

Not to be quoted as an official Admiralty announcement.

GERMAN SUBMARINE METHODS

If there is one thing the German U-boats dislike, it is the loss of torpedoes. This is understandable, for a submarine can carry only a limited number of torpedoes, and the journey back to the bases for supplies is both long and hazardous for the U-boats.

There was therefore some excuse for annoyance on the part of the U-boat captain who fired three torpedoes at a British merchant ship without scoring a hit -- but there can be no shadow of excuse, either for his attempt to torpedo the merchant ship without warning, or for the ruthless man-killing methods which he afterwards adopted.

It was nearly eleven o'clock on a clear night in the Bay of Biscay when the officer on the watch on the bridge of the British steamer USKMOUTH saw a torpedo track passing close ahead of the ship. The USKMOUTH's helm was at once put over, and as the ship was swinging the track of a second torpedo passed close to the bows. Then, as the USKMOUTH was still swinging under her helm the track of a third torpedo was seen. This passed astern of the USKMOUTH.

Prompt use of the helm had enabled the merchant ship to dodge three torpedoes fired without warning, but she was not to escape. The U-boat opened fire with her guns at a range of only about 300 yards. Not only did the U-boat begin shelling while the crew of the USKMOUTH were getting to the boats, but the Germans fired high and used shrapnel. The U-boat captain was determined to cause as many casualties as possible among the defenceless merchant seaman who had cost him three precious torpedoes.

The port lifeboat was damaged by shell-fire. A shell cut one of the falls of the boat. The boatswain, who was in this boat getting it ready for lowering, was thrown

/into

into the sea. Another shell, bursting over the upper deck, killed the third officer and one of the seamen. The Chief Officer tried to go to the aid of the fallen men, but another shell burst overhead and wounded him in the head. Meanwhile the remainder of the crew succeeded in lowering the starboard boat and getting into it. Blinded with blood, the wounded Chief Officer just succeeded in reaching this boat.

That lifeboat, with twenty-two men on board, pulled away from the ship, while the submarine continued her shelling. Not only had the U-boat deliberately set herself to inflict casualties on the USKMOUTH's crew as they were abandoning ship, but at no time was any attempt made to ensure the safety of those in the lifeboat. They were left to fend for themselves in an open boat a hundred and twenty miles from land.

By magnificent seamanship that lifeboat sailed nearly 120 miles at a speed of nearly six knots and actually sighted land before being picked up by the Italian motor vessel JUVENTUS.

Before abandoning the USKMOUTH, the wireless operator succeeded in getting out S.O.S. signals. These were picked up by a French warship which was about 65 miles away. It dashed at full speed for the position given in the S.O.S. message and, by a miracle, found the boatswain of the USKMOUTH alive in the water. The warship did not stop at once to pick him up, for there was a good chance of being able to sink the U-boat. It therefore dropped a raft close to the man and rushed on to attack the U-boat. After doing so the French warship returned and picked him up.

There seems every reason to believe that the French warship sank the U-boat, thus claiming rapid vengeance for one of the most brutal attacks ever made - even by German submarines.

29/12/39

-

No. 2.

FRENCH OFFICIAL COMMUNIQUE (Morning)

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

Nothing of importance to report.

++++++

29/12/39 - No. 3.

CORD FOR CANADIAN MINING REQUIREMENTS.

The Flax Controller of Great Britain has released sufficient braided linen cord to take care of Canadian mining requirements for two months.

These cords are used on filters in the mining and metallurgical industries. A shortage would have affected the production of three million dollars' worth of gold annually and half the Noranda production of copper.

There is no known substitute.

-----oOo-----

EMPIRE AFFAIRS.

NOT TO BE QUOTED AS AN
AIR MINISTRY ANNOUNCEMENT.

29.11.39. - No.4.

WOMAN'S GRATITUDE TO R.A.F. PILOT.

As she sat knitting in her Surrey home, a woman listened to a young New Zealand air pilot broadcasting the story of an experience which he and his crew had had whilst on aflight over the North Sea.

Quite simply, he related the story of how they had been attacked in their bomber aircraft, how they had apparently been struck by lightning, and how, going aft to prepare the rubber dinghy for use in case they fell into the sea, the navigator had discovered that both wings were badly damaged.

The young New Zealander has now received a Christmas parcel from the woman who was knitting and listening. In the parcel was a navy blue scarf and a letter.

"Being a New Zealander and having many relations there, I was intensely interested in your broadcast, and want to thank you and so many others unknown who are so bravely and courageously helping dear old England," runs the letter. "Will you kindly accept this scarf, which I was knitting when you were broadcasting? It might come in useful on one of those cold nights which you mentioned. God bless and keep you".

AIR MINISTRY,
King Charles Street,
Whitehall, S.W.1.

-----oOo-----

29.12.39/No.5

P.N. 1605.

PRESS NOTICE.

The Postmaster General desires to remind persons wishing to send small sums of money to Canada that British Postal Orders are not payable at any Canadian Post Office.

GENERAL POST OFFICE.

29th December, 1939.

29.12.39/No.6.

P.N. 1606.

PRESS NOTICE.

Letter and Parcel Services to Poland.

The Postmaster General announces that the letter and parcel post services to the Vilna Region and to that part of Poland which has been occupied by Soviet forces have been restored.

GENERAL POST OFFICE.

29th December, 1939.

EDUCATION FOR MEMBERS OF THE CANADIAN FORCES
CONVERSATIONAL FRENCH AND GERMAN

Through the joint effort of the Canadian Association for Adult Education and the Canadian Legion, acting on the instructions from the Director of Auxiliary Services, members of the Canadian Forces will enjoy the benefit of modern adult education.

The method of instruction will consist of talks, discussions, and allotted reading rather than in mere lectures. Special importance will be given to courses in conversational French and German.

Consideration is also to be given in some quarters to the completion of courses leading to matriculation and the B.A. Degree. The Universities of Canada and the Department of Education of the various provinces have been invited, and have agreed, to co-operate in this scheme. Where French-Canadian troops are concerned, the responsibility is left with the representatives of the French-Canadian section of the Canadian Association for Adult Education. Special arrangements have been made for the Hamilton region and Prince Edward Island.

The project has been explained to the chiefs of the Naval and Air Staffs and their support has been secured.

+++++

EMPIRE AFFAIRS.

MINISTRY OF FOOD ANNOUNCEMENT

Control of Ships' Stores

The Ships' Stores (Control) Order made by the Ministry of Food provides that on and after January 8th, 1940,

(1) Ships' Stores Dealers, Shipping Butchers and others who normally supply food for use as Ships' Stores to foreign-going ships, and to fishing vessels proceeding to distant fishing grounds will require licences.

(2) Certain specified foodstuffs can be shipped for use as Ships' Stores only as permitted by the proper officer of Customs and Excise.

The licences which are now being issued will take effect from January 8th, and on and after that date the Owner or Master of a foreign-going ship or fishing vessel proceeding to distant fishing grounds will be required to make application at a Custom House on a special form of Stores Authority (Form No. S.25) for permission to ship the specified foodstuffs.

Modified arrangements will apply to British vessels engaged in the home or coasting trade and the Master of such a vessel will be able to obtain supplies on making a Declaration on Form No. S.27 to the effect that his vessel is so engaged.

Copies of Forms No. S. 25 and S.27 and further particulars regarding the procedure to be adopted can be obtained at any Custom House.

29.12.39 - No.9

BRITISH HELP FOR POLISH REFUGEES IN
HUNGARY AND ROUMANIA.

Christmas was brightened for Polish refugees in Hungary and Roumania by the arrival of the first shipments of clothing from Britain. Already more than 100,000 articles of clothing are on their way, many of them given by the British public, but still more purchased out of the Government grant of £100,000 for Polish relief. Each week new consignments are being sent. The clothing will be distributed by the local representatives of the Polish Relief Fund of 10, Grosvenor Place, London, S.W.1., with the assistance of the Hungarian and Roumanian Red Cross organisations, to camps and hostels of refugees throughout the length and breadth of the two countries.

The refugees are not slow in helping themselves. For instance, a Roneo machine bought out of British funds in Bucharest, is now turning out daily hundreds of news bulletins and camp magazines for the Poles, who are thirsting for literature in their own tongue. Soon three more machines, purchased from the British Government's grant, will be available.

FOREIGN OFFICE.

oOo

29/12/39 - No. 10.

ROYAL VISIT FILM IN CANADA.

It has been announced that the Government is presenting its share of the proceeds of the Royal Visit film to the Canadian Red Cross and this has been followed by similar gifts from the distributors. The Famous Players Canadian Corporation have stated that a proportion of the theatre proceeds of the film will go to the local branches of the Canadian Red Cross in all districts where the film is shown.

+++++

EMPIRE AFFAIRS

NOT TO BE PUBLISHED BEFORE THE
MORNING NEWSPAPERS OF MONDAY,
1ST JANUARY, 1940, OR BROADCAST
BEFORE 8 A.M. ON MONDAY, 1ST
JANUARY, 1940.

ROYAL AIR FORCE AWARDS.

The Air Ministry announces:-

The King has been graciously pleased to approve of the following awards to members of the Royal Air Force in recognition of gallantry displayed in flying operations against the enemy.

Awarded the Distinguished Flying Cross.

- (1) Squadron Leader (Acting Wing Commander) John Francis
GRIFFITHS.

During December, 1939, in spite of adverse weather and strong enemy opposition by anti-aircraft guns and enemy fighters, this officer led his squadron of 12 aircraft, and carried out a successful reconnaissance over strong Naval enemy forces.

The determination with which he pressed home this reconnaissance enabled him to bring back information of vital importance. In the course of this operation his formation accounted for no less than five enemy aircraft. By his personal example and thoroughness, he has been largely instrumental in maintaining his unit's high standard of efficiency.

- (2) Squadron Leader Harry BROADHURST, A.F.C.

This officer was in command of the duty Squadron at an East Coast aerodrome during November, 1939, when he was informed of an approaching enemy aircraft.

The weather conditions were unfit for formation-flying and so, despite the rain and clouds at ground-level, he took off alone, flying blind by means of instruments.

He emerged above the cloud and whilst trying to clear up an iced-up windscreen, he sighted the enemy aircraft. Squadron Leader BROADHURST attacked and caused it to turn on its side and

/dive

dive vertically into cloud close to sea level. In following it down he narrowly escaped from crashing into the sea.

On his return weather conditions had not improved, and it was only at the third attempt that he was able to regain his aerodrome.

(3) Pilot Officer Kenneth Neil GRAY.

(4) Pilot Officer Frank Hugh LONG.

Pilot Officer GRAY and Pilot Officer LONG were respectively Pilot and Navigator on a night reconnaissance flight over enemy territory during November, 1939.

During the operations a snowstorm was encountered and the aircraft became badly iced-up, in addition to being subjected to anti-aircraft fire.

Nevertheless the reconnaissance flight was continued, but it was not found possible to reach the objective, as eventually weather conditions rendered the aircraft practically impossible to control, the upper surface of one wing and half that of the other wing having been stripped of fabric and one "flap" jammed down. The wireless apparatus also failed.

The journey home involved a flight of 342 miles over the sea during very heavy rainstorms, and it was mainly due to the skill, courage, and splendid team work of Pilot Officer GRAY and Pilot Officer LONG that the aircraft and crew were brought safely back.

(5) Pilot Officer Selby Roger HENDERSON.

During November, 1939, when pilot of a reconnaissance aircraft on duty over the North Sea, Pilot Officer HENDERSON encountered two large enemy flying boats.

He engaged the leading boat with the utmost resolution; bursts were seen to enter the engines and after part of the flying boat's hull, the enemy rear gunner was incapacitated and eventually the flying boat went down partially out of control.

/Pilot

Pilot Officer HENDERSON then attacked the second enemy aircraft with equal determination and silenced its fire before exhausting all his ammunition.

Awarded the Distinguished Flying Medal.

(1) Corporal Alexander BICKERSTAFF.

During operations over enemy territory in December, 1939, this airman, as tail gunner, maintained a steady and accurate fire at all enemy aircraft that came within range. He himself shot down one Messerschmitt which had engaged the leader's aircraft at extremely close range.

Corporal BICKERSTAFF quickly brought his guns to bear and directed a cool and accurate fire, his tracer being seen to pass directly through the pilot's position before the enemy aircraft burst into flames and crashed into the sea.

(2) Corporal Cedric Charles PETTIT.

During operations over enemy territory in December, 1939, this airman, when acting as tail gunner in the leading aircraft of the second section, engaged all enemy aircraft that came within range.

He brought a well-directed cross-fire to bear on aircraft attacking the leading formation, in addition to engaging the enemy during their attacks on another section. He remained absolutely steady throughout the action, his standard of fire discipline being of the highest order.

(3) Leading Aircraftman John James COPLEY.

Leading Aircraftman COPLEY was the tail air gunner in an aircraft taking part in a raid over enemy territory during December, 1939.

When his aircraft became isolated from the formation and was attacked by an enemy fighter aircraft from astern he opened fire at a range of approximately 200 yards, subsequently getting in at least two bursts of 20 rounds each at point blank range, causing the aircraft to pull into a climbing turn, stall and

dive out of control.

During this engagement Leading Aircraftman COPLEY's aircraft was hit in numerous vital places by enemy bullets, and yet despite the fact that he himself was injured by the gun-fire from the attacking aircraft, he maintained control of his fire and manipulation of the gun turret, setting a very high standard for other air gunners.

NOTES ON CAREERS

Wing Commander Griffiths is 34 years old. He was born at Stamford City, Welland, Canada, and was educated at Earl Grey School and West Canada College, Calgary, Alberta, the Niagara Falls Collegiate Institute and the Royal Military College, Kingston, Ontario.

He served in the Royal Canadian Air Force as Probationary Pilot Officer from 1924 to 1926, and in the latter year was given a commission in the Royal Air Force as Pilot Officer. He became Flying Officer in 1928, Flight Lieutenant in 1930 and Squadron Leader in 1937. He has been acting Wing Commander since September 28th last.

Wing Commander Griffiths served in India for several years, and has since been in flying duties at home and Mediterranean stations.

x x x

Squadron Leader Broadhurst was born at Frimley, Surrey and is 34 years of age. He was educated at Portsmouth Grammar School. Before joining the R.A.F. in 1926 as Pilot Officer he served as 2nd Lieutenant in the Hampshire Heavy Brigade, Royal Artillery, Territorial Army. He became Flight Lieutenant in 1932 and Squadron Leader in 1937.

While serving in India he was mentioned in Dispatches during the North West Frontier campaign in 1931. In 1934 he served in Egypt.

/He

He has been ground instructor at a flying training school in England and last year attended a course at the Staff College.

He received the Air Force Cross as a New Year's Honour in 1937 for administrative and other duties.

x x x

Pilot Officer Long was born at Masterton, New Zealand in 1916, and was educated at Wairarapa High School. He was trained in the Royal New Zealand Air Force and was given a commission in the Royal Air Force in May, 1929.

x x x

Pilot Officer Gray is 25 years old. He was born at Papanni, Christchurch, New Zealand. He was educated at Christ's College, Christchurch; Wellesley Boys School, Wellington; and Napier Boys' High School.

He served in the Territorial Army of New Zealand, and in 1937 obtained a commission in the R.A.F. He has since served in this country.

x x x

Pilot Officer Henderson is 21 years of age. He was born at Winnipeg, Canada, and was educated at Kelvin High School and St. Paul's College, Winnipeg. He served as a Lieutenant Cadet in the Fort Garry Horse Cadets from 1931 to 1936, and in the latter year was granted a commission as Pilot Officer in the R.A.F. He has since been engaged in flying duties in this country.

x x x

Corporal Bickerstaff is 27. He was born at Toxteth Park East, Liverpool, and was a clerk before joining the R.A.F. as an aircraft apprentice in 1929. He has since served at home stations, and was made an air gunner in 1935. He was promoted Corporal the same year.

/Corporal

Corporal Pettit was born at Bury St. Edmunds in January 1912. He was a clerk before joining the R.A.F. He became an aircraft apprentice in 1928 and was made a gunner in 1935. He has served in India and Irak as well as at home. He was promoted Corporal in 1938.

x . x x

Leading Aircraftman Copley was born at Brierley, Barnsley, in August 1912. He was formerly a colliery engineman. He enlisted as an airman in 1935 and has since served at home stations. He became an air gunner in 1938.

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

28.12.39.

29/12/39 - No. 12

AIR RAID STORY DENIED

The Air Ministry announces:-

Reports published in certain English and Scottish newspapers this morning describing an air engagement off the Scottish Coast yesterday are without foundation.

Activity by Fighter and Coastal Command patrols in this area taken in combination with gunnery practice, may provide the explanation.

++++++

AIR AFFAIRS

29/12/39 - No. 13.

OFFICIAL ADMIRALTY STATEMENT

A torpedo attack has been made on a British battleship by a U-boat. Some damage was caused and three men were killed. The next-of-kin of the casualties will be informed as soon as possible.

-----oOo-----

ADMIRALTY.

29/12/39 - No 14.

THE THWARTED COUP IN SOUTH-WEST AFRICA

Further details of an attempted Nazi putsch in South-West Africa have been revealed in the South African Press. Cases which were destined for South-West Africa in March were opened by the police in Capetown and found to contain arms and ammunition and machine-gun parts. Some cases were marked as radios and refrigerators, and the largest parts of machine-guns were packed to resemble agricultural machinery.

EMPIRE AFFAIRS.

, -----

EXTENSION OF THE ROYAL CANADIAN AIR FORCESIGNIFICANT MOVE TO NEW HEADQUARTERS.

Headquarters of the Royal Canadian Air Force have been transferred to a more commodious structure on Bank Street from the somewhat restricted quarters occupied for many years in the Canadian Building. The move was made necessary by the present rapid expansion of the R.C.A.F.

Air Vice-Marshal G.M.Croil, Chief of the Air Staff, and for the last six years head of an organization whose phenomenal progress and development he has directed, assumed command of the Royal Canadian Air Force on January 1st, 1934, nearly ten years after its creation as such on April 1st, 1924, when offices were occupied in the Canadian Building. For sixteen years headquarters of the R.C.A.F. remained under the same roof, and the transfer may therefore be considered symbolical of its future expansion. It should be recalled, however, that the Canadian Air Force (C.A.F.) was actually created on February 18th, 1920.

Whereas the authorized peace establishment of the C.A.F. in 1921 provided for 1,340 officers and 3,905 airmen, there were only 54 officers and 239 airmen in the Service. Fifteen years later, in 1936, the strength was still small, numbering only 190 officers and 1,115 airmen, while there were no more than 172 aircraft available for a wide range of duties.

No indication of the present strength of the R.C.A.F. can be provided for publication, but some conception of the progress achieved in little more than three years may be obtained from figures representing the present war establishment, consisting of 1,500 officers and 15,000 airmen and the knowledge that material advances have been made even since the actual Declaration of War by Canada on the 10th of September.

The R.C.A.F. is now making a material contribution to the defence of Canada's vulnerable harbour areas, to the protection from enemy molestation of her trade routes by patrolling the ocean

steamship lanes, and to the prevention of any raid upon isolated sections of her coast line. Bomber reconnaissance, coast artillery co-operation and fighter squadrons are located on the Atlantic and Pacific seaboard. Provision has been made for the training of army co-operation squadrons at Ottawa. An Air Training Command, with headquarters in Toronto, is responsible for the intensive training of flying personnel in Trenton and Camp Borden, and for the administration of a manning pool.

Finally, twenty-two flying clubs throughout the Dominion are at present co-operating with the R.C.A.F. in providing elementary training for Pilot Officers (Provisional) as they are called.

The following paragraphs, which are contained in the 1921 annual report of the Air Board, responsible for establishment of the Canadian Air Force, are of special interest at this time in the light of subsequent developments:

"It is (as it should be) a separate service - separate that is to say, from the naval and military services - and it is autonomous," reads the report, in reference to the Canadian Air Force. "It is capable of expansion in case of emergency, but at other times its functions are almost exclusively instructional. It consists of Headquarters, at Ottawa, and of what is, in effect, a School of Aviation, at Borden Camp. There is no permanent establishment; there are no embodied units; and service formations (thirteen squadrons) exist only upon paper.

"All of the officers in the Canadian Air Force, and a proportion of the airmen, served during the war in the Royal Air Force. Therefore the standard of efficiency is high, and esprit de corps is very strong; but the time is approaching when fresh blood should be infused."

Many of the implied suggestions have been implemented. The efficiency of the Royal Canadian Air Force remains high, and the esprit de corps in the Service was never stronger. Fresh blood has been infused, and the foundation has been laid for further expansion.

+++++

29.12.39 - No.16.

FIELD FORCE BRIGADE IN SOUTH AFRICA.

It was officially announced in Pretoria yesterday that a Field Force Brigade is being formed. This Brigade is to be the kernel of the Union's Field Force, and is being trained to take the field at a moment's notice. All men who are keen to be called on to undertake active service as soon as any emergency arises are advised to join the Brigade.

EMPIRE AFFAIRS.

_____oOo_____

29/12/39 - No.17.

Royal Air Force Awards.

Note to Editors.

The Awards and Decorations announced in Air Ministry Bulletin 276 will not be gazetted until Jan. 2nd 1940, and must therefore on no account be published before the morning newspapers of Wednesday, Jan. 3rd 1940 or broadcast before 8 a.m. Jan. 3rd 1940.

Re Squadron Leader Broadhurst: in the statement on page 5 "he has been ground instructor at a flying training school in England"; for England read Egypt.

AIR MINISTRY,
WHITEHALL,
S.W.1.

29/12/39 No - 18

PRESS NOTICE

NOT TO BE QUOTED AS OFFICIAL

It has been ascertained from enquiry at the Admiralty that the battleship reported in to-day's Admiralty announcement (No.13) is the same ship as that referred to in the communique issued by the German High Command, and that she is safe and proceeding on her course.

PRESS & CENSORSHIP BUREAU

+++++

RETIREMENT OF SIR WILLIAM CLARK.

Sir William Clark, who has been High Commissioner in the Union of South Africa for His Majesty's Government in the United Kingdom and His Majesty's High Commissioner for Basutoland, Bechuanaland Protectorate and Swaziland since 1934, took his final departure from Pretoria yesterday. A large gathering bade him and Lady Clark farewell.

The Rand Daily Mail in a leader this morning says:

"The retirement of Sir William Clark is a loss not only to the Diplomatic Service which he long adorned but also to the country in which he laboured earnestly during the last years of his official career. Sir William belongs to that old school of cultured diplomacy which stands out in such striking contrast to the smash and grab methods adopted by many countries to-day. He has handled problems with wisdom and discretion, with a scrupulous regard for the rights of the subject peoples entrusted to his care, but with profound understanding of the hopes and feelings of the young South African nation. He has been the true friend of this country".

EMPIRE AFFAIRS.

FROM FOREIGN OFFICE NEWS DEPARTMENT

29/12/39 - NO. 20.

FOR PUBLICATION IN THE MORNING NEWSPAPERS
OF SATURDAY, DECEMBER 30TH.

NOT TO BE BROADCAST BEFORE 2 a.m.

The following messages from H.M. the King and from the Prime Minister have been sent to Ankara:-

To the President of the Turkish Republic,
ANKARA.

I am deeply shocked, M. le President, by the news of the calamitous earthquake which has inflicted so much sorrow and suffering upon the Turkish people, and I would ask you to accept my assurance of the profound sympathy that is felt by my people at the widespread distress which this disaster has caused through so great a loss of life and property.

(signed) GEORGE R.I.

To His Excellency Refik Saydam,
Turkish Prime Minister.

The report of the disastrous earthquake in Anatolia has filled me with horror, and I have been much distressed to hear of the large death-roll. I hasten to assure Your Excellency of my sympathy with the Turkish people, and especially with those who are suffering personally as a result of this tragedy.

(signed) NEVILLE CHAMBERLAIN.

HOME-GROWN OATS.Notice to Traders and Millers.

An Order will be made by the Minister of Food at an early date for the purpose of bringing under control the sale and distribution of home-grown oats. The Order will prescribe maximum prices for oats for feeding, for milling and for seed. Merchants selling oats for use as seed will also be required to obtain from the buyer a declaration certifying that the oats will be used for seed, and stating the acreage to be sown.

Growers will be prohibited from selling home-grown oats except to approved buyers, that is to say, to merchants authorised under the Wheat Acts, to oatmeal millers and to such other merchants dealing in oats as may be licensed for this purpose. Authorised merchants and oatmeal millers will automatically be licensed as approved buyers. Oatmeal millers are accordingly requested to send their names, together with the addresses of all their branches, to the Joint Secretary, Cereals Control Board, Brooklands House, Weybridge, Surrey, without delay. Merchants who are not authorised merchants or oatmeal millers and who wish to become approved buyers of home-grown oats should make application forthwith for a licence on a form which can be obtained from the following addresses, to which the forms must be returned after completion: -

<u>England.</u>	The Joint Secretary, Cereals Control Board, Brooklands House, Weybridge, Surrey.
<u>Scotland.</u>	Mr. J. MacLean, Chairman, Glasgow Port Area, Feeding Stuffs Committee, 60, Wellington Street, Glasgow.
<u>Northern Ireland.</u>	Mr. W.R. Mullen, Chairman, Northern Ireland Port Area Grain Committee, 93, Ann Street, Belfast.

Firms or individuals having more than one branch need complete only one form of application, but the addresses of all branches must be furnished.

MINISTRY OF FOOD ANNOUNCEMENT.Collection of Fat Stock.

On and after 15th January farmers must send their fat stock for slaughter to the Collecting Centre to which they are attached. They should send in to the District Chairman of Auctioneers at that centre by 3rd January particulars of stock which they propose to enter during the week commencing 15th January. This is necessary to allow plans to be made for the equitable distribution of the resulting meat. The same twelve days' prior notice of marketings should be given each week thereafter.

Cottagers' Pigs.

Cottagers and others who keep a pig for their own use will be given a permit to slaughter that pig for use in the owner's household only.

They will be asked to observe the rationed quantities and to detach and cancel the appropriate coupons in their ration books.

The privilege will be extended to Pig Clubs which provide for more than one household and also to farmers. In the case of farmers, the arrangements will permit of the use of meat from other classes of controlled livestock in their own households and in those of employees for whom they normally provide food.

Particulars will be published later as to the procedure for obtaining these permits.

FOR PRESS & BROADCAST
(7 o'clock NEWS)

29/12/39 - No. 23.

MINISTRY OF FOOD ANNOUNCEMENT

REGISTRATION FOR MEAT

It is of the utmost importance that the registration of consumers for meat should be completed not later than Monday, January 8th, in order that equitable distribution may be made to the shops throughout the country, and that you may be assured of your fair share when rationing begins.

If you registered for meat before Christmas, the registration although unauthorised will be accepted, or if you wish you may register now with another butcher by recovering the counterfoil from the butcher who holds it, and taking it to the butcher you now choose.

-----oOo-----

RATIONING - THE LESSONS OF THE LAST WAR.

Two lessons in management from 1917 - 1918: -

There were food queues in 1917, first for bacon, later for butter and meat and other foods. When rationing was introduced they disappeared. This time we shall have no queues; their cause is uncertainty. With a ration book every housewife knows what she can get for her family, and that she can get it from her shop whenever she likes. Rationing prevents food queues; with its simple rules there need be no waiting and anxiety.

We must not buy more food abroad than we need. We require as much of our money and shipping space as possible for bringing us other things, to help to win the war.

These lessons teach us to plan our food supplies nationally, to make rules for orderly distribution, and to give everyone the assurance of a fair share.

29/12/39 - No. 25.

MINISTRY OF SHIPPING PRESS ANNOUNCEMENT.

The Minister of Shipping has appointed
Sir Thomas Gordon to be his representative in
the Commonwealth of Australia.

-----oOo-----

29.12.39 - No.26.

FRENCH OFFICIAL COMMUNIQUE (EVENING)

Paris, Friday 29th December, 1939.

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

Renewal of aerial activity. Some action on the part of our advanced units. In the Vosges a reconnoitring detachment surprised an enemy patrol and made some prisoners.

-----oOo-----

PRESS NOTICE

Special Entry and Paymaster Cadetships R.N.
- Vacancies

The following appointments in the Royal Navy will be offered for competition at the Navy Entrance Examination to be held in March, 1940.

For Naval Cadetships (For Executive duties)	-- 16
" " " (For Engineering ")	- 12
" Paymaster Cadetships	- 7

Candidates for Special Entry Naval Cadetships (Executive and Engineering) and for Paymaster Cadetships will be eligible to compete if they have attained the age of 17 but are under the age of 18 years 8 months on 1st May 1940.

Candidates accepted for the R.N. from this examination will be entered with seniority of 1st May, 1940.

Forms of application must be obtained from the Secretary, Civil Service Commission, Burlington Gardens, London, W.1. These forms must be completed and returned to the Civil Service Commissioners not later than the 5th January, 1940. Subject to the payment of a special additional fee of £4 the forms will be accepted up to but in no case after 10th January, 1940.

Copies of the Entry Regulations concerning the above appointments can be obtained from the Secretary of the Admiralty, and are also shown in the Appendix to the Navy List.

ADMIRALTY, S.W.1.

++++++

SUCCESSFUL ATTACK ON DORNIER BOMBER.

The Air Ministry announces :-

It is now confirmed that one of the Dornier flying boats attacked in the North Sea by aircraft of the Coastal Command last Wednesday (issue No.15) was shot down. The three members of the crew of four who survived the attack have been rescued by a Swedish steamer and taken to Kopervik in Norway.

-----oOo-----