employer and the worker. Holiday remuneration is fixed at the following daily rates: in the case of male workers, one sixth of the minimum weekly rate of wages ordinarily applicable to the worker and in the case of female workers, eight times the minimum hourly rate of wage applicable to the particular worker.

Oxfordshire. An Order fixing minimum and overtime rates of wages and making directions in regard to holidays with pay and holiday remuneration to come into force on 1st January, 1940, (i.e. the day following that on which the existing rates are due to expire) and to continue in operation until 31st December, 1940. The minimum rates in the case of male workers of 21 years of age and over are 37/6d. (instead of 35/-) per week of 50 hours in any week in summer except in the weeks in



which Good Friday, Easter Monday, Whit Monday and August Bank Holiday fall, when the hours are 41; 48 hours in any week in winter except in the week in which Christmas Day and Boxing Day fall, when the hours shall be 31; with overtime at  $11\frac{1}{2}$ d. per hour, (instead of 11d.) on weekdays and  $1\frac{1}{2}$ d. per hour (instead of 1/1d.) on Sundays, Good Friday, Easter Monday, Whit Monday, August Bank Holiday, Christmas Day and Boxing Day. The minimum rate in the case of female workers of 18 years of age and over is  $7\frac{1}{2}$ d. per hour (instead of 7d.) with overtime at  $9\frac{1}{2}$ d. per hour (instead of 9d.) on weekdays and  $11\frac{1}{2}$ d. per hour, (instead of  $10\frac{1}{2}$ d.) on Sundays, Good Friday, Easter Monday, Whit Monday, August Bank Holiday, Christmas Day and Boxing Day.

Provision is made that a whole-time worker who by any date within the period 1st January, 1940, to 31st December, 1940, has completed four, eight or twelve consecutive months' employment with the same employer shall be allowed holidays of one, two or three days respectively. Where the worker is entitled to holidays of three days, such holidays are to be allowed on consecutive days, if the worker so elects. Holidays are to be allowed at such time or times within the above period as may be agreed between the employer and worker, provided that any such holiday to which the worker becomes entitled by any date in the summer period shall be allowed in the summer period, if the worker so elects. Provision is made as to when they are to be allowed in default of agreement. Holiday remuneration is fixed at the following daily rates: in the case of male workers, one sixth of the minimum weekly rate of wages ordinarily applicable to the worker and in the case of female workers, eight times the minimum hourly rate of wage applicable to the particular worker.

Surrey. An Order fixing minimum and overtime rates of wages and making directions in regard to holidays with pay and holiday remuneration to come into force on 24th December, 1939 (i.e. the day following that on which the existing rates are due to expire) and to continue in operation until 28th December, 1940. The minimum rate in the case of skilled male workers (horse-men, stockmen or shepherds) of 21 years of age and over is 44/- (instead of 41/6d.) per week of 51 hours in the weeks in which Christmas Day and Good Friday fall, and 60 hours in any other week, and in the case of other male workers (except casual workers) of 21 years of age and over 37/- (instead of 34/6d.) per week of 41 hours in the weeks in which Christmas Day and Good Friday fall, and 50 hours in any other week. In the case of casual male workers of 21 years of age and over the minimum rate is 9d. per hour (instead of  $8\frac{1}{4}$ d.) The overtime rates for all classes of adult male workers are  $10\frac{1}{2}$ d. per hour on weekdays (instead of  $9\frac{1}{2}$ d.) and  $1/0\frac{1}{2}$ d. per hour on Sundays (instead of  $11\frac{1}{2}$ d.)

In the case of female workers of 18 years of age and over the minimum rate is 7d. per hour (instead of  $6\frac{1}{2}$ d.) with overtime at  $8\frac{1}{2}$ d. per hour on weekdays and  $9\frac{1}{2}$ d. per hour on Sundays (instead of 8d. and 9d. per hour respectively).

In the case of all workers (other than male casual workers) provision is made for the payment of the minimum rate of wages in respect of a reduced number of hours in Easter week instead of the week in which Good Friday falls if a holiday is given on Easter Monday in lieu of one on Good Friday.

Provision is made whereby whole-time workers in regular employment shall be allowed 4 days holidays in the period 24th December, 1939 to 28th December, 1940, if by any date in that period the worker has completed 9 months employment, and 7 days if



the worker has completed 12 months employment. The holidays are to be allowed at times agreed between the employer and worker, but if there is no agreement, in the last 14 days of the employment or between 8th December and 24th December, 1940 as the case may be. Holiday remuneration is fixed at the following daily rates: in the case of male skilled workers, one seventh, and other male workers, one sixth, of the minimum weekly rate of wage applicable to the particular worker; and in the case of female workers nine times the minimum hourly rate of wages applicable to the worker.

Worcestershire. An Order cancelling the existing minimum and overtime rates of wages and the directions in regard to holidays with pay and holiday remuneration and fixing fresh minimum rates and making directions in substitution therefor, to come into force on 1st January, 1940, and to continue in operation until 2nd March, 1941. The minimum rates in the case of male workers of 21 years of age and over are 36/- (instead of 33/-) per week of 45 hours (instead of 43 hours) in the week in which Good Friday falls and 54 hours (instead of 52) in any other week in summer; 39½ hours in the week in which Christmas Day falls and 48 hours in any other week in winter, with overtime unchanged at 9d. per hour. In the case of female workers of 18 years of age and over the minimum rate is 5½d. per hour (instead of 5d.) with overtime at 6d. per hour (instead of 5½d.).

Provision is made that a whole-time male or female worker who is employed or engaged to be employed by the same employer throughout the period commencing on the first Monday in March in any year (commencing with the year 1939) to the Sunday before the first Monday in March in the following year shall be allowed holidays of 4 days. Where the employment does not extend throughout the said period the worker shall be allowed holidays at the rate of 1 day for each three consecutive months of employment in the said period. The holidays are to be allowed at such times within the said period as may be agreed between the employer and worker and provision is made as to when they are to be allowed in default of agreement. Holiday remuneration is fixed at the following daily rates: in the case of male workers, one-sixth of the weekly minimum rate of wages ordinarily applicable to the particular worker and in the case of female workers eight times the minimum hourly rate of wage applicable to the particular worker.

Yorks. (East Riding). An Order varying the existing minimum and overtime rates of wages and the directions in regard to holidays with pay and holiday remuneration such rates and directions as varied to come into force on 3rd December, 1939, and to continue in operation until further notice. The minimum rates for all male workers of 21 years of age and over are 38/- (instead of 35/6d.) per week of 39½ hours in the weeks in which Christmas Day and Boxing Day fall, when those days fall in separate weeks; 31 hours in the week in which Christmas Day and Boxing Day fall together, and 48 hours in any other week in winter; 41 hours in the weeks in which Good Friday, Easter Monday, Whit Monday and August Bank Holiday fall, and 50 hours in any other week in summer; with, in the case of workers boarded and lodged by their employers where the total hours worked exceed the number mentioned above, payment at 6d. per hour for such excess employment up to 10 hours in any week in connection with the care and attention to stock. The overtime rates in the case of male workers of 21 years of age and over are 11½d. (instead of 11d.) per hour on weekdays and 1½d. (instead of 1d.) per hour on Sundays, Christmas Day, Boxing Day, Good Friday, Easter Monday, Whit Monday and August Bank Holiday. The minimum rates of wages for female workers of 16 years of age and over are 7d. (instead of 6d.) per hour with overtime unchanged at 9d. per hour.



Provision is made that whole-time male and female workers employed or engaged to be employed throughout the period 24th November in any year (commencing with 24th November, 1939) to 23rd November in the succeeding year, shall be allowed holidays of two days. Where the employment does not extend throughout the said period the worker shall be allowed holidays at the rate of one day for each completed six calendar months of employment with the same employer in the said period. Holidays are to be allowed at such time or times within the period as may be agreed between the employer and the worker and provision is made as to when they are to be allowed in default of agreement. Holiday remuneration is fixed at the following daily rates: in the case of male workers one-sixth (to the nearest penny) of the weekly minimum rate of wages ordinarily applicable to the particular worker and in the case of female workers eight times the minimum hourly rate of wage applicable to the particular worker.

The next meeting of the Board will be held on 19th December, 1939.



30th November, 1939. No. 9.  
M.A.F. 108

JOINT ANNOUNCEMENT BY MINISTRY OF AGRICULTURE  
AND MINISTRY OF FOOD.

The Seed Potatoes (Maximum Prices) Order, 1939.

This Order, made by the Ministry of Food, takes effect from 4th December, 1939. It fixes maximum prices to be charged by seed growers for seed potatoes and prescribes compulsory top and bottom riddles.

The Order applies to seed potatoes sold for planting in Great Britain but does not apply to stock seed, nor to seed licensed for export.

The Order applies to all seed potatoes as defined therein other than seed already the subject of a contract made prior to the date on which the Order comes into operation.

Seed potatoes which do not comply with the definition in the Order may be delivered under a licence, application for which must be made to the Ministry of Food, Potato Section, St. John's College, Oxford.



# THE SECOND SCHEDULE

## MAXIMUM PRICES (NORTHERN IRELAND AND ENGLAND & WALES)

Col. 1.	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7	Col. 8	Col. 9
VARIETY	Riddles applicable to Potatoes Grown in Northern Ireland		NORTHERN IRELAND		Riddles applicable to Potatoes Grown in England and Wales		ENGLAND AND WALES	
			Prices F.O.B. Northern Ireland Ports (Sacks excluded)				Growers' Prices F.O.R. or on Buyer's Lorry (Sacks excluded)	
			CLASSIFICATION				CLASSIFICATION	
			"Class I C.L.T.S. Certificate"				"T.S.Certi- ficate"	
	Top Riddle	Bottom Riddle	"Class I C.L. Certificate"	"(North- ern Ireland) Uncerti- fied."	Top Riddle	Bottom Riddle	"A.T.S.Certi- ficate"	"Class I. (English once grown)"
	Inches	Inches	Shillings Per Ton	Shillings Per Ton	Inches	Inches	Shillings Per Ton	Shillings Per Ton
<u>1st EARLIES</u>								
Arran Crest	2 $\frac{1}{4}$	1 $\frac{1}{4}$	190/-	170/-	2	1 $\frac{1}{4}$	190/-	180/-
Arran Pilot	2 $\frac{1}{4}$	1 $\frac{1}{4}$	165/-	140/-	2	1 $\frac{1}{4}$	165/-	160/-
Ballydoon	2 $\frac{1}{4}$	1 $\frac{1}{4}$	150/-	130/-	2	1 $\frac{1}{4}$	150/-	140/-
Di Vernon	2 $\frac{1}{4}$	1 $\frac{1}{4}$	190/-	170/-	2	1 $\frac{1}{4}$	190/-	180/-
Herald	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
Immune Ashleaf	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
Beauty of Hebron	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
Duke of York	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
Eclipse	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
Epicure	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
May Queen	2 $\frac{1}{4}$	1 $\frac{1}{4}$	175/-	150/-	2	1 $\frac{1}{4}$	175/-	150/-
Ninetyfold	2 $\frac{1}{4}$	1 $\frac{1}{4}$	190/-	170/-	2	1 $\frac{1}{4}$	190/-	180/-
Sharp's Express	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	110/-	2	1 $\frac{1}{4}$	130/-	120/-
Doon Early	2 $\frac{1}{4}$	1 $\frac{1}{4}$	270/-	230/-	2	1 $\frac{1}{4}$	270/-	240/-
Witch Hill	2 $\frac{1}{4}$	1 $\frac{1}{4}$	270/-	230/-	2	1 $\frac{1}{4}$	270/-	240/-
<u>2nd EARLIES</u>								
Arran Signet	2 $\frac{1}{4}$	1 $\frac{1}{4}$	140/-	120/-	2	1 $\frac{1}{4}$	140/-	130/-
Ally	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Arran Comrade	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Arran Luxury	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Ben Lomond	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Catriona	2 $\frac{1}{4}$	1 $\frac{1}{4}$	185/-	165/-	2	1 $\frac{1}{4}$	185/-	175/-
Dargill Early	2 $\frac{1}{4}$	1 $\frac{1}{4}$	145/-	125/-	2	1 $\frac{1}{4}$	145/-	135/-
Edzell Blue	2 $\frac{1}{4}$	1 $\frac{1}{4}$	185/-	165/-	2	1 $\frac{1}{4}$	185/-	175/-
Great Scot	2 $\frac{1}{4}$	1 $\frac{1}{4}$	102/6	85/-	2	1 $\frac{1}{4}$	102/6	95/-
King George V.	2 $\frac{1}{4}$	1 $\frac{1}{4}$	102/6	85/-	2	1 $\frac{1}{4}$	102/6	95/-
British Queen	2 $\frac{1}{4}$	1 $\frac{1}{4}$	102/6	85/-	2	1 $\frac{1}{4}$	102/6	95/-
Dunbar Rover	2 $\frac{1}{4}$	1 $\frac{1}{4}$	185/-	165/-	2	1 $\frac{1}{4}$	185/-	175/-
<u>MAINCROPS</u>								
Sutton's Abundance	2 $\frac{1}{4}$	1 $\frac{1}{4}$	145/-	125/-	2	1 $\frac{1}{4}$	145/-	135/-
Arran Banner	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Arran Consul	2 $\frac{1}{4}$	1 $\frac{1}{4}$	112/6	95/-	2	1 $\frac{1}{4}$	112/6	95/-
Arran Victory	2	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Bishop	2 $\frac{1}{4}$	1 $\frac{1}{4}$	165/-	145/-	2	1 $\frac{1}{4}$	165/-	155/-
Champion	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Doon Star	2 $\frac{1}{4}$	1 $\frac{1}{4}$	112/6	90/-	2	1 $\frac{1}{4}$	112/6	95/-
Dunbar Cavalier	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Gladstone	2 $\frac{1}{4}$	1 $\frac{1}{4}$	130/-	105/-	2	1 $\frac{1}{4}$	130/-	115/-
Golden Wonder	2	1 $\frac{1}{4}$	120/-	95/-	2	1 $\frac{1}{4}$	120/-	105/-
Irish Queen	2 $\frac{1}{4}$	1 $\frac{1}{4}$	110/-	90/-	2	1 $\frac{1}{4}$	110/-	95/-
Kerr's Pink	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Majestic	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	90/-
Redskin	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-



THE SECOND SCHEDULE (CONTD.)

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			Prices F.O.B. Northern Ireland Ports (Sacks excluded)				Growers' Prices F.O.R. or on Buyer's Lorry (Sacks excluded)	
			CLASSIFICATION				CLASSIFICATION	
			"Class I C.L.T.S. Certificate"	"(Northern Ireland)"			"T.S.Certificate"	"Class I. (English once grown)"
	Top Riddle	Bottom Riddle	"Class I C.L. Certificate"	Uncertified."	Top Riddle	Bottom Riddle	"A.T.S.Certificate"	"True type (Non-Immune) Certificate"
	Inches	Inches	Shillings Per Ton	Shillings Per Ton	Inches	Inches	Shillings Per Ton	Shillings Per Ton
Rhoderick Dhu	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Tinwald	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Perfection	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Arran Chief	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Field Marshal	2 $\frac{1}{4}$	1 $\frac{1}{4}$	107/6	95/-	2	1 $\frac{1}{4}$	107/6	105/-
King Edward VII	2 $\frac{1}{4}$	1 $\frac{1}{4}$	112/6	95/-	2	1 $\frac{1}{4}$	112/6	105/-
Red King	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
President	2 $\frac{1}{4}$	1 $\frac{1}{4}$	120/-	105/-	2	1 $\frac{1}{4}$	120/-	115/-
Up-to-date	2 $\frac{1}{4}$	1 $\frac{1}{4}$	112/6	95/-	2	1 $\frac{1}{4}$	112/6	105/-
Dunbar Archer	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Dunbar	2 $\frac{1}{4}$	1 $\frac{1}{4}$	105/-	85/-	2	1 $\frac{1}{4}$	105/-	95/-
Standard	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Arran Peak	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-
Arran Cairn	2 $\frac{1}{4}$	1 $\frac{1}{4}$	125/-	105/-	2	1 $\frac{1}{4}$	125/-	115/-



30th November, 1939. No. 10.  
M.A.F. 109.

MINISTRY OF AGRICULTURE ANNOUNCEMENT.

ADVICE ON THE PLOT.

Practical Gardeners To Help Victory Dig.

A service of practical gardeners, who will give advice on any matters of interest to owners of gardens or allotments, is now available throughout the country, thanks to the public spirit of the Royal Horticultural Society

The Society has embodied this panel of demonstrators, advisers and lecturers to assist the "Dig for Victory" campaign for 500,000 new allotment holders and increased food production. Their services will be free and they will work through the urban Horticulture Committees that represent allotment holders and private gardeners.

It is suggested that advice given on the allotment or in the private garden is likely to be more effective than indoor lectures, although indoor lectures may be more convenient in some circumstances.

If Horticulture Committees can arrange meetings of allotment holders and gardeners near their land during daylight hours, the Society's demonstrators can give valuable help in discussing difficulties or offering constructive criticism.

Application for the services of a member of the panel should be made direct to the Secretary, The Royal Horticultural Society, Vincent Square, London, S.W. 1.



OFFICIAL ADMIRALTY STATEMENT.

The Secretary of the Admiralty regrets to announce that the following Officers and men are missing as a result of the loss of H.M.S. RAWALPINDI.

It is understood that a small number of ratings, (whose names are included below) are prisoners in the hands of the enemy. According to reports from German sources this number is twenty-six, but there is no information at the Admiralty as to the names of the men.

OFFICERS

Refrigerating Engineer	H.J. Arbin
Probationary Midshipman	D.W. Bean, R.N.R.
Assistant Engineer	L.E. Bevington
Probationary Midshipman	J.A. Blackledge, R.N.R.
Assistant Engineer	A.W. Briden
Temporary Lieutenant Commander (E)	A.J. Burge, R.N.R.
Temporary Lieutenant	H.J. Cholerton, R.N.R.
Chief Steward	A.T. Claxton
Temporary Paymaster Lieutenant Commander	J.B. Dickinson, R.N.R.
Temporary Lieutenant Commander (E)	B.J. Dyer, R.N.R.
Midshipman	D. Dugdale, R.N.R.
2nd Radio Officer	A. Emslie
Temporary Lieutenant (E)	T.H.C.H. Fee, R.N.R.
Lieutenant	J.A.W. French, R.N.
Electrician	G.P. Johnson
Captain	E.C. Kennedy, R.N.
Assistant Engineer	W.A. Lambert
Supernumerary 4th Engineer	J. Macdonald
Supernumerary 4th Engineer	A. Mackie
2nd Electrician	R. Main
Assistant Engineer	E.G. Meredith



Probationary Midshipman	W. Middleton, R.N.R.
Lieutenant Commander	G.H.E. Molson, R.N.
Lieutenant Commander	K.D. Morgan, R.N.R.
Temporary Sub.Lieutenant	F.H.J. Orton, R.N.R.
Acting Sub.Lieutenant	R.L. Pallister, R.N.R.
Sub.Lieutenant	O.V. Pickersgill, R.N.R.
Probationary Sub.Lieutenant	T.B. Quinn, R.N.R.
Acting Sub.Lieutenant	H.W. Raymont, R.N.R.
Temporary Commander (E)	C.C. Sangster, R.N.R.
Temporary Acting Sub.Lieutenant	A.D. Seabrook, R.N.R.
1st. Radio Officer	S.W. Sharp.
Temporary Lieutenant (E)	J. Shields, R.N.R.
Lieutenant	M.F. Shuts, R.N.R.
Temporary Paymaster Lieutenant	P.E. Sparks, R.N.R.
3rd. Radio Officer	D.S. Sutherland
Assistant Engineer	R.H. Taylor
Temporary Lieutenant (E)	H. Turner, R.N.R.
Probationary Surgeon-Lieutenant	F.H.J. Weston, R.N.V.R.

RATINGS.

W.A. Akerman	A.B. Pension No. 7624.
George Allen	Fireman.
W.A. Anders	Sea. R.N.R. X 9551
James Anderson	Water Tender
Charles Andrews	A.B. R.F.R. D.1008.
Eli Atkinson	A.B. R.F.R. D/S. S.X. 12259
F.A. Bagridge	Fireman.
Hugh Barr	Fireman
W.H. Barrett	A.B. R.F.R. D/S. S.X. 12196
Thomas Batterton	Ldg. Sea. R.N.R. X 7550.
R.A. Benzie	A.B. R.N.V.R. S.D./X. 1132.
C.E. Bettosoy	Asst. Steward.
Alex Birkenshaw.	Ord. Sig. R.N.V.R. L.D.9/X 4805
Robert Blackburn	Greaser.
B.J. Blake	P.O. Pension No. 29765.
Richard Blake	Asst. Steward.
H. Brazier	A.B. Pension No. 29876
J. Brown	C.P.O. Pension No. 25971.
J.A. Brown	Ldg. Sea. R.N.R. 5835
Ronald Brown	Ord. Sig. R.N.V.R. L.D.9/X 4872.



William Brown.	Greaser
W.J. Bunt	Sea R.N.R. X.7133
E.S. Burnard	Ldg.Sea Pension No.28821.
R.J. Burrell	Fireman
John Butler	Fireman
S.J. Butler	Baker
H.G. Cardwell	Sea. R.N.R. X.10629
John Carlton	Fireman
J.S. Carpenter	Ord.Sign.R.N.V.R. LD9/X4911
G.F. Caughie	Asst. Steward.
Edward Cheyne	Greaser
A.E. Clarke	A.B. R.F.R. D.58
Eric Cliff	2nd Cook
R.J. Clue	P.O. R.F.R. B.14913
C.T. Coates.	Asst.Steward
W.E.H. Coker	A.B. R.F.R. B.15972
I.V. Coles	Utility Steward
J.J. Coles	Ldg. Sea.Pension No.25003.
W.F. Cook	Ldg.Sig. Pension No.25008
E.C.T. Cooper	C.P.O. Pension No.22749
T.M. Cotton	Sea. R.N.R. X.7395
Arthur Crews	C.P.O. Pension No.23268
B.B. Crocker	P.O. R.F.R. B.12191
A.V. Davenport	A.B. R.F.R. B.13585
J.E. Davey	Ord. Sea. R.N.V.R. M.D/X.2989
A.J. Davis	Fireman
Clarence Desborough	Fireman
L.G. Dewbery	2nd Baker
A.G. Dick	Ord. Sea. R.N.V.R.M.D/X.2975
A.E. Dickens	A.B. R.F.R. B.14670
E.A. Dixon	Greaser
J.A. Dccwra	Butcher
H.W. Dunlop	Winchman
P.W. Dunn	E.R.A. Pension No. 12956



A.F. Eaton	Greaser
A.V.D. Emmett	Ldg. Sea Pension No. 5812
G.T. Emms	Asst. Steward
C.H. Evans	Fireman
D.T.B. Evans	A.B. D/J.X. 139470
Eric Falconer	Scullion
D.S. Farrant	A.B. R.F.R. B.14074
H. Fleet	A.B. Pension No. 10572
B.T. Fletcher	Writer
W.T.H. Flynn	Water Tender
W.L. Foote	Joiner
G. Foreman	Ord. Sea. R.N.V.R. T.D/X2074
G. Gilbert	A.B. R.F.R. 23865
William Gilday	Greaser
J.T. Greatbatch	A.B. R.F.R. CH/B 17411
Edward Guiver	Fireman
James Haggerty	Lamptrimmer
John Haggerty	Greaser
W.M. Halliday	A.B. R.F.R. D/J. 107737
R.G. Hamblin	Asst. Steward
R.G. Harper	Greaser
Henry Harrington	Fireman
C.F. Head	Asst. Steward
Frank Hibbert	Ldg. Sea. Pension 24451
G.E. Hide	E. Sea. R.N.R. X. 7955
Joseph Higgins	Fireman
R.L. Holt	Ord. Sea. R.N.V.R. MD/X2943
J.T. Horan	Sea. R.N.R. X. 8031
John Hore	Sea. R.N.R. X. 18438
James Howard	Sea. R.N.R. X. 9753
A.V. Hudson	Greaser
James Hume	A.B. Pension No. 24376
K.S. Humphreys	Boatswain
G.W. Huzzer	Fireman



H. Ingate	Sea. R.N.R. 6075
A.H. James	M.A.A. Pension No.8582
Ernest Jenkins	Fireman
G.E. Johnson	A.B. Pension No.8297
J.E. Jones	Seaman. R.N.R. X.18927
John Joyce	A.B. D/J.111765
J.A. Kane	C.Y.S. Pension No.6296
G.C. Kent	A.B. R.F.R. D.810
T.D. Knight	Greaser
Frederick Knighton	A.B. D/JX. 158718
Douglas Lazzarus	Ldg.Sea. R.N.R. 7028
Jack Leadbetter	Asst. Steward
Ernest Lebern	Ldg. Sea. R.F.R. B.16751
Arthur Leggett	Sea. R.N.R. 5643
George Lemon	Greaser
H.R. Liddy	Greaser
A.E. Lloyd	Fireman
R.W. Lloyd	A/P.O. Pension No.11704
A.E. Luttman	Fireman
James Lynch	Sea. R.N.R. X.20407
Donald MacArthur	Sea. R.N.R. 2005
R.W. McBay	Sea. R.N.R. X.19063
William McCarthy	Sea. R.N.R. 6897
Hector Macdonald	Sea. R.N.R. 10486
Norman Macinnes	Sea. R.N.R. 10245
Murdo McKay	Ldg. Sea. R.N.R. 6112
M.C. Mackay	Sea. R.N.R. 8083
John Mackenzie	Sea. R.N.R. X,10303
Malcolm Mackenzie	Sea. R.N.R. X.19926
Hugh McLeod	Sea. R.N.R. X.6816
Norman MacLeod	Sea. R.N.R. X.10610
William Macleod	Sea. R.N.R. 5476
Alexander McNeil	Joiner
Richard McSweeney	Asst. Chef.
J.J. Marron	Greaser.



J.W. Meakins.	Fireman
W.T. Metherell	A.B. Pension No.22627
G.D. Milne	Asst. Steward
A.T. Minshaw	E.R. Stores
C.P. Moloney	Ord. Sea. R.N.V.R. MD/X2966
J.J. Moore	Sea. R.N.R. 6179
J.R. Morgan	Asst. Steward
R.D. Morris	Sig. R.N.V.R. L.D.9/X.3641
W.A. Moss	Fireman
R.H. Mugridge	A.B. R.F.R. D.553
William Mulholland	Fireman
Donald Murray	Sea. R.N.R. 5889
Frederick Newton	Fireman
C.E. Nicholls	Sea. R.N.R. 6017
J.M. Nicolson	Ldg. Sea. R.N.R. 5685
David O'Brien	Fireman
Anthony Oliver	Fireman
A.G. Oliver	Fireman
E.C. Olver	A.B. D/JX. 160333
Alfred Osborn	Ord. Sea. D/JX. 137239
A.M. Parker	Joiner
K. Parker	P.S.B.A. R.N.A.S.-B.R.X. 7570
A.J. Parsons	P.O. Pension No. 14806
George Paton	Ldg.Sea. R.F.R. B.15696
W.J. Phillips	Fireman
W.T. Pickering	Carpenter
W.F. Pittican	Sea. R.N.R. 6072
R.J. Poleson	Painter
A.E. Poole	A.B. R.F.R. B. 14567
Harry Pope	Ldg.Sea. Pension No.14370
G.A. Postlethwaite	Ord. Sea.R.N.V.R. M.D./X 3025
Ronald Price	Joiner
W.M. Pringle	A.B. R.F.R. D.13
C.T. Quick	Writer



G.M. Rayner	Greaser.
Harry Read	Fireman.
James Reed	Water Tender.
A.J. Richards	A.B. R.F.A. B.25019.
Alfred Richardson	Water Tender.
E.A. Rowden	3rd Baker.
Rowland Rowlands	A.B. Pension No. 12347
L.G.P. Runicles	Scullion.
Charles Sage	Cooper Pension No. 23365.
R.S.H. Scarlett	3rd Cook.
Ernest Schofield	S.B.P.O., R.N.A. S.B.R. 1920.
D.S.H. Seaton	A.B. R.F.R. B. 14535.
C.J. Sedgemore	Sea R.N.R.X. 18702.
H.M. Service	Ldg. Sea R.N.R. 80161
A.H. Shipley	Pantryman.
D.S. Sinclair	A.B.R.F.R. B.12655.
E.J. Skinner	P.O. Pension No.22004.
Herbert Slee	AB. R.F.R. D/J.X. 159460.
W.H. Smerdon	A.B. R.F.R. B.14507.
Donald Smith	Sea. R.N.R. X.20462.
F. Smith	A.B. R.F.R. D521.
Joseph Smith	A.B. D/J.X.159460
S.E. Smith	2nd Storekeeper.
W.H. Smithurst	A.B. D/J.37661.
C.A. Snow	A.B. Pension No.25638.
Harvey Southern	Sea R.N.R. X.9923.
J.A. Speers	Seaman R.N.R. X.19696.
C.J. Stanistreet	Seaman R.N.R. X.17818.
Ralph Stanway	Seaman R.N.R. X.8081.
F.H. Stevens	A.B. R.F.R. B.14835.
Cornelius Stinner	A.B. Pension No.25366.
Archie Stoneman	Ldg. Sea. Pension No.23467.
Thomas Sturdy	C.P.O. D/J.104848.
A.G. Sturrock.	2nd Butcher.



Michael Tansey.

A.E. Taylor.

R.J. Taylor.

Frank Teague.

Geo. Telford.

E.W. Thomas.

V.G. Thornton.

W.S. Thornton.

William Toms.

G.E. Vey.

Charles Walker.

James Walker.

Michael Wall.

W.G. Wall.

J.E. Ward.

Edmund Watson.

H.A. Waymont.

R.W. Webster.

John Weir.

J.R. West.

Harry Whiffin.

B.T. Whitby.

E.G. White.

A.E. Whitehead.

G.E. Whitworth.

Ernest Wilcox.

J.E. Williams.

J.H. Williams.

Mark William.

W.H. Wilson.

J.W. Winstone.

J.J.C. Winton.

Geo. Wright.

R.P. Wynniatt.

J.A. Young.

Fireman

A.B. Pension No.10662

Water Tender

Ldg. Sea. Pension No.11473

A.B.,R.F.R. D.969

Fireman.

Fireman.

Fireman.

C.P.O. Pension No.10739

A.B.,R.F.R., D.1058

A.B.,R.F.R., D.244

A.B. D/JX.158743

P.O. Pension No.19746

A.B. D/JX.132991

2nd Steward

Asst. Steward.

A.B. Pension No.21292

Ord.Sea. R.N.V.R. MD/X3003

Ord.Sea. R.N.V.R. MD/X2755

Greaser.

Storekeeper.

A.B.,R.F.R., B.16286.

A.B.,R.F.R.,D.894.

C.P.O. Pension No.21936.

Sick Bay Attendant.

A.B.,R.F.R.,D.208.

Ord.Sig.R.N.V.R., LD/X3766

Joiner.

Sea. R.N.R. 6057

A.B. Pension No.18577

Fireman.

A.B. R.F.R., D.890

Winchman.

Joiner.

A.B. Pension No.1206.



SEIZURE OF ENEMY EXPORTS.

Germany, as might be expected, contends that the Allied action in detaining her exports is illegal, and she cites amongst other things the Declaration of Paris of 1856. One article of this Treaty provided that enemy goods might not be seized on neutral ships unless they were contraband, and enemy exports are not contraband. But Germany herself has violated this Treaty for she has repeatedly sunk neutral ships regardless of what goods they were carrying.

Another Article provided that non-contraband neutral goods were to be immune from seizure even in an enemy ship. Germany has violated this Article too for she has sunk numerous British Ships regardless of whether they carried neutral goods. Germany destroys the goods irrespective of their liability to seizure, and she destroys the ships as well even if they are neutral. She is not therefore entitled to claim the observance of the Treaty from this country.

The action of H.M. Government against German exports is admittedly an act of reprisals. This being so, it is beside the point to discuss whether or not it would have been justifiable on the basis of ordinary legal principle. It is justifiable as a reply to prior German illegalities and is based on the established right of a belligerent to take reprisals if the enemy acts illegally.

Germany is trying by illegal submarine and mine action to cut off all our commerce and we are consequently entitled, so far as we can, to cut off all hers. Our action is directed solely against German commerce. That it affects neutrals is much to be regretted but cannot prejudice its legality as an act of reprisals.

It may be noted that the German action is far more violent and ruthless in its effects on neutrals. Their ships are sunk, their goods irretrievably lost, and, worse than all, the lives of innocent beings are sacrificed.

The doctrine of reprisals is very ancient. It derives from the Roman "lex talionis". A celebrated example of its application occurred during the Napoleonic Wars when Bonaparte illegally purported, by the Berlin Decrees, to forbid all neutrals to trade with England. This country replied by Orders in Council which had the object of cutting off all enemy commerce.

A situation similar to the present one arose in the last war when illegal German submarine and mine action was answered by an Order in Council dated March, 1915, and another dated February 1917, cutting off German sea borne exports.



MINISTRY OF SUPPLY  
PRESS RELEASE.

ACCOUNTANTS' ADVISORY SELECTION PANEL.

The Minister of Supply has set up an Accountants' Advisory Selection Panel to advise him from time to time in the selection of suitable persons or firms carrying on the profession of accountancy in public practice, to undertake examination of accounts or other work for the Ministry of Supply.

The Panel will be constituted as follows:-

Sir Nicholas Waterhouse, K.B.E., London (Chairman)  
Professor William Annan, Edinburgh.  
Mr. T. Atkinson Gillespie, London.  
Sir Thomas Keens, London.  
Mr. Matthew Mitchell, Glasgow.  
Mr. A. Parkes, London.  
Sir Herbert Smith, Birmingham.  
Mr. Percy Toothill, Sheffield.

Mr. R.W. Bankes, C.B.E., Moorgate Place, London, E.C.2.  
will act as Secretary to the Panel.

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Sir Nicholas Waterhouse, K.B.E., is a Past President and on the Council of the Institute of Chartered Accountants in England and Wales, and is Chairman of the Council's Provincial Societies Committee.

Professor William Annan is President of the Society of Accountants in Edinburgh, and on the Joint Committee of Chartered Accountants of Scotland.

Mr. T. Atkinson Gillespie is a member of the Council and Past President, Association of Certified and Corporate Accountants.

Sir Thomas Keens is Past President, Society of Incorporated Accountants, formerly M.P., for Aylesbury Division of Buckinghamshire, Chairman Bedfordshire County Council, Vice-Chairman Lee Conservancy and Catchment Boards.

Mr. Matthew Mitchell is a Past President and on the Committee of the Institute of Accountants and Actuaries in Glasgow, and is Chairman of the Joint Committee of Chartered Accountants of Scotland.

Mr. A. Parkes is Vice-President of the Association of Certified and Corporate Accountants.

Sir Herbert Smith is on the Council of the Institute of Chartered Accountants in England and Wales, and is on the Council's Provincial Societies Committee.

Mr. Percy Toothill is President of the Society of Incorporated Accountants and Auditors.

Mr. Bankes is Secretary of the Institute of Chartered Accountants in England and Wales.

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

30.11.39.



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MINISTRY OF HEALTH.

30/11/39. - NO. 15.

MINISTER THANKS WOMEN'S INSTITUTES.

Mr. Walter Elliot, Minister of Health, has sent a message to the National Federation of Women's Institutes expressing his deep appreciation of the assistance which the 300,000 members of the Women's Institutes have given in the evacuation scheme - not only as householders looking after children, but also as willing helpers in the "settling-in" process.

"Institute members have done much more", says Mr. Elliot, "than help to organise the movement of mothers and children into the reception areas. They have taken their guests into the life of the countryside, worked in the sweat of their brows on community tasks, and made the city 'at home' by the village firesides.

"This was vital to the success of the evacuation scheme, and it was something that could never be organised from an office in Whitehall. It depended, and still depends, on the initiative, goodwill and day-by-day labour of the local people.

"The 'W.I.' have earned the warm thanks of the Government and the gratitude of the mothers of Britain".

MINISTRY OF HEALTH,

WHITEHALL, S.W.1.



ULSTER CATTLE TRADE.

INCLUSION IN MINISTRY OF FOOD  
PURCHASE SCHEME.

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Except perhaps for slight adjustments to meet special circumstances, the United Kingdom Government's scheme for the purchase of fat cattle and sheep at fixed prices in accordance with quality will, of course, apply to Northern Ireland.

There is some objection to this on the part of cattle and sheep selling interests in Northern Ireland and among cattle dealers at the port of Liverpool, but it is pointed out that Northern Ireland is in the United Kingdom and is, therefore, subject to the orders of the Ministry of Food for whom the Ulster Ministry of Agriculture acts as agents.

This week, the Minister of Food received a deputation of Ulster Members of Parliament at Westminster (including Sir Hugh O'Neill, Bt. M.P.) and discussed the position with them.

There is a very considerable livestock trade between Ulster and Great Britain. It is estimated that in 1938 store cattle to the value of £1,877,549 were exported, in addition to £944,929 worth of fat cattle and milch cows of the value of £333,713.

Including other smaller classes, the total value of the Ulster cattle trade with the rest of the Kingdom in 1938 was £3,229,545, and in the same year, sheep and lambs to the total value of £192,824 were also exported.

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NOT FOR PUBLICATION OR BROADCASTING BEFORE A.M. FRIDAY, 1st DECEMBER.

30/11/39 - No.17.

The attached is issued to the Press for such use as they may desire to make of it. It must not be quoted as an official Admiralty statement.

OUR SEAMEN.

"We do not forget that the safety of these islands depends on the untiring watchfulness of our seamen, as it has done ever since the days of Queen Elizabeth". (The Prime Minister, Nov. 26th).

The Right Hon. Earl Baldwin of Bewdley, K.G., is broadcasting an appeal at 8.40 p.m. on Sunday, December 17th, on behalf of our Sailors and their dependents, who are in distress through the present war. At present, those who serve at sea, as the Prime Minister said on Sunday, are receiving the full force of the action of a ruthless enemy, and never have men carried out the work, so essential for our very existence, with such consummate bravery. Much is being done at the moment, and very rightly, for the comfort and welfare of seamen, but this appeal is for relief of those injured, or the dependents of those who lose their lives.

The Fund will be administered by King George's Fund for Sailors, and will be given in immediate grants to those Marine Charities most concerned in war work for the relief of Officers and men of the Royal Navy, Mercantile Navy and Fishing Fleets, to be used entirely for cases arising out of the present war.

King George's Fund, which contributes over £50,000 yearly to the Marine Charities, is a central body which receives subscriptions for Nautical Charities, and distributes them according to their needs in the same way that King Edward's Hospital Fund does for the Metropolitan Hospitals. Donors may be absolutely certain that the money will only go to those Societies which require it and that it will be used for the purpose for which it is intended.

The Deputy-Chairman of King George's Fund for Sailors is Admiral Sir Aubrey Smith, who succeeded the late Admiral Sir Robert Mansell, Deputy-Master of the Trinity House, in 1935. His Majesty King George V took a great interest in the Fund; it was named after him, and he nominated His Royal Highness Prince Albert to be the first President in 1917. It is interesting to note that at the Anniversary Meeting at the Mansion House in 1918 His Majesty King George VI made his first public speech.

All contributions will be gratefully received and should be sent from now onwards to:-

Earl Baldwin of Bewdley,  
Trinity House,  
London, E.C.3.



30/11/39      -      No 18.

AIR MINISTRY BULLETIN

Emergency Powers (Defence)  
Defence Regulations.

The Air Ministry announces:

Defence Regulation 7 has been amended to give power to prohibit or restrict the flying over any area of fixed or free balloons or of kites generally. In the war of 1914-18, it was made an offence under Defence of the Realm Regulation 25 "without lawful authority" to "fly any kite which is of such a nature as to be capable of being used as a means of signalling." The amendment to Defence Regulation 7, therefore, gives power comparable with those which were taken during the last war.

There is no intention of applying the Regulation generally, nor is it expected that it will be necessary to do so except in rare instances and for very special reasons.

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19 may

30/11/39 - No. 20.

BOARD OF TRADE ANNOUNCEMENT.

The export of pigeons, which has hitherto been subject to Board of Trade licence, will, after 4th December, be regulated only by Defence Regulation 9, which empowers the Secretary of State for Air to permit the export of pigeons by order or licence. Applications in connection with such export should therefore be addressed to the Air Ministry, (Sigs.1(d)), King Charles Street, Whitehall, S.W.1, and not to the Export Licensing Department.

Board of Trade,

30th November, 1939.



30/11/39 - No. 21.

PRESS NOTICE

Sir Ronald Macleay, who was British Minister to Czechoslovakia from 1927 to 1929, has at the request of the Home Secretary undertaken to act as a Tribunal to review the cases of persons who are registered under the Aliens Order as Czechs. Additional Tribunal members will be appointed later if required.

The function of the Tribunal is to consider whether the alien's claim to be a national of Czechoslovakia should be ~~accepted~~ and whether there are amongst those who claim to be nationals of Czechoslovakia any individuals who ought on security grounds to be subjected to restrictions similar to those which apply to enemy aliens.

Aliens who are registered as Czechs need not appear before the Tribunal unless and until they receive notice individually that their attendance is required, nor need they attend at the Aliens Registration Office to produce their Registration Certificates until called upon to do so.

HOME OFFICE.

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The War Office,

London, S.W.1.

30th November, 1939.

The Secretary of State for War has appointed Lieutenant-Colonel E.T.R. Wickham M.V.O., M.P., as his Parliamentary Private Secretary in succession to Major the Hon. S.A. Maxwell, M.P., who is on active service.



SAMOA LIES.

The recent interest of the German Wireless Propaganda Service in Western Samoa may be attributed to the announcement on November 28 that a number of German nationals of known pro-Nazi sympathy had been transferred from these islands to New Zealand for internment.

Western Samoa, a former German colony, is now administered by New Zealand under League of Nations mandate.

On the outbreak of war protective measures were taken, including the internment of certain pro-Nazi German nationals. Over half of these are now released on parole. The remainder, transferred to New Zealand for internment, number 15.

German reports of native unrest are pure invention. There have been no efforts at suppression because none has been necessary.

Elections to the Fono of Faipule (native Legislative body) have recently been held and passed off successfully.

Many expressions of loyalty have been received from both European and Samoans. Offers for local and overseas service have been numerous, but it is, of course, the policy of the Government of New Zealand not to part from the principle of the Mandate, and the offers have therefore not been accepted.

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30/11/39 - No. 24.

FOR MORNING PAPERS ONLY. NOT TO BE BROADCAST  
OR PUBLISHED ON THE TAPES BEFORE FRIDAY MORNING,  
the 1st DECEMBER.

It is announced officially that the customary Honours List will not be published at the New Year. It is the intention, however, that the list to be published on the day appointed for the official celebration of His Majesty's Birthday, which next year is Thursday, the 13th June., shall be of somewhat greater length than usual.

10, DOWNING STREET.



EMPIRE AFFAIRS

30/11/39.

CORRECTION

Name in second line of "South Africa is United"  
should be -

MR. R. STUTTAFORD.

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SOUTH AFRICA IS UNITED

MINISTER OF COMMERCE ON HER PARTNERSHIP WITH BRITAIN

"The destiny of South Africa is inevitably bound up in this war", said Mr. S. Studtafort, South African Minister of Commerce and Industry in a speech at Pretoria last night. "There are some people who think we have not got South Africa behind us in this struggle. I can assure you we have thousands and thousands of Africaans-speaking South Africans with us.

"Our leadership is in safe hands. General Smuts has taken on an enormous task, one which will try even his strength and physique, and he is a strong man. Cheer him by your loyalty and stand by him without wavering!

"Our freedom is dependent on our being a partner in the British Commonwealth. Our enormous mineral riches alone make us one of the attractive countries of the world to loot, and any big nation of tyrannical type would love the opportunity of dominating this country.

"We have to climb a long, steep hill with many rough patches, but our guide, Smuts, is the finest guide in the world. He will lead us to the peak, and there we shall see the fulfilment of our vision - a South Africa founded on ideals of justice and truth."

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30/11/39 - No. 26.

ADMIRALTY NOTICE  
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Area made dangerous by mines East Coast of England.

1. The Admiralty give notice that the area bounded by the following points is dangerous to shipping on account of mines:

Lat. 51°59'.6 N.	Long. 2°13' E.
" 51°58'.8 N.	" 2°35' E.
" 51°43'. N.	" 2°31' E.
" 51°36'. N.	" 2°6'. 7 E.

2. Vessels entering this area do so at their peril.

ADMIRALTY,  
WHITEHALL,  
S.W.1.



NOT TO BE PUBLISHED OR BROADCAST BEFORE THE MORNING PAPERS OF  
FRIDAY, 1st DECEMBER 1939. TO BE PUBLISHED IN THE EXACT TERMS  
IN WHICH IT IS GIVEN.

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"The Secretary of State for Foreign Affairs gave a  
"luncheon party at the Carlton Hotel yesterday in honour of  
"His Excellency Monsieur Numan Menemencioglu, the Secretary-  
"General of the Turkish Ministry of Foreign Affairs."

The following accepted invitations to be present:-

The Turkish Ambassador.  
M. Burhan Zihni Sanus.  
M. Celal Said Siren.  
M. Kadri Rizan.  
M. Ozbekkan.  
M. Cabir Selek.  
M. I. Sadi Kavur.  
Dr. Fehmi Nuza.  
M. Ilhan Savut.  
M. Paul Morand.  
Colonel A. Delay.  
The Honourable Sir Alexander Cadogan.  
Sir Alexander Gibb.  
Lieutenant-General Sir Walter Venning.  
Sir William Brown.  
Sir Orme Sargent.  
Sir Henry French.  
Sir E. Denison Ross.  
Sir Leonard Wooley.  
Mr. S.D. Waley.  
Colonel Bridge.  
Professor Garstang.  
Mr. Murdo Mackenzie.  
Mr. Philip Nichols.  
Lieutenant-Colonel Sir Eric Crankshaw.



30/11/39 - No. 28.

MINISTRY OF FOOD ANNOUNCEMENT

Butter and Bacon Supplies

The Ministry of Food wish to remind you that Registration does not mean Rationing.

It must not be thought, because you have registered with your shopkeepers, that rationing has now come into operation, and that the shops you have selected will be able immediately to supply you with four ounces of bacon and four ounces of butter for each member of your family.

Registration is the necessary preliminary to rationing, but it will take time for the machinery to be set in motion to ensure that the exact quantities are made available in these shops. In the meantime the shopkeepers must not be blamed if they are unable to meet your requirements.

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30/11/39 - No. 29.

STATEMENT FROM THE MINISTRY OF ECONOMIC WARFARE

In consequence of the decision to take action against goods which are of enemy origin, or are enemy controlled, it has been decided to set up an Enemy Exports Committee.

This Committee which will meet at the Ministry of Economic Warfare will in general carry out, as regards enemy exports on vessels outward bound from Europe, functions similar to those which the contraband committee carries out for contraband on vessels inward bound.

Lord Justice du Parq has accepted the chairmanship of the Enemy Exports Committee, which will consist of representatives of the Ministry of Economic Warfare, French Economic Warfare Mission, Board of Trade, Admiralty, Foreign Office, Ministry of Shipping and His Majesty's Procurator General.

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Not to be published until the  
morning of December 1st.

MR. G. L. M. CLAUSON

It is announced by the Colonial Office that the Secretary of State for the Colonies has appointed Mr. G. L. M. Clauson, C.M.G., O.B.E., to be Acting Assistant Under Secretary of State with effect from the 1st January, 1940.

Mr. Gerald Leslie Makins Clauson was a scholar of Eton, 1903; and went to Oxford University. He was Boden Sanskrit Scholar 1911, and Hail-Houghton Syriac prizeman, 1913; James Mew Arabic Scholar, 1920. He began his Civil Service career in the Inland Revenue in 1914 but was released later for military service. He first went to the Colonial Office in 1919, becoming a principal the following year. In 1923 he was on special service at Lausanne for the Turkish Peace Treaty. Accredited representative to the Permanent Mandates Commission at various sessions from 1926 onwards. Departmental adviser to the U.K. delegation to the Imperial Economic Conference, Ottawa, 1932. Acting Assistant Secretary Colonial Office, 1934. Became head of the newly formed Economic section of the Colonial Office and edited the Economic Survey of the Colonial Empire, the first edition of which was published in 1934.

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EMPIRE AFFAIRS

30/11/39 - No 31.

Not to be published or broadcast until the morning of Friday,  
December 1st.

Chief Justice of Ceylon.

It is announced by the Colonial Office that the King has been pleased to approve the appointment of Mr. J.C. Howard, Legal Secretary, to be Chief Justice of Ceylon in succession to Sir Sidney Abrahams, who has retired.

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30/11/39 - No. 32.

FRENCH OFFICIAL COMMUNIQUE

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

Usual activity of our patrols.

One of our torpedo-boats successfully  
attacked an enemy submarine.

---oOo---



30/11/39 - No.33

PRESS NOTICE.

The following telegrams have been exchanged:

"Pour Admiralty, London - La Marine Française a appris avec émotion le combat héroïque de RAWALPINDI. Elle gardera pieusement le souvenir de ce glorieux fait d'armes si conforme aux traditions les plus pures de la Marine britannique." - (Signed) Amiraute Française.

From Admiralty. - "The Admiralty have received with deep gratitude your message from the French Navy upon the loss of the Rawalpindi in battle. These inspiring words will be conveyed to the comrades of those who were lost."

ADMIRALTY, WHITEHALL, S.W.1



30/11/39 - No. 34.

WAR COMMENTARY  
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VI

MAJOR-GENERAL SIR ERNEST SWINTON, K.B.E., C.B., D.S.O.

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NOTE

There will possibly be an addition to  
this script, it should therefore be  
checked with the broadcast.

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WAR COMMENTARY  
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To-night I'm going to talk about the Navy. Our Navy is carrying out an immense task. In the last war it was the Army which suffered the greatest losses and had the hardest time, whether it was in Europe, Asia, or Africa; and we soldiers used to look upon the sailors as the lucky people who had the comparatively "cushy" job. The sailors themselves admitted it. During the three months that this war has now lasted the roles have been **dramatically** reversed. No doubt the Army has had plenty of work and some hardship and discomfort, but it has so far had no fighting and no casualties. Its activities have up to now been merely preparatory. The Navy, on the other hand, has this time been right in it from the word "Go", and has since been continuously on guard, every day and every night, ready for action at any moment. And it has already suffered considerable losses.

Its sphere of action is even greater than that of the Air Force. There is no sea in either hemisphere which is not ploughed by the keels of our war vessels. The White Ensign shews itself from Scapa Flow to Auckland, and on the North Sea, which the enemy still calls the German Ocean.

In talking about what the Navy's doing one naturally begins with the battle fleets. We all know that somewhere battle fleets are in existence waiting to force into action the strongest naval force that the enemy dares to bring out against them. The battle fleets are maintaining what is called a distant blockade, and have to be in a perpetual state of readiness because the initiative, that is, the advantage of making the first move, rests with the enemy.

So much for the heavyweights. From what I've said you can see that they are contributing to what is really the first **duty** .....

/of our Navy



of our Navy as a whole, namely, maintaining the sea communications of our scattered Empire, upon which both our physical and economic life absolutely depend.

The Allies have certain great advantages over the Germans. First, their navies are immeasurably stronger in capital ships and every kind of surface craft. Secondly, the British Isles and the North coast of France block access from all parts of the world to the German ports. Apart from traffic in the Baltic, every ship bound to or from Germany for any port outside the Baltic has to pass north or south of the British Isles. One result of the Allied blockade, and of the activities of their navies elsewhere on the high seas, is that every German merchant vessel is either cowering in a German port or lies useless, interned in the ports of neutral countries. There are over four hundred German vessel so immobilised at present.

In retaliation for our contraband control the Germans have again had recourse to submarine warfare on a great scale. They're trying to starve us out. They tried in the last war and failed. This war they've already discovered that their U-boats are neither so effective nor so safe as they hoped and they're concentrating more on mines. They used mines in the last war too, but the keynote of their present campaign seems to be an attempt to frighten all shipping, especially that of neutral countries, from entering British waters. The most recent step in ~~this~~ direction has been their sowing of mines, including the so-called magnetic mine, in extra-territorial waters, that is waters which are by international law supposed to be free to the ships of all nations.

You can see that the ~~tasks~~ of the Allied and German navies are about as different as they could be. I'm going to risk an image. Think of the seas of the world as large fields in which a number of rabbits - the merchant ships of the Allies and neutrals-are disporting themselves in their habitual runways, that is to say, going



about their lawful occasions to and fro across the world. Think of the German submarine or surface raider as a ferret let loose into some of the fields. He has no difficulty in killing a fresh rabbit every ten minutes, or every minute. Think of our patrols as terriers. Imagine a couple of terriers after the ferrets. It's harder for them to catch the ferrets than it is for the ferrets to catch the rabbits. The ferret has 100 rabbits to go for. The terriers have only one ferret. Of course, the marshalling of the mercantile vessels into convoys and giving them protection makes the task of the ferret more difficult and dangerous, but it doesn't alter the essential difference between the two jobs. The Deutschland has captured the City of Flint and has sunk the Stonegate and the Rawalpindi. She's at work like the Emden was in the last war. The Emden in her three months' career sank 15 ships and overhauled seven others before she was herself destroyed by the Sydney in November, 1914.

I've heard it said that hunting out a raider or a few submarines across the Seven Seas is like looking for a needle in a haystack. It's worse - it's like looking for an active and disappearing needle in one of several haystacks. The area of the North Sea is .23 million square miles. The area of the Atlantic is  $31\frac{1}{2}$  million square miles - that is to say, 138 times as great. Visibility from the masthead on a clear day is 10 miles. Visibility from an aeroplane, when the ship carries one, is 50 miles.

Assume the Atlantic to be the top of your writing table, then the range of vision from the masthead would be no more than the space covered by the point of a pencil, while that from an aeroplane would be no more than that covered by the butt. Turn your pencil up on your desk and see what this means.



Now a word about Convoys. During the last war the depredations of the U-boats had by April, 1917, nearly brought us to our knees, and it was just at that critical moment - two-and-a-half years after the start of the war - that the old-time convoy system for protecting commercial traffic in war was revived and adopted. This rapidly grew into a regular service of convoys of merchant vessels from the main ports of the world. We have learned by experience, and in this war we've employed the convoy system from the very beginning. Convoying calls for a very large number of protecting craft and takes up a considerable proportion of the cruiser and destroyer strength of both the Allied navies. But the proof of the pudding is in the eating, and, as I say, these measures and the activities of the Coastal Command of the R.A.F. have driven the German submarines away from the trade routes and focal points, and largely discounted their action.

As I've said, they've turned to mining. Against the submarine mine a large number of light craft such as trawlers and drifters are now being organised. The response this week to the Admiralty's appeal for additional craft and crews to carry out minesweeping makes one proud of the seafaring folk of this country. Not only have the two hundred extra drifters been put at the Admiralty's disposal, but two thousand of our fishermen have at once volunteered, to man them.

In a recent talk I paid a tribute to the French nation for the great part it is playing in the War. I didn't specifically mention the contribution of its Navy, whose co-operation with our own will prove a decisive factor in the victory of the Allies. This co-operation was planned before the outbreak of hostilities. There was thus a clear understanding between the personnel of the two Services, and when war broke out the plans for naval co-operation were ready to be put into immediate execution.



The French Navy at once took over the control of certain patrol zones, and since then its units have been continuously at sea, protecting the sea-borne commerce of both Allies, hunting the German submarines, and sweeping enemy trade off the ocean. Meanwhile, like that of Great Britain, the French Navy was being expanded to a war footing, and numbers of mercantile vessels were taken over and fitted out as reinforcements. A number of large sea-going trawlers are now playing an important part with the Allied patrolling forces.

Many French war vessels are helping in the provision of escorts for the convoys. Some of them are operated entirely by the French. Others are under the protection of the French Navy during part of their voyage. Others again have escorts provided by both Fleets. The French are also playing a notable part in curtailing the activities of the German surface raiders. The composition of their Navy, with its thirty-two light cruisers, which are very fast and powerful ships, is proving immensely valuable.

The news which has come in this afternoon is as important as it is perplexing in its possible implications. The fact that the Soviet forces have crossed the Finnish frontier and that Soviet aeroplanes have bombed Helsinki should not be a surprise to any of us. The technique followed by the Soviet Government is merely a copy of that with which the Nazis have made us familiar. It simply shows that Stalin has decided that this moment when the Western Governments are too deeply immersed in their own affairs to do more than make a protest is propitious for him to throw off the mask and grab what he can while he can. It is remarkable, though again not altogether surprising, that the Germans should have thrown over their old friends the Finns. What may happen now in Europe is bound to be of grave import. More than this I can't say. Few people are in a position to make any prediction as to the course of events which may ensue.

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30/11/39 - No 35.

AIR MINISTRY BULLETIN

ENEMY SEAPLANE SHOT DOWN IN NORTH SEA.

The Air Ministry announces:-

While on patrol over the North Sea yesterday, 29th November, two British aircraft overtook and shot down a German Dornier seaplane.

The crew of the Dornier were picked up by a Norwegian ship.

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30/11/39 - No. 36.

AIR MINISTRY BULLETIN

AIR RAIDER REPULSED OVER SCOTLAND.

The Air Ministry announces:

Two fighters of the R.A.F. encountered an enemy aircraft to the north of the Firth of Forth this morning in thick cloud.

The fighters fired a number of rounds and the enemy immediately made off in the haze in an easterly direction and was not seen again.

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30/11/39 - No.37

PLEASE DO NOT QUOTE WAR OFFICE AS OFFICIAL SOURCE

The Finnish Defence Ministry broadcast tonight:

"Russian troops who crossed the border in several places were all repulsed this afternoon. There was lively artillery fire on the border, and two Russian tanks were destroyed."

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WAR OFFICE  
S.W.1.