

31/10/40 - No. 1.

AIR MINISTRY 2134

AIR MINISTRY AND MINISTRY OF HOME
SECURITY COMMUNIQUE

Enemy air attacks during the night were mainly confined to the London area and Eastern and Southern England, though a few bombs were also dropped in the Midlands. Most of the attacks were made during the early part of the night and the raids ceased some time before daylight.

The attacks were not on a heavy scale, and though houses were hit at several places the damage as a whole was slight and casualties were few.

It is now known that five of our fighters were lost yesterday. One of the pilots is safe.

31/10/40 - No. 2.

NOT TO BE PUBLISHED OR BROADCAST BEFORE 12 NOON
G.M.T. ON THURSDAY, THE 31st OCTOBER, 1940.

(Simultaneous publication in India has been arranged).

In spite of war time difficulties, arrangements have been made to transport pilgrims from India to perform the Haj pilgrimage and the necessary shipping is being provided. Realising that the fare for sea journeys, if based on actual costs, would, in the present circumstances, be prohibitive for poorer pilgrims, H.M. Government and the Government of India have agreed to meet certain items of expenditure attributable to war conditions, such as cost of war risk insurance on pilgrim ships (the principal factor tending to increase fares) and expenditure on account of any abnormal detention due to measures designed for the protection of these ships from dangers of enemy action. The effect will be that, in spite of a heavy increase in operating costs under war conditions, this subsidy will make it possible to keep pilgrim fares close to the former level - for example, a return deck passage from Bombay to Jedda will cost only Rs. 195, as compared with Rs. 173 in 1938 and 1939. Sailings have been arranged from Bombay, Karachi and Calcutta, and pilgrim ships will be convoyed in the danger zone and such other measures taken as may be necessary to afford pilgrims the fullest possible protection.

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INDIA OFFICE.

31st October, 1940.

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Press Notice.

SAVING 350,000 TONS OF TIMBER A YEAR.

A special Economy Branch of the Ministry of Supply Timber Control is now saving timber at the rate of 350,000 tons a year. This economy, which means an important saving in shipping space and foreign exchange, has been made possible by evolving new methods of using timber. The substantial tonnage saved is additional to the economies which the Control's licensing system has achieved through cutting down supplies for non-essential purposes.

Many suggestions for economies are received by the Timber Control, most frequent being those concerned with matches. About 125,000,000,000 matches are used every year and people are prolific in their schemes for saving timber in their production.

Ideas suggested include matches dipped at both ends, smaller and thinner matches, a self-striking cigarette, and a cement match (for which appropriate blue prints were enclosed).

Great economies in timber have been made by the substitution of fibre board cases for wooden ones and by the use of open crates instead of closely jointed cases. It is hoped that whisky, gin and other spirits (which as exports are valuable and bring in useful foreign currency) will soon be packed in corrugated pulpboard when being sent overseas. The use of this material, which is made from waste paper, will mean a further saving of timber.

The lapping-boards on which textiles are rolled have been replaced by a light framework which saves something like 15,000 tons of timber a year. Wherever timber is used by the Service Departments new specifications have been drafted to ensure that it is of the lowest grade and the smallest and lightest size that can safely be used.

Every industry which uses timber has been carefully examined to see whether it can do without it altogether or use much less than previously. Wherever substitutes can be used they are insisted upon, and if they are not available the timber must be used over and over again.

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

31st October, 1940.

M.801.

The following statement is issued by the Public Relations Office of London Passenger Transport Board in connection with a conference addressed by Mr. T.E. Thomas, General Manager, (Operations) in the Main Conference Hall of the Ministry of Information, Senate House at 11.30 Thursday morning October 31st:-

LONDON TRANSPORT AND AIR RAIDS.

RAPID REPAIRS

7,500,000 TAKEN TO WORK EVERY DAY

PLANS FOR THE WINTER

Taking seven and a half million workers to their work and home again: strengthening ordinary services and supplementing those of main line railways: evacuating women and children; maintaining an ever-ready ambulance fleet: running special Sunday services, express and emergency schedules: repairs to damage; diversions and underground shelters are some of the gigantic problems which the war has presented to London Transport.

Its war organisation has withstood well seven weeks of intense aerial warfare and plans are prepared for the coming winter.

The Staff Problem

Before the bombardment began, 10,500 employees of the Board had been called up or given leave to join H.M. forces. Of this number, many were members of the operating staffs. When the consumption of Fuel oil and petrol was restricted, the Board allowed a number of bus drivers to volunteer as instructor drivers with the Royal Army Service Corps and some 1,400 more were detailed to man the Green Line coaches that had been converted to ambulances and which were kept available at key points and ready for twenty four hours of the day.

Steps were taken to make up these losses of staff. Nearly 1,000 Central bus conductors were trained as drivers, trolleybus men were trained to drive oil and petrol buses, women conductors were engaged for country buses and women porters were also recruited. Large numbers of women were selected to be called up when needed.

More Staff Called For

An unforeseen difficulty arose in staffing the emergency bus fleet. When it was desired to promote the conductors who had been trained as drivers, a call up was made of the women who had been accepted in recent weeks as conductors and the result was most disappointing. In response to one call up of 350, only 20 replied. The board has now called for more applicants, asking for 1,000 conductors, male or female, for central buses and 500 women conductors for country buses. Peace-time standards have been relaxed and successful applicants are being trained without delay.

Negotiations are in progress with the Ministry of Labour and the Transport Workers Union to see whether a number of conductors can be brought to London from the provinces. Drivers are also needed and it is hoped to obtain the release of a number from the Army and the Green Line ambulances.

To make up for the shortage of staff, drivers and conductors have volunteered freely to give up their rest days in order to man emergency vehicles.

The Emergency Fleet

The buses that had been taken off the road when petrol rationing was introduced were not stored away but were kept in condition to go on the roads at a moments notice. The result was that the Board had an emergency fleet of 600 double deck buses ready to supplement other services and a further reserve of 300 buses.

The war organisation of the Board is based upon the rapid use of this emergency fleet of buses and the speedy repair of damage. With hundreds of trains running on 248 miles of railway and buses, trams, trolleybuses and coaches running on nearly 3,000 miles of roads, it is not surprising that London Transport has suffered its share of troubles.

Diversions

It should be appreciated that if buses have to be diverted from their normal routes, they may have to make their way along narrow side streets unsuited to heavy traffic.

In such circumstances delays and irregular running may be unavoidable and the solution is not always the easy one of putting on more buses. On the contrary that might worsen the situation by creating greater congestion.

Repair and Maintenance

The strain on the Board's services has varied from day to day -- even from hour to hour. The stabling, cleaning and servicing of vehicles in such circumstances, under conditions of strict blackout, has necessitated strenuous and exacting work.

The Engineer in Chief's war emergency organisation works 24 hours a day. Two instances recently of the rapid repair of serious damage may be given:

A H.E. bomb struck a station platform in the open, derailed a train, made the station roof dangerous, wrecked the signal gantry and made the railway unsafe. Restricted train services were running next day.

A bomb fell behind a signal cabin, damaging it severely and making it unsafe and throwing one track bodily on the other track. Services were restored two and a half days later.

Measures of Traffic Relief

Express buses are running on ten routes and the experiment has been so successful that they will be placed on ten other routes almost at once. The buses that are being loaned by the provinces and Scotland will assist in the restoration of all Green Line coach routes and the strengthening of auxiliary services.

Over some sections of railways leading into London which may be interrupted, new skeleton bus services, with buses travelling at wide intervals will be established. Such skeleton services will be increased rapidly in an emergency and passengers, being aware that such a service is running, will know where to look for their alternative means of travel.

Plans for the Coming Winter

As the days become shorter, the evening peak period will become earlier and timetables have been prepared to provide the necessary transport. There are now very few people about the streets late at night and it is expected that in the winter there will be no passengers for road vehicles after ten p.m. to eleven p.m. It is not intended, therefore, to run scheduled journeys after hours. This will make it easier to maintain services during the earlier hours of the blackout.

Special buses will be run for late workers and the Underground will run up to a later hour. Sleeping quarters are being provided for men on early and late duties.

Other Improvements

Other improvements include the opening in conjunction with the Main Line railways of information bureaux in the city, the west-end, and in industrial areas: the recent devising of means to avoid the closing of a number of watertight doors on the Underground during air raids and the fitting of improved lighting to all road vehicles, including a lamp that illuminates the platforms of buses and the kerb so that passengers may board and alight in safety.

Passengers can help by travelling home as early as possible to avoid the evening peak period and by staggering travel at all times, especially after "Raiders Passed" signals.

Bunks for Shelterers.

One of the Board's most difficult problems has been that of the shelterers in the tubes. The sheltering is being placed on an orderly basis so that the least possible inconvenience is occasioned to travellers. The position will be improved still more because the Board has agreed that the Ministry of Home Security shall erect three tier bunks at the stations. This will increase the accommodation available. Space will still be ready for people who take temporary shelter from the street.

At the request of the Ministry of Food, the Board has begun the supply of refreshments to shelterers. This will involve the employment of a staff of 1,000.

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Press Notice: Not for publication before morning papers of Friday,
November 1st or broadcast in any form before 7 a.m.
Friday, November 1st, 1940.

FERTILISER PRICES.

The Minister of Supply has issued the Control of Fertilisers (No.7) Order, 1940, and a Direction (No.6) under the Control of Fertilisers (No.1) Order, 1939, fixing maximum prices for the remainder of the season in respect of sulphate of ammonia, superphosphate, ground phosphate and compound fertilisers. It will be recalled the Government announced last month that, subject to certain conditions, there would be no further increases this season in the prices of these fertilisers other than the seasonal increases of 1s. 6d. per ton per month previously announced. These Orders provide accordingly.

Copies of the Order and Direction may be purchased from H.M. Stationery Office, York House, Kingsway, W.C.2, or from any bookseller.

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

31st October, 1940.

TORCH BATTERIES FOR WINTER

To ensure adequate supplies of torch batteries during the winter, the Board of Trade have arranged to licence a certain quantity of imports. By this means the substantial quantities of batteries manufactured in this country are being supplemented with the aim of preventing a shortage such as occurred last year.

While home production and imports should be sufficient to meet the demand, as estimated from experience, the Board of Trade wish to urge the desirability of economy in the use of torch batteries.

In the national interest it is still desirable to limit imports, which must be paid for in dollars and take shipping space required for war supplies, as much as possible.

The number of batteries needed, the Board point out, will depend upon the way in which torches are used. Last year torches were used far more out-of-doors during the black-out than was necessary. Since the intensified air-raids began this year torches have been used much more than is necessary indoors, particularly in shelters. The practice has grown of leaving them alight all night.

Even a large battery which with reasonable use would last two or three months, would not keep going for more than two days under such conditions.

Torches are not an economical means of permanent illumination. In the interests of their own pockets as well as in the national interest, users are urged to restrict the use of torches as much as possible.

For permanent illumination in shelters and elsewhere more suitable forms of lighting should be used. Torches should be used simply as flashlamps.

Economy can also be effected by using the larger types of batteries. The small battery known as No. 8, for example, costing 3½d., gives about two hours' light if used continuously. A large battery such as the U.2, costing about 9d., gives from twelve to fifteen hours' light. By using the larger types of batteries users will save their own pockets and assist the war effort by reducing imports.

The Board of Trade have taken steps to ensure that imported batteries shall be of satisfactory quality. The Torch Batteries Imports Advisory Committee, set up by the trade at the request of the Board of Trade, has undertaken the distribution through normal trade channels of batteries of sound quality to be sold at reasonable prices.

Every importer of batteries and every dealer is under an obligation to comply with the Prices of Goods Act (1939). Application of the Act to the torch battery trade will be closely watched by the Central Price Regulation Committee on behalf of the Board of Trade.

The Board are determined to prevent profiteering. In appealing to the public to do its part the Board state: "Every battery saved means one less to import, more currency to pay for aircraft, guns and other war supplies, and more shipping space to bring them to our shores."

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MINISTRY OF LABOUR & NATIONAL SERVICE—Press Notice

7/31.10.40.

Schedule of Reserved Occupations.

The Ministry of Labour and National Service announces the following changes in the Schedule of Reserved Occupations:—

1. The following occupations, not previously reserved, are now reserved at the ages stated:—

Filleter, splitter, skinner, sorter, grader, packer-sorter, packer-grader, (Wholesale Fish Trade)	-	30
Diamond sorter	-	25
Assistant superintendent (or assistant district manager) in industrial insurance companies or collecting friendly societies	-	35

2. Railway clerks who are employed as relief station masters or as relief control staff are now reserved at age 25.

The above entries are not retrospective in their effect; that is, they do not involve the release of men now in the Forces or of men who have already received enlistment notices.

3. As from 1st December, 1940, the age of reservation of the following occupations will be raised from 30V to 35V.

Compositor (hand, jobbing and all others); Linotype, monotype and intertype operator; Printing machine minder; guillotine cutter; reader; other workers (excluding warehouse) in printing; Lithographic artist, designer; lithographic printer (machine minder); lithographic printer; line photographer; lithographic transferer; printer-down on metal (lithographic and process engraver); photographic retoucher (line negative) platograiner; other lithographic copper and steel plate photogravure workers, other process engravers, except Admiralty chart and bank note copperplate printers; bookbinder; other workers (excluding warehouse) in bookbinding.

H.Q. 746-400 J.J.

AIR MINISTRY No. 2135

31/10/40 - No. 8.

AIR MINISTRY AND MINISTRY OF HOME SECURITY COMMUNIQUE.

There has been little air activity over this country up to midday today. Early this morning a single enemy aircraft dropped bombs on a town in the South-East of England, some damage was done and casualties caused including a small number of persons killed.

It is now known that two more enemy aircraft were destroyed yesterday, making nine in all. As already announced five of our aircraft are missing, one of the pilots is safe.

31/10/40 - No. 9.

AIR MINISTRY No. 2136.

AIR MINISTRY COMMUNIQUE.

Though operations were restricted last night because of bad weather, the docks at Antwerp and Flushing were heavily bombed and the naval base at Emden was attacked.

Cherbourg harbour was attacked during daylight operations yesterday,

One enemy aircraft was destroyed. One of our aircraft is missing.

31/10/40 - No. 10.

AIR MINISTRY BULLETIN No. 2137.

Air Ministry News Service.

R.A.F. DAY BOMBERS ATTACK ENEMY SHIPPING.

Cherbourg harbour, and shipping off the French Coast were attacked during daylight operations yesterday by aircraft of the Bomber Command.

Dockside buildings were hit, and a heavy salvo was dropped among four "E" boats cruising twenty miles out to sea.

31/10/40 - No.11.

NOT FOR PUBLICATION BEFORE THE MORNING NEWSPAPERS OF FRIDAY,
NOVEMBER 1, OR BROADCAST BEFORE 7 a.m. ON THAT DATE.

ARMISTICE DAY

The King has decided that the usual service at the Cenotaph shall not be held this year; and the Government feel that in present circumstances it would be preferable that other large services which it has been the custom to hold throughout the country on Armistice Day should not be held. In view of the risk of confusion with the air-raid warning signals, it will not be possible to signal a Two-Minutes' Silence as in previous years.

November 11th will, however, be observed as Poppy Day, as hitherto, and the British Legion are making the usual arrangements for the sale of poppies in aid of Earl Haig's Fund.

In past years it has been the general practice to hold special Services in places of worship on the Sunday before Armistice Day. This year, it is proposed that Sunday, November 10th, shall be observed as a Day of Remembrance and Dedication; and an announcement regarding the observance of that day is being issued by the Archbishop of Canterbury after communication with the authorities of the principal Christian Communions in this country.

HOME OFFICE.

31/10/40 - No.12.

NOT TO BE PUBLISHED IN ANY FORM BEFORE THE MORNING PAPERS OF
FRIDAY, NOVEMBER 1st 1940. NOT TO BE BROADCAST BEFORE 7 a.m.
ON THAT DATE.

ARMISTICETIDE.

ARCHBISHOP OF CANTERBURY'S MESSAGE.

The following announcement has been issued by the Archbishop of Canterbury:

"His Majesty's Government have announced that in present circumstances Armistice Day, November 11th, cannot be observed in the once customary manner. But while this is inevitable there will be a general desire that Armisticetide should not pass without recalling, though with a new direction of the mind, the memories and associations which have so long surrounded it. It is therefore proposed, with the approval of His Majesty the King, that Sunday, November 10th, the day immediately preceding Armistice Day, should be observed in our various places of worship and in our hearts and homes as a Day of Remembrance and Dedication. Remembrance - we shall still remember those who fought and died for their country's cause in the last war and with them now those who have already in the present war given their lives. Dedication - we shall dedicate ourselves to the task of finishing if it may be the work which the men of 1914-18 sought to do, and of doing and giving our utmost to win the victory of freedom, justice and peace. We shall dedicate our minds and wills even now to the task which will await us when this war is over - the task of bringing in a new and better ordering of our common life both national and international on the basis of the Christian Faith and on loyalty to the Kingdom of God. Truly, by the call of this great time, the most fateful in our history, to each one of us a "bond is given that he should henceforth be else sinning greatly a dedicated spirit."

HOME OFFICE.

31/10/40 - No. 13.

AIRCRAFT WORKERS VISIT FIGHTER STATION.

Some of the men who build the famous Hawker Hurricanes met some of the men who fly them when a party of the Hawker Aircraft Company's employees visited a South of England Fighter Command Station yesterday.

The visit was arranged jointly between the Ministry of Aircraft Production and the Air Ministry.

The aircraft workers, mostly shop stewards in charge of different departments, were intensely interested and impressed during the day they spent at the Station. They talked to pilots and heard some of the stories of the numerous victories achieved over the enemy.

They also talked to maintenance airmen on the aerodrome - the men who "keep the fans turning".

One machine had been damaged the previous morning. When the Aircraft Company's men arrived, the Hurricane was ready to go up for a test. A new wing had been fitted and other repairs had been made in 24 hours.

One of the Hawker employees declared with a grin, "That's almost as quick as we can build a complete Hurricane these days."

The pilots to whom the workers talked are from different squadrons, and their total bag is something like two hundred enemy aircraft. One, a Squadron Commander who was decorated with the D.S.O. and D.S.C. by the King at a Fighter Command Station some time ago, recently went to open a local Spitfire fund. "I told them they had better start a Hurricane fund as well", he told the Hawker Company's employees.

MINISTRY OF AIRCRAFT PRODUCTION.

31/10/40 - No. 14.

GERMAN PRISONERS OF WAR.

The number of German prisoners of war announced in the B.B.C's German broadcasts as being in British hands since the previous list was issued on the 28/10/40, is as below:-

Air Force - 18 prisoners (Ages from 20 - 28 years)

No Italian prisoners of war have been announced as being in British hands since the previous list was issued on the 28/10/40.

MILITARY AFFAIRS.

Press Notice.

NEW RAILINGS CAMPAIGN FOR SCRAP.

Private owners asked to co-operate.

The Ministry of Supply (Iron and Steel Control) has just inaugurated a new voluntary scheme to encourage the private owner to give up his railings for the scrap metal campaign.

A start is being made in the Midlands area - Leicestershire, Shropshire, Staffordshire, Warwickshire and Worcestershire - with Birmingham as the centre, and the scheme will be extended to other districts as soon as results from the Midlands area are received.

Explanatory notes are being sent out to all Local Authorities and each individual house-owner will be supplied with a leaflet explaining the Ministry's requirements, together with a form to be filled in authorising the removal of the railings. It is pointed out in the leaflet that railings which are of a historical or artistic value or which serve an essential purpose, such as protecting the public from danger, should not be disturbed. But there are thousands of tons of unessential boundary fences, house frontage railings and partitions between gardens. All these might well disappear in the national interest. The occupier of a house, if he is not the owner, will be asked to obtain the owner's signature permitting removal. It is hoped that the distribution of leaflets, canvassing and other preliminary work will be assisted by voluntary bodies - W.V.S., Boy Scouts, and so on - leaving the Local Authority with greater freedom to concentrate on the collection and disposal of the metal.

The actual work of removal can be carried out either by the Local Authorities, who would then make good walls and copings, or put out to tender by scrap merchants.

The Iron and Steel Control is prepared to advise on suitable scrap merchants for the purpose, or to give location of mills to which the broken-up metal may be sent, if the Local Authorities prefer to carry out the breaking up, sorting and disposal themselves.

Although the price of scrap metal is rigidly controlled it is high enough, when the metal is handled in reasonable bulk, to cover costs of removal and making good walls and also leave a certain amount over. This can be applied to the relief of rates or handed over to the Red Cross or other voluntary appeals.

The Ministry hopes that the campaign will be conducted on a house-to-house and street-to-street basis, both in order to avoid isolated lengths of railing being left and so making a street unsightly, and in the interests of economical handling.

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

31st October, 1940.

LORD CROFT VISITS CANADIANS.

Lord Croft, Under-Secretary of State for War and Vice-President of the Army Council, visited units of the Canadian Expeditionary Force on Thursday, October 31st.

He said that the Army Council was very proud to have their fine formations co-operating with the great Army which was being built up in this country.

He, himself had had the privilege of fighting in battle alongside the Canadian Expeditionary Force in the early Spring of 1915 and also in 1917, and could never forget the élan or the dogged fighting qualities they displayed on those bloody fields.

After the collapse of France this Summer the world - a sorrowing world - looked at our cause with pity as almost lost, for to those without knowledge this old Country with 47,000,000 people seemed to stand alone, almost doomed, facing 80,000,000 Germans drunk with victory and spreading over most of Europe.

What the world did not realize was that behind the 47,000,000 people of the Motherland, there was already the gathering of the Clans. Apparently the Germans thought that at the first blow this Commonwealth of free people would fall to pieces.

What they did not understand was that the most virile nations on God's earth were already on the move and just because they are free they come with bigger hearts and firmer stride to fight to the last ditch for that which we brethren of the Empire prize more than life itself - liberty of conscience, mind and spirit - that freedom which calls its soul its own.

He knew how early Canada wanted to be in the field, and they knew that they were only denied the opportunity of coming to grips with the enemy last summer by a few days.

When the eyes of the world were turned on England from July onwards, you were here by our side and once more up to date you have so far been deprived of that opportunity which you came so far to seek.

This time it was not the collapse of Allies but the bashfulness of Hitler who, after most definite promises to the German people to make his debut in London was not prepared to face his audience or even to approach the stagerdoor.

Your presence here along with soldiers of Australia, New Zealand and Newfoundland provided many thousands of weighty reasons additional to the main one, that the men of this old land are prepared to die where they stand on our white cliffs and golden sands before a German boot pollutes a foot of our precious soil.

There are other weighty reasons. Your airmen were with us early in the skies. A crushing German victory in the air was a necessary prelude to invasion and the destruction of our Ports and Harbours, transport system and factories, essential.

The eagle-spirited sons of Great Britain and the Dominions have definitely proved that even in face of great odds they are the better men.

The weightiest reason of all was the Royal Navy and the men who man our ships.

/The Navy

The Navy, if we are to believe Doctor Goebbels has been sunk many times but still units, sent to the bottom by German wireless a dozen times, hold the seas, and so long as that is true Britain lives and we can clasp the outstretched hand of the Dominions with their ever increasing gifts of manhood, aircraft and the food on which we live.

What of the future? The present phase of the war is largely the struggle for air ascendancy.

He was a whole-hearted believer that air ascendancy was in process of being won by the vast training plans ever progressing in Canada. If our Air Force, in which are so many Empire pilots, can continue to hold the enemy, which he did not doubt, then when the river of supplies of pilots from the great Imperial Camps in Canada turns to flood, air ascendancy will be won.

What then of the Army? It must be the most highly trained and disciplined that ever fought if it is to achieve its purpose. Those of us who day after day, month after month and year after year fought the Germans before know that courage is not enough - the machine must be perfect in equipment and perfect in training. It must be elastic and have all the qualities of individual initiative, but it must also have that complete rhythm and system which enables the Commander to dispose his forces suddenly with complete confidence.

Never forget this: in the last war most highly disciplined units were always the best fighting units and always the happiest.

Modern war is one of surprises. The highest form of training from the barrack square to the co-ordination of the largest forces in the field is necessary to deal with the speed of mechanical units today.

He would urge them to concentrate all their energies and will-power on that training. Germany cannot win the war unless she lands in this Island and makes us hold up our hands. No terror, no murdering of civilians or destruction of Churches and hospitals will ever drive our people to surrender.

But we want more than that. If the Germans do not come we will go to them, in which field no man can yet say, but somewhere East, West or North there is a flank to turn or a front to be pierced, and since the Armies of the Empire are of the same stuff as our seamen and airmen when the opportunity arises it will be the same triumph of mind over mass, the same vindication of freemen over slaves.

The people of the homeland know that you have sacrificed your jobs and left your homes 3,000, 4,000, 5,000 miles away. We will be worthy of your sacrifice and never forget your powerful and generous aid in this hour of our common peril.

WAR OFFICE.

31/10/40 - No. 17.

NOT TO BE PUBLISHED IN ANY FORM BEFORE THE MORNING PAPERS
OF FRIDAY, NOVEMBER 1st, 1940. NOT TO BE BROADCAST
BEFORE 7 a.m. ON THAT DATE.

PRESS NOTICE

The King has been pleased to approve the retention of his office by the Most Hon. the Marquess of Linlithgow, P.C., K.T., G.C.S.I., G.C.I.E., Viceroy and Governor General of India for a further period of one year from April, 1941.

10, Downing Street,
S. W. 1.

31/10/40 - No.18.

CAIRO OFFICIAL COMMUNIQUE.

The following official communique was issued today from General Headquarters in Cairo:

From Egypt, Kenya and Palestine there is nothing to report.

In the Sudan on October 27/28 our fighting patrols were again active in the Kassala area. On the latter day a party of the enemy was successfully ambushed leaving 15 dead and six prisoners in our hands, while two mechanical transport vehicles were destroyed.

Our casualties were nil.

MINISTRY OF INFORMATION.

31/10/40 - No.19.

GENERAL WEYGAND'S WARNING

On October 30th The "Dépêche Marocaine", which is published in Tangier, published the following from Rabat dated October 29th.

"Certain foreign radio stations have broadcast ~~tendencious~~ reports of France having accepted terms incompatible with her national honour. Residency General has received from French Government information which permits it to affirm that said reports are devoid of all foundation. The following message addressed yesterday to General Negués by General Weygand, delegate of French Government in French Africa, has forcefully confirmed above. 'General Weygand warns the people of French Africa against hasty and tendencious foreign reports concerning the 'attitude and orders' of the French Government. I ask all Governors and Residents General to warn their people immediately in this sense. Nothing contrary to the honour of the interests of France and her peoples who have entrusted themselves to her has been or could be agreed to by a Government headed by Marshal Pétain".

FOREIGN OFFICE NEWS DEPARTMENT

ATLANTIC RESCUE BY EX-U.S. DESTROYER.BROADCAST SCRIPT BY A FLYING OFFICER.

The following is the advance copy of a talk to be broadcast at about 6.15 this evening by the captain of an aircraft, the crew of which was rescued from the sea by one of the destroyers recently transferred to the Royal Navy by the United States. The flying officer, who was in the sea 22 hours, is half-American and a recent racing blue.

CHECK AGAINST DELIVERY.

B.B.C. Announcer: Recently the first job to fall to one of the American destroyers transferred to the British Navy was to rescue from the sea the crew of a Royal Air Force heavy bomber. By a remarkable coincidence the captain of the aircraft, who is a recent rowing blue, is himself half American and his mother is now in California. He is here in the studio tonight to tell listeners of the crew's 22 hours' ordeal in the Atlantic.

Speaker: Many people have said what a welcome addition the American destroyers would be to our fleet. I am sure that no-one is likely to give them a more hearty and grateful welcome than that of my crew and myself one afternoon a couple of weeks ago when after drifting aimlessly about in a rubber dinghy off the coast of Ireland for a very long time we suddenly saw on the crest of a wave the funnels of a destroyer.

It happened like this. We had been detailed to escort a convoy and had met it inward bound at about midday. Several hours later while we were still on patrol, the rear gunner reported a trace of smoke from the starboard engine. I could see very little myself; the oil and radiator temperatures were quite normal and I was not unduly worried. I decided however to return to base at once and the wireless operator reported to base that we were doing so. But almost immediately our trouble increased, the engine got very hot - and so did I - and it was only a matter of a very few minutes before we found ourselves cooling rather rapidly in the Atlantic.

I saw clouds of smoke pouring from the engine, the temperature shot right up, and I had to throttle the engine back to prevent it catching fire. We were only at about 500 feet at the time and the aircraft would not maintain height on the other engine. I told the crew to stand by for a landing on the sea, and our dinghy drill had to be carried out pretty rapidly. The tail gunner came forward to the dinghy, the second pilot and the navigator went aft, followed by the wireless operator after he had finished sending his S.O.S. They all braced themselves for the shock of hitting the water. This we must have done with quite a crack, in spite of my efforts to hold off as long as possible and reduce speed, as the fuselage broke nearly in two just forward of the leading edge of the wings. The cockpit immediately began to fill with water and I thought it was time for me to be moving. I climbed out through the escape hatch in the roof and found the rest of the crew in the sea with the dinghy which was just opening.

I scrambled across the gap in the fuselage and walked aft. The dinghy was fully open and the rope tying it to the aircraft had been cut but it was still caught in the angle between the fuselage and tail plane so I was able to step straight into it. This was a great stroke of luck as the hardest job is usually to get the first man into the boat. We pushed ourselves clear of the aircraft and then I helped the crew in. The wireless operator was the most urgent case as he had hit himself jumping in and had swallowed a lot of salt water when he went under; he was very nearly unconscious. We got him in after quite a struggle and the rest of the crew came aboard in turn. The aircraft had sunk by the time the last had got in.

This happened at about 4 o'clock in the afternoon; there were about three hours of daylight remaining, and of course we hoped very much that our S.O.S. would have been received and that we should be picked up or at least sighted that afternoon. We were at the time within sight of land but a strong south-westerly wind was carrying us away out to sea. Darkness fell without a sight of ships or aircraft and we resigned ourselves to at least another fourteen hours afloat. At first we could see the beam from a lighthouse, but that disappeared by midnight, as the wind which was increasing nearly to gale force blew us farther from land.

/There

There were only three things to do all night, to keep awake, to keep warm and to try and keep the boat as dry as possible. We had all, except the rear gunner, swallowed some salt water and were sea sick. I was lucky and was not very bad but some felt most unhappy inside all night and wanted very much to go to sleep. However we all kept awake and found three exercises which seemed the most practicable for keeping warm. First we would pat our hands briskly on our thighs, that warmed both hands and thighs and was our commonest exercise, which later in the night we did about every ten minutes. Then we did the "cabman's swing" swinging our arms across our chests as taxi drivers do on cold days, and we found that good for keeping the circulation going. Finally we smacked each other on the back. I must have been somewhat vigorous in this last exercise as my neighbour said it was too much like being hit by a pile driver. We did our best to keep cheerful and as my watch was watertight and working I reported the time every half hour and the number of hours to daylight. I was a great land mark at one in the morning when the night was half over and then six hours only to go.

I found also that I kept warm by baling out the water which we did with my shoes. At first we shipped water quite often as the tops of the waves broke over us. Later, though the seas were steadily rising with the wind increasing through the night, we became quite expert at riding the huge Atlantic rollers, and found that if we kept two of us facing into the wind and two with their backs to it we could watch the waves and by leaning away from the bad ones ease ourselves over the top of them without shipping water very often.

The night passed very slowly indeed. I had decided not to open the rations till morning as I knew we should be much hungrier then. I am afraid I adopted rather a Captain Bligh of the Bounty line over the rations as I wanted to make them last for three days. Dawn crept upon us at about 6.30 after an apparently interminable night of back slapping and wave climbing. It was quite light by 7.30 and we were out of sight of land, but suddenly to our joy we saw a ship in the West. It got larger and was heading almost in our direction; then it altered course and came straight for us. We stood up in turn and waved and we all shouted, but she was to windward and neither saw nor heard us. We could see her quite clearly and she passed within two or three hundred yards and was, I think, a small armed merchantman. That was a dreadful disappointment as we had practically decided what we would have for breakfast; biscuits and brackish water were a very poor substitute for bacon and eggs. However as some slight consolation and to warm us up I allowed us each a very small swallow from our rum flask, which I was saving for emergencies.

We saw several aircraft ruing the morning but even those fairly near did not spot us because the sea was a mass of white horses. About 10 o'clock the rear gunner was washed overboard by a wave breaking cross ways over us, although he was sitting on his hands holding the rope as we all did. However, he kept his hold and we got him aboard again, and did our best to warm him up with rum and exercise.

At midday there were more biscuits and Horkicks tablets for lunch but I don't think we were really hungry yet as some of the crew wouldn't eat their biscuits. I told the crew that we should probably have to spend another night in the dinghy and they stayed remarkably cheerful in spite of this dreary prospect.

Suddenly about 2 p.m. we thought we saw some ships in the distance. All the morning, however, we had been seeing low islands and lighthouses which proved to be merely the crests of waves breaking in the distance, so I didn't have much faith in any of these ships. Then we started looking round again and to our joy saw from the crest of a wave a flotilla of destroyers steaming towards us in line abreast. The second pilot recognised the four funnels and flush deck of the American destroyers and we thought that they would pass on either side of us. Then as they drew near they altered course away from us so that we passed to port of the port ship of the line. We held the rear gunner up and he waved our green canvas paddle. Just as we had about given up hope again we saw people waving from the decks and she turned in a circle round us.

Soon after she came alongside and threw us a line, at first shouting directions in German, as they had mistaken our uniforms. The ship was rolling heavily and when our navigator caught hold of the rope ladder he could not get a foothold and as his hands were too cold to keep a grip he fell into the sea. A sailor at once jumped in, put line round him and he was lifted out. The rest of the crew and myself were able to climb aboard. We were taken below and had our skin practically rubbed off us before we were wrapped in blankets and put in officers cabins, with tea and rum and hot food, all extremely welcome.

As soon as I was warm I borrowed some clothes and went on the bridge to thank the captain. I learned that it was he who had first spotted us when he saw through his glass our yellow skull caps and life saving jackets and dinghy which he thought was some wreckage as we appeared and disappeared on the distant waves.

We were all made most abundantly welcome by the Navy and went ashore that night very happy men indeed.

31/10/40 - No. 21.

AIR MINISTRY BULLETIN 2139.

Air Ministry News Service.

ATTACK ON OSTEND

A small force of Coastal Command Blenheims last night struck at targets in Ostend Harbour which had been previously attacked and since repaired by the enemy.

Easy identifications of their objective enabled the bombers to score direct hits freely on the quays and shipping berths. Every second bomb burst was followed by a heavy explosion and the crews could see debris being thrown high in the air.



MINISTRY OF LABOUR & NATIONAL SERVICE—Press Notice

NATIONAL SERVICE (ARMED FORCES) ACTS, 1939 AND 1940.

Registration Procedure.

1. As already announced further registrations under the National Service (Armed Forces) Acts will take place on 9th and 16th November, 1940. On 9th November, men born between 1st July, 1905, and 31st December, 1905, together with men born between 28th July, 1920, and 9th November, 1920, all dates inclusive, will be registered. On 16th November, men born between 1st January, 1905, and 30th June, 1905, both dates inclusive, will be registered.
2. Posters setting out in detail the classes of men required to register on the 9th and 16th November and the procedure to be followed at the time of registration will be displayed at Ministry of Labour and National Service Offices and Municipal Offices as from 2nd November. For convenience of reference the instructions to be given in the posters are summarised in paragraphs 7 and 19 below.
3. There have already been fourteen separate registrations under the Military Training and the National Service (Armed Forces) Acts for the compulsory recruitment of men to the Armed Forces. The first took place on 3rd June, 1939, under the Military Training Act, when men between the ages of 20 and 21 were registered. With the enactment of the National Service (Armed Forces) Act on the day that War was declared, the liability of these men for six months training was converted into a liability for service for the duration of the present emergency. The last registration took place on 27th July, 1940, when men who were born between 1st January, 1906, and 31st December, 1906, together with men born between 23rd June, 1920, and 27th July, 1920, all dates inclusive, were registered.
4. The existing Proclamation signed by His Majesty the King on 9th May, 1940, relates to men who on 9th May, 1940, had reached the age of 19 but had not reached the age of 37 and who were not already registered under the Military Training Act or the National Service (Armed Forces) Act.
5. In consequence of the making of the National Service (Armed Forces) (Isle of Man) Order, 1939, on 27th October, 1939, men from the Isle of Man are required to register even though they are only temporarily in Great Britain.
6. The procedure for the registration, medical examination and calling up of the men, which is summarised in the following paragraphs, will be substantially the same as when the last registration under the Act took place on 27th July. Attention is, however, particularly invited to paragraphs 10 and 11.

Registration.

7. All male British subjects within Great Britain who were born between 1st July, 1905, and 31st December, 1905, or between 28th July, 1920, and 9th November, 1920, all dates inclusive, must attend for registration at Local Offices of the Ministry of Labour and National Service on Saturday, 9th November, 1940. Men born between 1st January, 1905, and 30th June, 1905, both dates inclusive, must attend for registration on Saturday, 16th November, 1940. Men who are within the age groups required to register on 9th November or 16th November, who are outside Great Britain on those dates must apply for registration at a Local Office of the Ministry of Labour and National Service within seven days of the date of their return to Great Britain.

Men living six miles or more from a Ministry of Labour and National Service Office, or men suffering from some permanent incapacity may fill up a registration form and post it on 9th or 16th November, according to the date on which they are due to register, to a Ministry of Labour and National Service Office. Forms for this purpose may be obtained at a Ministry of Labour and National Service Office or at the Local Post Office in the case of men living six miles or more from a Ministry of Labour and National Service Office. Men who for good cause (for example, illness) fail to apply for registration on 9th or 16th November, must do so as soon as possible thereafter. Any man who fails without good cause to register on the due date renders himself liable on summary conviction to a fine not exceeding £5.

At the time of registration men will be required -

- (a) to produce their National Registration Identity Cards, and
- (b) to furnish certain necessary information, including a precise and accurate description of their occupation (see paragraph 8 below).

All men who register should make sure that they receive a Registration Certificate (N.S.2). Any change of address must be notified immediately by the return of the Certificate to the Local Office for amendment.

To avoid unnecessary waiting, men should keep strictly to the times of attendance allotted to them according to the initial letter of their surnames, as follows:-

A to D	-	between 12 noon and 1 p.m.
E to K	-	between 1 p.m. and 2 p.m.
L to R	-	between 2 p.m. and 3 p.m.
S to Z	-	between 3 p.m. and 4 p.m.

Men who cannot attend in the afternoon should attend between 9 a.m. and 11 a.m.

Classification of men according to their occupations.

8. At the time of registration each man will be classified according to the particulars he furnishes regarding his occupation, and immediately after registration his employer will be asked to check these particulars. This information regarding a man's occupation is essential for the purpose of applying accurately the Schedule of Reserved Occupations (see paragraph 17 below) and also in order to identify those men not reserved by the Schedule who can be employed in the Forces in a trade capacity. The Local Officers of the Ministry have considerable experience in registration work and in the classification of men according to their occupations, but the success of their efforts must ultimately depend on the ready co-operation of both the men and their employers. Very few cases have so far arisen where there has been reason to doubt the accuracy of the information supplied in this way, but attention is invited to the fact that the Acts provide for heavy penalties for the giving of false information by or in respect of a man upon his registration under the Acts. It is emphasised that men reserved by the Schedule of Reserved Occupations must nevertheless register.

The importance of ascertaining the precise nature of a man's occupation by consultation with his employer as soon as possible after registration will be fully appreciated when it is realised that once an enlistment notice has been served on a man, representations to the effect that his occupation has been incorrectly entered in the Military Service Register do not constitute a valid reason for withdrawing the notice. Should a man change his occupation after the date of his registration, the appropriate Local Office of the Ministry should immediately be notified of his new occupation, and an enlistment notice, once issued, cannot be cancelled for reasons of this kind.

Preference for Naval or Air Force Service.

9. Men who have a preference for service in the Royal Navy or in the Royal Air Force may notify this fact either orally or in writing, preferably at the time of registration.

Mercantile Marine.

10. Seamen should register at Mercantile Marine Offices if possible, otherwise their registration will be accepted at Ministry of Labour and National Service Offices. This also applies to marine engineer apprentices who intend to go to sea as engineer officers and to students at Wireless Telegraphy Schools who intend to go to sea as wireless operators provided that they can produce:-

- (a) a certificate from the recognised Wireless School that they were already students of the School before 1st July, 1940; or
- (b) evidence that they have already been to sea as qualified Wireless Operators and are at the School taking refresher courses.

Fishermen.

11. Fishermen have hitherto been required to register at Mercantile Marine Offices; in future they should register at Local Offices of the Ministry of Labour and National Service.

Medical Examination.

12. Men liable under the Acts to be called up for service and required to submit themselves for medical examination will be summoned to attend for examination by means of written notices which will be sent to them by the Ministry of Labour and National Service. The Medical Boards are situated in convenient centres throughout Great Britain and men are allowed reasonable expenses and allowances for their attendance including compensation for loss of remunerative time. At least two clear days' notice will be given in all cases. Men will be informed of the medical grade in which they are placed. Immediately after medical examination each man will be interviewed separately by a Service representative for allocation, in the light of his qualifications, to a Service unit.

Postponement of liability to serve in the Forces.

13. There is no power to exempt persons from their liability for service in the Armed Forces although there are certain specified classes not subject to the Acts (see paragraph 19); but a person who can show that exceptional hardship would ensue if he were called up for service may apply for a postponement certificate. Men wishing to postpone their liability for service are none the less required to register on 9th or 16th November, as appropriate, and to submit themselves for medical examination when called upon. Application for a postponement certificate should be made not later than two days after the date of medical examination.

Military Service (Hardship) Committee.

14. Where an application for a postponement certificate has not been granted by the Minister, it will be referred to a Military Service (Hardship) Committee. An applicant who is aggrieved by the determination of a Hardship Committee may, if the determination of the Committee is not unanimous or if permission so to do is given by the Committee, appeal within 21 days to the Umpire whose decision is final. The Minister has the right of appeal in any case where he considers this to be desirable.

Enlistment in the Forces.

15. Men who have been examined by a Medical Board and who have reached the required standard of fitness will be called up for service by means of enlistment notices which will be sent to them by the Ministry of Labour and National Service. The enlistment notice will specify the date (which will be at least three days from the date of service of the notice) on which the man is required to report at the appropriate Service Centre. Travelling warrants will be supplied where necessary. A man will be deemed to be entered or enlisted in the Armed Forces as from the date on which he is required to report for service until the end of the present emergency.

16. It sometimes happens that when an enlistment notice has been sent to a man requiring him to report for service he or his employer makes representations that the calling up should be postponed. It should be clearly understood that a man who has received an enlistment notice must comply with it, since he is legally enlisted in the Forces from the day on which the notice requires him to report for service. Any failure to comply with an enlistment notice and any attempt by an employer or any other person to dissuade a man from complying with the notice is thus a very serious matter. An enlistment notice can be cancelled only if it has been issued in error.

Application of the Schedule of Reserved Occupations.

17. In calling men up for service regard will be had to the Schedule of Reserved Occupations and men who are of or above the age of reservation for their particular occupation are not, in general, being summoned for medical examination or being called up for service in the Armed Forces. A man's age on the date of registration, namely, 9th or 16th November, as the case may be, will be regarded as his age in applying the Schedule of Reserved Occupations.

Conscientious Objectors.

18. A conscientious objector must apply to be registered on the 9th or 16th November at a Ministry of Labour and National Service Office like any other man who is required to register on one of those dates, but he may at the same time make application to be placed on the Register of Conscientious Objectors. He will then be provisionally registered in that Register and will be required to make application within fourteen days to a Local Tribunal constituted under the Act. Failure to make application to the Tribunal within the prescribed period renders a man liable to have his name removed from the Register of Conscientious Objectors.

Classes of persons not subject to the Acts.

19. No person is liable to be called up for service or to register under the Acts who is:-

- (a) a person not ordinarily resident[¶] in Great Britain who is under the provisions of any Act in force in any part of His Majesty's dominions outside Great Britain, a national or citizen of that part within the meaning of that Act, or is a person born or domiciled in any such part of His Majesty's dominions or in a British protectorate, a mandated territory or any other country or territory being a country or territory under His Majesty's protection or suzerainty;

¶ For the purpose of determining ordinary residence in the case of such persons, the Act lays it down that a person who is resident in Great Britain is deemed to be ordinarily resident in this country unless

- (i) he has been resident in Great Britain for less than two years, or
 - (ii) he is residing in Great Britain only for the purpose of attending a course of education, or
 - (iii) the circumstances of his residence in Great Britain are otherwise such as to show that he is residing there for a temporary purpose only;
- (b) a person employed in the service of the Government of a part of His Majesty's dominions outside Great Britain or in the service of the Government of a British protectorate, a mandated territory or some other country or territory which is under His Majesty's protection or suzerainty, provided that his presence in Great Britain is due entirely to his employment in that service;
 - (c) a member of any of the armed forces of the Crown other than the Home Guard;

- (d) undergoing training as a cadet at the Royal Military Academy, Royal Military College or the Royal Air Force College;
- (e) a man in holy orders or a regular minister of any religious denomination;
- (f) the subject of an Order of Inquisition under the Lunacy and Mental Treatment Acts, 1890 to 1930, or is being detained in pursuance of Section 25 of the Lunacy Act, 1890, or as a criminal lunatic or in pursuance of an order made under the Criminal Lunatics Act, 1884, or is undergoing treatment as a temporary patient under Section 5 of the Mental Treatment Act, 1930, or is a person placed in an institution or a certified house, or under guardianship, under Section 3 of the Mental Deficiency Act, 1913, or is the subject of an order under Section 6, 8 or 9 of that Act or is under supervision provided under paragraph (b) of Section 30 of that Act or is an inmate of a home approved under Section 50 of that Act or is the subject of notification under sub-section (2) of Section 51 of that Act;
- (g) the subject of an order or warrant for his detention or custody under the Lunacy (Scotland) Acts, 1857 to 1919, or is being entertained and kept in an asylum in pursuance of Section 15 of the Lunacy (Scotland) Act, 1866, or is a person for whose safe custody during His Majesty's pleasure His Majesty is authorised to give order or is a prisoner whom the Secretary of State or the Prisons Department for Scotland has, in pursuance of any Act, directed to be removed to a criminal lunatic asylum or to the criminal lunatic department of Perth prison or to an asylum, or is a person placed in an institution or a certified house or under guardianship under Section 4 of the Mental Deficiency and Lunacy (Scotland) Act, 1914, or is the subject of an order under Section 7, 9, or 10 of that Act, or
- (h) certified by a local authority as defined by the Blind Persons Acts, 1920 and 1938, to be registered as a blind person under arrangements made by the authority under those Acts.

(N.B. The expression "Great Britain" in (a) and (b) above includes the Isle of Man.)

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

Telephone: Whitehall 6200.

31st October, 1940.

SILVER MEDALS FOR GALLANTRY AND HUMANITY

His Majesty the King has been pleased, on the recommendation of the Minister of Shipping, to award Silver Medals for Gallantry and Humanity to

Mr. Jose Otero Caamano, and

Mr. Juan Mascato Padin

in recognition of their acts of Gallantry and Humanity in the following circumstances:-

On the 29th May, 1940, near the coast of Spain, the oil tanker "Telena" was attacked by enemy submarine and set on fire. Some of the crew, who were obliged to leave the vessel, took to the boats and rafts, while others jumped into the sea, which was covered with burning oil. The survivors were picked up by three Spanish fishing boats, viz: "Meco", "Carmen Garrido" and "Carlos I".

The action of the "Meco" was particularly praiseworthy. It picked up 5 men from araft and then cruised round the burning tanker looking for survivors. One was seen on an upturned boat on the starboard side of the "Telena", but it was impossible for the trawler to approach nearer than 50 yards because of the fire and smoke blowing over from the tanker. There was also considerable risk of the tanker exploding. A rowboat was, however, taken in by two members of the crew, Mr. Jose Otero Caamano and Mr. Juan Mascato Padin, and they rescued this survivor. Two Chinese seamen were then seen on the poop deck of the tanker. These came down a rope ladder and were helped into the rowboat, which then returned to the trawler.

MINISTRY OF SHIPPING

31.10.40

No. 24.

HIGH POWERED CARS AND SHOOTING BRAKES WANTED.

The Minister of Aircraft Production asks the public to give or to lend shooting brakes and high powered cars to his Ministry.

They are urgently required for operational purposes. And they will relieve us of the necessity for buying new cars. Purchases of new cars would in part have to be made in the United States.

We will send inspectors immediately to view any cars that may be offered to us. If they are found suitable we will take them over.

And we will be deeply grateful for a real service rendered on a vital sector of the nation's war effort.

Generous owners who wish to help us should write to the Minister of Aircraft Production, Millbank, S.W.1.

MINISTRY OF AIRCRAFT PRODUCTION.

31.10.40 - No.25.

NOT TO BE PUBLISHED IN ANY FORM BEFORE THE
MORNING PAPERS OF FRIDAY, NOVEMBER 1ST, 1940 .
NOT TO BE BROADCAST BEFORE 7 A.M. ON THAT
DATE.

EARLIER CLOSING HOURS OF SHOPS.

The Government have decided to make a defence regulation on the lines generally of that in force last winter with a view to securing earlier closing of shops during the forthcoming winter. Under this regulation, which will be in force from the 17th November to the 2nd March, the normal closing hour for shops will be 6 p.m. with an extension to 7.30 p.m. on one evening in the week.

In order to meet local conditions in certain districts, for example, where it is specially difficult for workers to do their shopping before the new closing hours, local authorities will be given power, after consultation with representatives of shopkeepers and shop assistants, to allow shops, or particular classes of shops, in any part of their districts, to keep open up to 8 p.m. on the late night and one other evening in the week and up to 7 p.m. on other evenings. They will also be given power, after similar consultations, to fix earlier hours than the normal closing hours.

Barbers and hairdressers will normally close at 7 p.m. with an extension to 8 p.m. on one evening, but local authorities will have power to allow them to keep open until 8 p.m. on a second evening.

There will be no change in the present hours up to which newspapers, periodicals and tobacco can be sold, and restaurants, cooked meat shops, confectioners and other shops which are not at present required to close at 8 p.m. will not be affected.

The weekly "early closing day" and Sunday closing arrangements will continue unchanged.

This announcement applies to England, Scotland and Wales.

31/10/40 - No. 26.

HELP YOUR NEIGHBOUR - WARNING TO GARAGES.

The Government ask garage proprietors to help in the administration of the Help Your Neighbour scheme by refusing petrol in exchange for coupons stamped Automobile Association or Royal Automobile Club unless the vehicle has the Help Your Neighbour Badge prominently displayed.

PETROLEUM DEPARTMENT

31.10.40 - No.27 .

VISCOUNT GORT'S VISIT TO ICELAND.

General the Viscount Gort, V.C., Inspector General to the Forces for Training, has returned to this country after a fortnight's visit to the troops in Iceland.

WAR OFFICE.

Not to be published before
broadcast (9.20 p.m. - 9.35 p.m.),
and to be checked against delivery.

31.10.40 - No. 28.

THE FOLLOWING WAR COMMENTARY WAS BROADCAST AT 9.20 P.M. TONIGHT
(OCTOBER 31ST) IN THE B.B.C. HOME SERVICE, BY ADMIRAL OF THE
FLEET LORD CHATFIELD, G.C.B., K.C.M.G., C.V.O.:-

I am going to tell you something about the Navy. Your minds are largely perhaps fixed on the Mediterranean but before I come to that let me say a word about Home Waters where we have also great naval responsibilities.

Some of you wondered not many years ago, if the Navy would be of the same value in another war; whether it would be able to keep the narrow seas and above all, to withstand air attack.

It was indeed foretold that the Fleet would have to go far away, out of reach of German bombers, even that it would do well to quit the Mediterranean.

Yet those pundits were wrong as the Navy knew them to be wrong. Modern ships are built to fight and therefore to be hit.

The Laws of sea power have not so far been vitally modified by aerial or even by submarine warfare.

But ruling the waves in 1940 is neither so easy nor so pleasant as it used to be.

The sailor has now to be ever vigilant at sea or in harbour, looking up at the clouds as his forefathers did, but for a different reason!

But he is finding out the new values of things, measuring by experience the reality of the new risks his ships have to run. The seaman has to think quicker, to use more ingenuity and to have greater resource.

However the task of the Navy in Home Waters is greater than it has ever been because we have lost the French Channel Ports and all the coast of Europe, from the North of Norway to the Spanish frontier is under the heel of Germany. It has been our traditional policy to prevent this and yet England stands even more confident because she relies on herself alone.

Let us consider the problems which confront the Navy in the home area.

In 1805 Napoleon had an army of 160,000 men encamped at Boulogne waiting for a chance to invade England. Only England stood between him and world conquest. He needed, he said, the command of the Channel for only six hours, to terminate the existence of England; and after that the realisation of all his dreams.

The situation confronting the Admiralty today bears certain resemblances to the situation in those days.

The threat of invasion - fluctuates between a probability and a possibility. The Royal Air Force, aided by the Fleet Air Arm, is principally responsible for these fluctuations by their violent bombing of invasion bases. From time to time the Navy has also employed measures of discouragement to the would be invaders. On 12th October nearly 1,000 shells of varying calibre were poured into Cherbourg during a bombardment lasting less than 20 minutes. The ships taking part received no damage whatever from the enemy.

Our capital ships, cruisers and destroyers in Home Waters are disposed at strategic points, capable of dealing with any covering forces the enemy can send out, as well as with the invading units themselves. They will act in the spirit of the injunction in Nelson's memorandum before Trafalgar, "In any moment of doubt no Captain can do wrong if he places his ship alongside that of an enemy." It may not be practicable to comply with the letter of this order under modern conditions, but it embodies the principle and the spirit in which they will repel any invasion and smash the enemy who puts to sea.

The second problem in this area is the escape into the Atlantic of enemy raiders. This menace also fluctuates in intensity, and the governing factor is the lengthening hours of darkness as the winter approaches. By taking a very Northerly route enemy ships can effect a passage through our Northern patrol using very little daylight. We depend on our very gallant submarine patrols as well as surface ones to intercept the raider at the outset. But should a raider get through, it remains for our commerce protection cruisers to deal with her as they dealt with the GRAF SPEE.

So much for the first problem - invasion, and the second problem, - Atlantic raiders.

Nor for a third problem - the maintenance of convoys through the Channel. The enemy has mounted coastal batteries at the narrowest point of the Channel, which has made the passage of convoys through this area hazardous. So instead of treating these convoys as a routine traffic problem, as they are elsewhere, the passage of each Channel convoy

becomes

becomes a naval operation. Nevertheless our trade continues to flow along this route which the enemy has done his utmost to deny us.

However, it is well to realise that the range of bases now available to the enemy enables his submarines to attack our shipping in the North Atlantic far further afield than formerly. This has given him an advantage he has never had before. The counter to it is more escorting vessels and improved methods. The addition to our Navy of fifty American destroyers will go a long way towards meeting what may be an increasing threat to our shipping.

If we maintain the sea routes for our convoys we cannot be beaten. It is now as ever our most serious problem. What an immense debt we owe to the men who bring home our vital supplies. It is against our shipping that the enemy is directing the resources of his inventive malice. Seeing his invasion prospects diminishing he is looking for a new way rapidly to end his war. The men of the Merchant Navy are his target, but like their fathers 25 years ago their spirit has never flinched, and all our gratitude goes out to them and the little warships that protect them.

Now a word as to the situation in the Mediterranean. There our naval commitments have been fourfold.

- (i) To bring to action and defeat the Italian Fleet.
- (ii) To deny the Mediterranean to the passage of enemy supplies.
- (iii) To ensure the safety of convoys bringing reinforcements to our armies in Egypt and the Sudan, maintaining the trade through the Aegean, and the oil supplies of Iraq.
- (iv) Lastly to harass the flank of an invading force trying to advance by the coast road on Egypt.
- (v) To these have now been added our responsibilities to Greece.

Prior to the collapse of France the Western Mediterranean was her responsibility, and our strategy was based upon this dual control. Now we fight alone in a sea across the centre of which straddle Italian aerodromes, submarines bases, and harbours for her main Fleet.

We have three main bases for our Fleet: Gibraltar, Malta and Alexandria. Malta, owing to her proximity to Italy is as far as aerial attack is concerned rather in the position of the man who shares an umbrella with two others - the one who gets most of the drips! Well, Malta and her loyal population are standing up to the consequences of her geographical position with a fine calm and endurance; a gallantry no whit behind that of the citizens of these Islands and called upon to face the same conditions.

Our reinforcement convoys to the Mediterranean are largely routed via the Cape and the Red Sea, a line of approximately 13,000 miles, calling for escorts of varying strength according to the areas they are traversing. There has never been a time in the history of steam when so much has been asked of ships' engines. Nor has there ever been a time when so much has been asked of our shipbuilders and engineers and the skilled workmen on whom the Navy ever relies.

I obviously cannot give you ^a comparative statement of the forces in the Mediterranean, but we have concentrated there a Fleet under Admiral Cunningham, able by its efficiency to contain the Italian Fleet, to hold the Straits of Gibraltar and to protect the Suez Canal. If you add to this our home responsibilities and our duties on the Trade Routes you will realise that the Navy has no embarrassing margin - on paper. Yet there is an incalculable margin. It exists in the qualities of our seamen and their traditions.

Fighting in the narrow waters of the Mediterranean the Fleet has had gradually to take measure of its Italian opponent, his Navy, his Air Force and submarines, testing their fighting capacity.

It is true to say that never before has a Fleet had more complicated tactical responsibilities than has ours today in the Mediterranean.

What will be the effect on our Fleet's responsibilities of implementing our guarantee to Greece. Obviously they will be considerable.

The Greek Navy consists of a cruiser, 23 torpedo craft and 6 submarines. They are well trained and will play their part by the side of our own. Italy, by invading Greece through Albania, can maintain her armies by the short sea route across Adriatic, not an easy sea for our Fleet to operate in - but always there are the possibilities of night actions. If Italy plans to extend her operations by sea to Greek Islands, our Fleet may be given that opportunity to strike that it has waited for. The laws of strategy teach you to strike your enemy's weak spot with your utmost force.

Italy is the enemy's weak spot, and those sea and air forces that we can spare from the defence of these islands against Germany should enable us to strike some violent blows against Italy now.

Italy's object may be to divide our military forces and so weaken our resistance in Egypt. But sea and air power will be more value to help Greece than a large army sent to Salonica with all that means in transport and supply.

The waters of Greece are no new battle-ground for us. Thanks to Greek hospitality our Navy has for years exercised there. Her harbours and islands have valuable strategic points well known to sailors which we shall doubtless use. But one must remember that bases cannot be improvised so simply or so rapidly as before, for they have to be defended against air and submarine attack.

It is too early in Italy's new adventure, however, to discuss such matters.

The Fleet Air Arm too has played a great and valuable part in our Fleet operations in the Mediterranean, as it has indeed on the Norwegian coast, in the Channel and in the broad Atlantic.

I am glad the Fleet Air Arm has won its spurs and established itself as a vital part of the Royal Navy.

Minelaying is another source of attack and counter-attack, on which we rely. The enemy is equally busy along much the same lines and the counter measure open to us is to maintain a ceaseless sweep of our harbour entrances and the traffic lanes, a task not, of course, confined to Home Waters. It is a vast task, largely falling on our splendid Reserve Seaman; a commitment calling for a great fleet of small vessels and for trained personnel possessing no ordinary degree of courage and seamanlike qualities. Like our submarine crews they are working day and night unseen and unnoticed except in the gallantry awards and the casualty lists.

CONCLUSION.

My time is nearly up. I have tried to cover some of the problems that are today confronting the Navy. They are great ones, as British sea problems in war have ever been. But not greater than our seanship can master.

Perhaps you now all realise that the Navy is a modern weapon, as modern a weapon as the aeroplane or the land mine, ever advancing with the times. Each day the British seaman stays at sea he is gaining confidence and learning by the experience which is denied to his foe who remains in port.

Finally remember, the resource of the Navy is infinite; it has behind it a wealth of knowledge and hard-won experience, a technical skill unequalled in the history of war.

MINISTRY OF INFORMATION.

31/10/40 - No.29.

AIR MINISTRY 2140.

Air Ministry and Ministry of Home Security Communique.

Since midday the enemy has made a number of attacks by isolated aircraft on various parts of the country.

According to reports at present received bombs were dropped on two towns in the Eastern counties and at points in South Wales and the Midlands. There was a small number of casualties in these attacks but the resulting damage was slight.

AIR MINISTRY BULLETIN No.2141.

Air Ministry News Service.

R.A.F. AND S.A.A.F. ACTIVITIES.

Aircraft of the Royal Air Force raided Bardia and Tobruk (Libya) yesterday (Wednesday). At Bardia the attack was made on a stores dump and many bombs were seen to hit the target, starting a large fire which was visible for 30 miles, and completely destroying the dump. At Tobruk bombs fell in the target area.

A raid on Teclezan (Eritrea) resulted in a number of fires being started among military buildings, while at Massawa warehouses were heavily bombed.

The military camp and railway compound at Keren (Eritrea) were also raided. Bombs were dropped on the camp and the railway compound was straddled by bombs, causing considerable damage.

Aircraft of the South African Air Force attacked the military camp at Lugh Ferandi (Italian Somaliland) on October 29th. Bombs were dropped among buildings in the target area.

Other units of the South African Air Force carried out a number of reconnaissance flights over enemy territory.

Other reconnaissance flights were carried out by the Royal Air Force over Greek and Italian coastal waters. During one of these a Cant Z506 was encountered and shot down in flames.

From all of these operations our aircraft returned safely to their respective bases.

31/10/40 - No.31.

INCREASE IN PITHEAD PRICE OF COAL.

The Secretary for Mines announces that in order to meet the rising costs of coal production an increase of 1/9d. per ton in the pithead price of all coal has been sanctioned by the Government to operate as from November 1st.

A further increase of 1/- per ton has been authorised for South Wales, and of 1/6d. for Kent to meet the special circumstances of those districts. The case of Durham is under consideration.

These price increases are made in order to meet the rising costs incurred by the industry on account of loss of output of wage increases and of increases in the cost of stores materials and workmen's compensation.

There will be certain consequential increases in the prices of coke and other solid fuels.

Before any further review of prices takes place the whole method of price adjustment to meet the varying circumstances of each district will be re-examined.

MINES DEPARTMENT.

31/10/40 - No. 32.

AIR MINISTRY BULLETIN No. 2142.

Air Ministry News Service.

R. A. F. ATTACK ON INVASION PORTS AND EMDEN.

Many tons of high explosive bombs and hundreds of incendiaries were dropped last night on the German occupied ports of Flushing and Antwerp and on Emden, westernmost seaport of Germany. The attack on Flushing began early in the evening and lasted for just over an hour.

Several sticks of bombs were dropped on the Walcheren Canal and on the inner and outer Havens, and though cloud and haze made it difficult to see the full results of the bombing one huge fire which was started between two of the docks could be seen from 55 miles away. At Antwerp explosions and fires were reported in the harbour area.

At Emden bursts were observed on a quay of the main waterway and in the large v-shaped harbour to the east of the main entrance. One very bright fire was started and other fires in the area were seen to spread rapidly. One aircraft attacked a nearby railway junction, and here again a large fire occurred.

October 31st, 1940.

MINISTRY OF INFORMATION

NEWS BULLETIN NO. 156.

AUSTRALIAN BROADCASTS EXPANSION.

The war has caused a remarkable expansion in Australian short-wave radio transmissions. Short-wave programmes before the war were mainly for Australian listeners beyond the reach of ordinary medium-wave stations. Last December, however, the Commonwealth Department of Information, inaugurated, with the Australian Broadcasting Commission, a short-wave service to bring Australian programmes to almost every part of the globe.

Australia is now broadcasting ten transmissions daily; four to North America, two to Europe, two to the Far East, one to South Africa, and one to New Caledonia. These embody bulletins of overseas and Australian news, commentaries, talks, and musical programmes.

It is especially important, since the collapse of France and the occupation of Holland, that Australian broadcasts should reach South-East Asia and the Southern Pacific. Dutch and French listeners in these areas can no longer receive from their homelands any news which is not inspired by Germany. Australia is, therefore, broadcasting a special transmission in French for the 20,000 French-speaking listeners in New Caledonia and French Oceania and another programme in French for Indo-China. There is a special transmission in Dutch for the Netherlands East Indies. With these developments, and the new high power transmitter at Singapore, supplementing the B.B.C., the voice of the Empire will be widely heard throughout the Pacific.

Transmissions are broadcast from Sydney in the early morning to reach listeners in Britain on the previous evening.

There is a 35-minute programme for British listeners from 5.35 - 6.30 p.m. G.M.T., including a news summary at 6 p.m. and a talk at 6.15 p.m. The last half-hour of the transmission to Northern Europe is also intended for Britain. This programme is broadcast from 8.30 - 9 p.m. H.M.T. It starts with a news summary and there is a talk in English at 8.45 p.m. British listeners should also be able, in favourable circumstances, to pick up other Australian transmissions, particularly those to North America, from 5.55 - 6.45 a.m.; 12.25 - 1 p.m.; 3.25 - 4 p.m. and 11.10^{p.m.} - midnight (all G.M.T.)

News summaries, commentaries, and talks about the war in Italian, German and French, are broadcast to Europe, concentrating on news from the Far East and the Pacific. Following the news, there is a talk.

In order more effectively to answer German propaganda, Australia maintains a listening post, and is monitoring the most important short-wave broadcasts from other countries for 24 hours a day.

Dominions Office Press Section.

M.o.I.1.

POTTERY QUOTA CHANGE.

After discussions with representatives of the pottery industry and a consideration of returns of employment and production in the industry, the Board of Trade have decided that the home trade quota allotted to manufacturers and wholesalers for the current period ending 30th November 1940 shall, in respect of pottery, be raised to 85 per cent of the value of sales of articles controlled within the class during the basic period. For the next period which begins on 1st December, however, the quota will be reduced to 50 per cent.

Board of Trade.

M.o.I.2.

The Naval/

THE NAVAL GENERAL SERVICE MEDAL.

Various naval officers and men are now to be seen wearing the ribbon of a medal which is little known to the public. The ribbon has crimson edges with a white centre and two narrow stripes of crimson.

It is that of the Naval General Service Medal, first authorised by King George V in 1915 - "to be awarded for service in minor naval operations, whether in the nature of belligerency or police, which may be considered of sufficient importance to justify the award of a medal where no other medal would be appropriate".

With a clasp or bar inscribed 'Persian Gulf 1909-1914', it was first awarded to officers and men of H.M. Ships who had been employed in the Arabian Sea or Persian Gulf for the suppression of the arms traffic in the years mentioned. Bars issued later were "Iraq 1919-20" and "North West Persia 1920".

In May, July and October of this year it was announced that the same medal, with, of course, the effigy of King George VI on the obverse, and the clasp 'Palestine', would be awarded to officers and men who had served in H.M. Ships present in Palestine, or on shore there, during the troubles between 1936 and 1939.

The Army and Royal Air Force also have a 'General Service Medal', instituted in 1918, for minor campaigns which do not justify the award of a separate medal. The ribbon is in three equal stripes of purple, green, purple, and the clasps issued with it up to date are "Iraq", "Kurdistan", "N.W. Persia", "S. Persia", "Southern Desert Iraq", "Northern Kurdistan" and "Palestine". - Ministry of Information.

M.o.I. 3.

3,000 AUSTRALIAN OFFICERS A YEAR.

The enlarged Australian Officers' Training School will produce three thousand officers annually. - Dominions Office.

M.o.I. 4.

AERO ENGINES FOR JAVA.

Thirty-six contractors, who are assisting General Motors to build Gipsy Major Aero Engines for Tiger Moth training aircraft, were told when they inspected the finished product that it compared favourably with the English original.

The machines, which are being fitted with three engines, are used for training pilots under the Empire Air Scheme. Tiger Moths are being turned out in such numbers in Sydney that the Government has permitted a number to be sold to the Netherlands East Indies Air Force. - Dominions Office Press Section. M.o.I. 5.

GIFTS FOR AIRCRAFT.

The Minister of Aircraft Production acknowledges with gratitude the following gifts towards the purchase of aircraft:-

Choristers and singing boys of Canterbury Cathedral	£5
Employees of Adams Brothers and Burnley, Ltd., Harrow	£15
An anonymous family who have pooled the money they would otherwise have spent on Xmas presents	£55
Deptford Spitfire Fund.	£1,000
R. Loewenstein, Transport Auxiliary Service	20,000 dollars
Paper-making Industry, made up of the following sums:-	
Papermakers Association £4,452. 4s., National Association	
of Paper Merchants and Fibre Board Packing Case Association	
£1,283. 4s. 6d., World's Paper Trade Review £1,379. 12s. . .	
£7,115. 0. 6d.	

Ministry of Aircraft Production.

M.o.I. 6

SUBSCRIPTIONS FROM THE WOMEN OF BETHLEHEM.

Subscriptions continue to be received for the Naval Patrol Service from the Women of South Africa. The Women of Bethlehem alone have sent over £148. They contributed £48. 13. 6d. to the first remittance of £140 announced in August and have since sent £100. - Naval Affairs.

M.o.I. 7

Thursday, October 31, 1940.

MINISTRY OF INFORMATION.

NEWS BULLETIN No. 157.

CANADIANS' TRAVELLING GAS-LABORATORY.

Canadian troops were the first to experience the horrors of gas in the last war. To the equipment of the Canadian forces who have come overseas to play their part in this conflict has been added a new unit designed to assist in protecting them from such a fate again.

Under the direction of a prominent Montreal medical specialist - whose peace-time posts are Associate Professor of Medicine and Lecturer in Medical Jurisprudence at McGill University - there has been set up a chemical warfare defence laboratory on wheels. The laboratory will operate in front line areas, with either Canadian or British troops, and its purpose is to ascertain at once, in the area concerned, the character and effects of any new gas which the enemy may use.

The unit consists of a chemical lorry, a medical lorry, and a general service lorry. It will be possible to make the examinations necessary for identification of a gas, and to examine and deal with casualties. The first unit, assembled in ten days, is ready for action, and others can be built in the same time if need arises.

Ministry of Information.

M.o.I. 1.

EXPORT LICENSING.

Lead Tetra-ethyl.

The Board of Trade have made the Export of Goods (Control) (No. 36) Order 1940. (SR. & O. 1940. No. 1887 Price 1d.) which comes into force on November 4th.

Under the terms of this Order a licence will be required to export lead tetra-ethyl and mixtures containing lead tetra-ethyl to any destination.

Board of Trade.

M.o.I. 2.

LIVESTOCK MARKETING: ACCEPTANCES OF SHEEP AND CATTLE AT COLLECTING CENTRES.

The Ministry of Food announces that during the week beginning November 4th three-fifths of the entries of sheep and all the cattle duly entered for that week will be accepted at the Collecting Centres.

It is pointed out that, while it has not been necessary to limit purchases of cattle in that week to fewer than the entries, circumstances may well arise to make this necessary in subsequent weeks. -- Ministry of Food.

M.o.I. 3.

CONTROLLER GENERAL OF TRANSPORTATION.

Sir Edward Beattie has signified the consent of the Canadian Pacific Railway to the loan of Mr. J.C. Patteson, European Manager to the Company, to be Controller General of Transportation in the Ministry of Supply. -- Ministry of Supply.

M.o.I. 4.

PRICES OF OILS AND FATS.

The Ministry of Food announces that there will be no change in the existing prices of oils and fats allocated to primary wholesalers and large trade users during the period November 3rd to November 30th, 1940.

The following addition has been made to the items quoted in the list of prices:-

Whale Oil Number Three - £26 per ton, naked ex store.

Ministry of Food.

M.o.I. 5.

EXPORT OF GOODS (CONTROL) ORDER. (No. 37).

The Board of Trade have made the Export of Goods (Control) (No. 37) Order (S.R. & O., 1940, No. 1888, price 1d.) which comes into force on November 7th, by which the Export of Goods (Control) Order, 1940, see the "Board of Trade Journal" of 11th January, 1940 (page 59) as subsequently amended, is further amended as follows:-

1. Licences will be required to export to any destination the following classes of goods:-

/Manufactures

Manufactures of iron and steel (including alloy steel):-

Colliery arches and pit props
Girders, beams, joists and pillars, whether fabricated or not
Hoop and strip
Plates and sheets of all kinds
Railway and tramway material, the following:-
 Rolling stock -
 Buffers
 Springs, laminated or coiled
 Wheels, tyres and axles, whether assembled or not
 Fish plates and sole plates
Wire nails and wire staples, but not including machine staples and insulated staples
Wire netting, wire fencing and wire mesh
Wrist watches with navigational attachments
Stop watches of all kinds, including chornograph stop watches

2. It is made clear that:-

- (a) the prohibition in respect of angles, shapes and sections of iron and steel includes fabricated goods and hollow mining drill steel:
- (b) the prohibition in respect of bars and rods of iron and steel includes hollow mining drill steel:
- (c) the prohibition in respect of wire of iron and steel includes barbed wire: and
- (d) the prohibition in respect of angles and shapes of iron and steel does not include machinery parts.

3. The existing licensing requirements with respect to certain kinds of plates and sheets of iron and steel, the export of which was prohibited to certain specified destinations, have been extended and licences will, in future, be required to export all kinds of plates and sheets of iron and steel to any destination.

4. Applications for licences should be made to the Controller, Export Licensing Department, Inveresk House, 346, Strand, W.C.2.
Board of Trade.

M.o.I. 6.

STORAGE OF OIL-CAKE BY FARMERS.

Many farmers are participating in the scheme enabling them to purchase oil-cakes for storage on the farm as advance allocations against their winter requirements. One of the conditions on which a farmer is allowed to participate in the scheme is that he must take full responsibility for the storage and the condition of the supplies which he purchases and stores. In order to assist him in this respect a leaflet giving a few hints on the subject has been prepared and is being issued with oil-cake invoiced under the scheme. The leaflet reads as follows:-

"You are now receiving supplies of cake for storage: it is important that this cake should be stored under suitable conditions.

Here are a few hints:-

1. The store should be cool and dry. Mould is the enemy, and the defences are good ventilation and precautions against damp.
2. Provide under ventilation as you would in a hay rick: a few planks will do the trick.
3. Stack your cake or bags "header and stretcher" as a bricklayer lays his bricks.
4. Keep the doors and windows open when you can and let air in, but keep rain out.

/5. Don't

5. Don't make the stacks too big. Three small stacks are better than one big one: ventilation is greater and supervision easier.

6. If mould appears on the surface of slab cakes, brush them with a stiff brush and re-stack.

Remember - wastage will help the enemy."

Ministry of Food.

M.o.I. 7.

GIFTS FOR AIRCRAFT.

The Minister of Aircraft Production acknowledges with gratitude the following gifts towards the purchase of aircraft:-

Old age pensioners of Burnham Market, Norfolk, second instalment,	5 guineas.
Mrs. Walter Jones, Comrie, Perthshire,	£500.
La Paz, Bolivia Spitfire Fund	£2,000.
Wellington (Somerset) and district Spitfire Fund.....	£2,500.
Devon Air Squadron Fund	£5,000.
Warrington Spitfire Fund	£5,000.

Ministry of Aircraft Production.

M.o.I. 8.
