

FOREIGN PRESS REVIEW

DAILY SURVEY OF WORLD COMMENT ON THE WAR

COMPILED FROM TELEGRAPHIC REPORTS RECEIVED BY THE MINISTRY OF INFORMATION

No. 47

8th March
....., 1940

GERMANY: LINER'S VOYAGE DISPARAGED.

The safe arrival of the liner Queen Elizabeth has aroused the German Press to a series of attacks on the "English ruling class", several of which make amusing reading.

The LOKAL ANZEIGER wrote last night: "The big ships which England is boarding out in the East Coast American harbours are not the only wares which the English ruling class have brought into safety. The London gold gentry have long ago sent their other treasures over the ocean.

"The snobbish ladies have sent their valuable pedigree dogs to board with Americans. The Bank of England has placed its gold in the safes of American banks. The British national relic of the original English constitution - the Magna Carta - has gone the same way.

"Valuable things are thus being brought into safety in good time. It is clear from these measures how the English plutocracy judges the future".

The article in the Dutch newspaper ALGEMEEN HANDELSBLAD, referring to German attacks on Dutch ships, has produced a storm of indignation in the German Press.

The KOELNISCHE ZEITUNG, under the heading "Is that neutrality?" wrote yesterday: "If the mercantile marine of neutral countries would impress upon their minds and guide their decisions by the sentence 'whoever sails to England sails to his death' they would save themselves much argument, loss of life and material values. But many of them still lack this degree of insight. The desire to do business constantly misleads neutral shipping to enter the dangerous area around England and help Germany's opponent. Whoever gives his aid in this way places himself in opposition to Germany and becomes her enemy."

With possibly unconscious irony the paper then went on to refer to German honour. It was stated: "The Dutch newspaper has dared to assert that German airmen have stained their escutcheon with blood and shown a 'barbarity' devoid of all humanity. The HANDELSBLAD thereby assails the honour of German soldiers - a matter in which Germany does not understand any joking. The most serious warning must be uttered against the repetition of any such remark."

A similar line was taken by the WESTFAELISCHE LANDESZEITUNG, which described the Dutch article as "the limit in offensive impudence."

The NATIONAL ZEITUNG of Essen, Marshal Goering's organ, had a sarcastic editorial on the British flights over Berlin. It was stated that the Berliners "are apparently suffering from a strange sleeping sickness, for they have seen nothing of the parachute flares and heard nothing of the anti-aircraft fire at the British machines."

RUMANIA: WAR MOVING AWAY FROM BALKANS?

The view that of possible war fronts the Balkans are less menaced than other districts is expressed in a section of the Rumanian Press today.

An article in SEMNALUL states: "This war is not like the previous ones and consequently today's state of neutrality is not like the neutrality that used to exist.

"Previous wars were between belligerents and the neutrals were just asked not to interfere. Today, the belligerents instead of fighting between themselves are struggling with the neutrals and do not hesitate to menace them. The explanation of this change in the normal course of events is the existence of the fortified lines on the Western Front. With no belligerent daring to attack openly the Maginot or the Siegfried Line, it has been thought to seek elsewhere a field on which the war could be engaged.

"Of all the possible war fronts the less menaced is without doubt the Balkan Front, from which the storm moves farther away every day by taking mainly a Northern direction.

"The Siegfried line has changed this war into a siege and the Maginot Line has forced Germany to concentrate its efforts in a naval warfare. In fact, we see the struggle of an island and a city. Between the two geography has placed the unhappy neutrals."

The article concludes: "The problem of neutrality will be solved only when the decisive battle, which will show the fate of the Maginot and Siegfried lines starts on the shores of the Rhine. Then and only then will the belligerents be too busy to bother about the neutrals as they do now with such perseverance."

U.S.A. TRIBUTE TO BRITISH CENSORSHIP.

The arrival of the liner Queen Elizabeth in New York is treated by the American Press as one of the biggest stories of the war so far and a New York newspaper pays a tribute to the British Censorship in keeping the voyage secret.

The NEW YORK TIMES writes today: "Those lucky New Yorkers who went to the waterfront yesterday will have a thrilling memory to pass on to their children and grandchildren. Can old timers remember anything to compare with the unheralded arrival of the biggest and fastest liner in the world after the most daring of all maiden crossings. The interest of New Yorkers is echoed by the admiration of Americans everywhere for those who built her, sailed her and sent her on her way.

"The threat of mines and submarines was not sufficient to keep the liner from her first voyage and now she lies safely where German bombers cannot reach her. The British were right in not leaving such a ship to the mercy of air attack. Their luxury liners will have a job to do when the war is over. This dramatic voyage proves that the British are looking ahead to the days of peace."

The NEW YORK HERALD TRIBUNE declares: "The hazardous trip apparently escaped even the eagle eye of the German airforce and the periscopes of the German submarines, though the sailing had been known prior to its occurrence, it is reported, to thousands in Scotland and London.

"The stringency of the British Censorship and the staunchness of British self-control is illustrated in this classic example."

A different attitude is however adopted by the NEW YORK DAILY NEWS. This paper disparages the achievement and thinks that the liner was sent to New York, "either because the British felt incapable of guarding her even in a home port or because they plan to trade her for war materials. The Germans will take it as a confession of British weakness even though it may not be."

Condemnation of the Nazi attack on the British India liner Domala was contained in the MIAMI NEWS which referred to "men of the brutal stamp of the German pilot who, unsatisfied with bombing passengers on a liner, bombed and machine gunned the lifeboats."

"In countries where human values are considered paramount, beasts in human clothing are packed off to the gaol. In countries where military values are paramount they are invited to become policemen and concentration camp guards. They are put at the head of troops, behind machine guns and aeroplanes."

Referring to the sale of the wrecked Graf Spee as junk the COLUMBUS OHIO DESPATCH stated: "The auction of the Graf Spee callously and with almost indecent haste, very probably without letting the German public know anything is in strong contrast to the way in which nations in the past have served the memory of capital ships. It is another of those significant episodes which reveal the mental process of the men who are running modern Germany."

The CHRISTIAN SCIENCE MONITOR in reviewing German Economic Policy in South Eastern Europe from the point of view of the Munro Doctrine pointed out that the Allies realised the economic case for German ascendancy there.

"It is not the ordinary economic advances of Germany and Danubia that the Allied statesmen oppose," declared this paper. "What arouses antagonism is the element of exclusiveness in German economic policy. Germany has sought to impose its primacy by diplomatic activity, political organisations within other States and by veiled or overt threats of force."

A similar line was taken by the DAYTON HERALD which stated: "When therefore Hitler demands German hegemony in Central Europe he should realise that he alone makes it impossible. Germany must curb her lust for power and learn to rule and not to oppress. It is Hitlerism alone which stands between the Dictator and his war."

FRANCE: LINER'S VOYAGE FEATURED.

The Queen Elizabeth's voyage from the Clyde to New York has aroused great interest in the French Press.

LE JOURNAL wrote: "New Yorkers consider the English very 'sporting' not to have hesitated to risk the most recent, the largest and the most luxurious of their commercial ships on the ocean. That they say, is the way to prove that the English are still the masters of the seas."

"The preparation of the crossing, its achievement and the silence with which everything was surrounded is a tour de force."

D'Ormesson, writing under the heading "A Letter to Mr. Sumner Welles", welcomed the American Envoy to the "world of free men."

"You see, Mr. Sumner Welles, Frenchmen can hold differing opinions on this and that question and on this and that theory. We can even have the most violent arguments, but there are some points on which we are all agreed, from the extreme Right to the extreme Left - on present events, for example."

"When, today or tomorrow, you meet the Head of our Government, when he speaks to you in the name of France, you may believe him. You can be sure that each of us would speak to you in the same way. M. Daladier is not a 'Fuehrer'. We do not follow him blindly. We still keep our right of criticism, our free will. If we are all behind him, if we give him our confidence in these very grave circumstances, it is precisely because we feel that he is the best interpreter of our national feelings, that he expresses perfectly what we are all thinking and what we are all feeling and that his simplicity - one might say his peasant simplicity - his common sense, his moderation and his firmness, represent for us the will of the entire nation."

ITALY: BRITISH MISUNDERSTANDING ALLEGED.

The Anglo-Italian coal question continues to occupy the attention of the Italian Press to a greater measure than other war news and London correspondents, while generally prepared to accept the British view that the measures taken by Britain are a necessity of war, to which everything must be subordinated, protested that the method of procedure lacks tact and psychological understanding.

The POPOLO DI ROMA, in a London message declared yesterday that such measures hit non-belligerents more severely than the belligerents against whom they were directed, but "the English do not understand this, either because they do not wish, or pretend not to wish, to do so. In the meantime, while proclaiming their support of justice, they go ahead along the road of injustice. But this British righteousness is not a product for export."

The MESSAGGERO contrasted the "British words of reassurance with their deeds of intransigence."

Signor Ansaldo, writing in the TELEGRAFO, attributed the British action to "nervousness owing to unpredicted difficulties in the prosecution of the war."

"Britons have counted upon German air raids, invasions of neutral countries and other false steps rousing neutral opinion and the fact that these have failed to occur, creates an embarrassing situation, disturbing to the traditional British calm," he added. While admiring Britain's effort and in some cases hoping she will win, the neutrals prefer to remain apart from the struggle.

"For the first time in 200 years the world doubts whether the cause of British Imperialism is the cause of humanity. Hence the British embarrassment. The English must be nervous indeed if they commit the error of reasoning, with Bethmann-Hollweg, that necessity has no law."

The majority of messages stressed the delay caused by the freezing of the Rhine and the Italian right, in consequence, to hope for lenient treatment in regard to the ships already loaded. The fear was expressed that in dealing severely with such a point of formality, Britain involved far wider issues."

NORWAY: VARYING VIEWS ON COAL DISPUTE.

Varying views of the Anglo-Italian coal dispute have been expressed in the Norwegian Press.

The TIDENS TEGN expressed the belief that Britain would not push her demands too far and declared that she had already made "small concessions."

The financial editor of this paper gave it as his view that a breach in Anglo-Italian trade negotiations would develop into an affair of great political dimensions.

MORGENPOSTEN declared: "The British now argue that 'navicerts' are not forced upon the neutrals, who on the contrary, have themselves chosen to use them. That reminds one of the man who had to choose between being boiled or roast. If he chose one of the two, the choice could hardly be called a free one."

The navicert system was also discussed in the BERGENS TIDENDE in an article entitled "The Navicert System and Germany - an Absurd Threat".

The article declared: "If one reflects more closely upon the navicert system, one comes to the conclusion that it does not concern Germany at all. It only concerns consignments between neutral countries and the manner in which parties to a commercial transaction desire to arrange matters. To protect and accelerate transport across the sea ought to be quite outside the sphere of a third party. Germany, by shooting down neutral vessels, carrying wholly neutral trade on the grounds that they have consented to British control, is so absurd that we cannot conceive such German behaviour."

BELGIUM: SYMPATHY FOR BRITISH COAL DECISION.

A sympathetic attitude to the British action in detaining Italian coal ships has been shown in a section of the Belgian Press.

LIBRE BELGIQUE, the Right-wing newspaper, pointed out yesterday that juridical arguments "constitute summary complaints which the neutrals undeniably have the right to raise against Allied blockade methods..... However, these arguments present only one side of the picture and do not mention the greater shortcomings of which Germany is guilty.

"Naturally, the unilateral character of these complaints removes much of their weight nor can one forget that Italy, during the last war and the Turko-Italian war of 1911, never felt such a respect for maritime international law."

LE PEUPLE, the Socialist newspaper, stated: "If Italy thinks she can use her non-belligerent position to put pressure on the Allies, compromise the Anglo-French blockade or render the German war-machine clandestine service, she shows profound ignorance of the true equilibrium of the forces in Europe."

SWITZERLAND: COAL - BRITISH ACTION CRITICISED.

The British action in detaining Italian coal ships has generally met with an unfavourable reception in the Swiss Press and one paper took the view that a "world-wide painful effect" had been created.

The BASLER NACHRICHTEN, the Liberal Democratic newspaper, stated yesterday: "In face of the serious conflict between England and Italy one fact emerges clearly. England reckons on a long war for if she saw any possibility of an early military victory, she would not have quarrelled with Italy. Admittedly it is not unimportant for England to decrease German foreign exchange receipts and take over coal deliveries to Italy herself while securing heavy industry products in return but such factors will not win the war.

"England would have tolerated the coal annoyance if she had not believed in the necessity of extending the system of a gapless blockade over a period of years. No! English prestige is also concerned. A painful effect has been created in the whole world because England, in exercising blockade rights, has sharply differentiated between the weak and strong States. This partly explains the need for adopting the same measures for all.

"England has acted wrongly and Italy's legal position, based on the Paris declaration of 1856, is incontestable..... England doubtless counts on a comfortable settlement but Italy is not disposed to allow restriction of her flourishing industry through a lack of coal."

After stating that Italy could force the issue by conveying the coal ships with warships, the paper continued: "Neutral countries regard the conflict, like all potential war-widening conflicts, with anxiety but they feel annoyance that London too now uses a German argument. Such arguments certainly will not win neutral sympathy."

DER BUND, the Radical Democratic organ, stated: "From the neutral viewpoint it is difficult to see the necessity or advantage of this action. In our opinion it would have been better to have shown a generous and complaisant spirit."

The Geneva newspaper LA SUISSE stated: "Italy can find countries other than Germany and England to complete her coal requirements but the additional expense will diminish her friendship for England proportionally.

"England showed clumsiness in using the incident for influencing the orientation of Italian policy. England denies this intention but the negotiations were carried on in such a way that they could only appear, even to disinterested persons, as an attempt to force Italy to take a more definite attitude to the present conflict."

EGYPT: COAL - GERMAN ATTITUDE "CAUSES LAUGHTER".

A sarcastic vein was adopted by the Cairo newspaper AL BALAGH in referring to the German attitude to the Anglo-Italian coal dispute.

This paper wrote yesterday: "It is typical of the Germans to try to exploit this incident saying that the British action is illegal but it really causes laughter to hear the Germans, who have violated every law, say that this is legal and that is illegal."

Referring to Mr. Sumner Welles' visit to Berlin AL MOKATTAM stated that peace was impossible at the present juncture and added: "Europe and the whole world must first be saved from the wicked and noxious elements the like of which the world has not suffered for many generations, and which if allowed to spread, will endanger all humanity putting back humanity hundreds of years. Therefore, America and other nations enjoying liberty and independence, will agree that the sword shall not be the ruler of the world or that brute force should judge mankind."

LEBANON: SHEIKH SUPPORTS DEMOCRACIES.

Arab support for the democracies was expressed in a statement made by Sheikh Ajiel Elywar, the Sheikh Paramount of the famous Iraqi Shummar tribes, published by ANNAHAR.

"We Arabs are all free as real freedom is that of the soul and real independence is that of personality," ran the statement. "If we support the democracies, we do it willingly because the democracies respect independence and appreciate liberty."

"I know Europe and I know how individuals are treated. I have found that no Governments respect others as the democracies do. They are tolerant and broad-minded; they are far-sighted and have well-calculated schemes. We should, therefore, spare no effort to support the democracies as the maintenance of our real interests is in their victory over aggressive pagan forces."

ADEN: BRITISH IMPROVEMENTS IN ADEN.

British improvements carried out in Aden were referred to by FATAT AL JAZIRAH.

"Few realise Britain's beneficent work in the Aden Protectorate," stated this paper. "The Protectorate consists of a number of Sultanates and Tribes with whom Britain is related by treaties made between 1839 and 1906. Britain recognises complete internal independence for chiefs. Britain collects no taxes but, from British revenues, besides assuring peace from foreign aggressors and internal strife, is even now engaged on extensive road schemes, agricultural improvements, medical and educational work."

"This is a splendid example of the fruitful co-operation of the British Government with the people of the Protectorate."

TURKEY: NAZISM DENOUNCED.

A strong denunciation of Nazism was made in a recent issue of CUMHURIYET.

"The victors of the last war endeavoured to set Germany on her feet," stated this paper. "But the Nazis" have not lent themselves to sincere agreement. Instead they have feelings of revenge and their thirst for glory has prompted them to commit violent actions."

"Not men, only hyenas or wolves could approve of a nation which, after ravaging the surrounding countries, asserts she acted with a view to safeguarding its rights to exist."

AKSHAM stated: "Reading the German statement on the results of the first six months of war one wonders whether it is serious or humorous to issue such an optimistic bulletin to a nation faced by a thousand difficulties, even with the intention to bolster up the morale of the people,"

BELGIUM: ANGLO-ITALIAN RELATIONS.

Italo-British relations are discussed at some length in today's Belgian Press and a number of Catholic newspapers appear to regard Italy as being ready to join Germany.

The LIBRE BELGIQUE refers to a false report said to have been spread from Rome and immediately denied in London after publication in one British paper - the report was to the effect that Italian ships were, after all, being allowed through the British Control.

The LIBRE BELGIQUE then asks: "By stimulating false confidence in the public, did the Italian Government seek to exploit the disappointment and irritation which the British dementi would inevitably produce?"

Some articles express the hope that Italy will act as the champion of the neutrals and LEATATE NIEUWS says: "We can note with pleasure the extension of our cultural and economic relations with Italy. Mutually appreciated, these relations consolidate our position and increase our chances of avoiding war."

The GAZETTE DE CHARLEROI states however that Italy is cruelly embarrassed and there is a distinct decrease in Italian Press polemics since Britain adopted a firm line.

SWITZERLAND: "INDIGNATION AT BRITISH ACTION".

The Swiss Press today generally pays less attention to the Anglo-Italian coal dispute but, in a Rome Dispatch, NEUE ZURCHER ZEITUNG states: "It is calculated here that 18 states have remonstrated with England against the prevention of trading with Germany. Despite their reserved attitude to the quarrel strong indignation is felt over the British action."

A Rome Dispatch to the NATIONAL ZEITUNG states: "At first sight the situation might appear serious and indeed Rome is considerably disturbed. However, neither coal nor the Arms Export problem forms the greatest obstacle to good Anglo-Italian relations. It is General Weygand's tour of inspection and Mr. Eden's visit to Suez which makes Italians anxious."

NORWAY: INTERVENTION IN FINNISH WAR?

A good deal of space is devoted in the Norwegian Press today to speculation as to the possibility of intervention in the Finnish War.

The ARBEIDERBLADET declares: "Norway and Sweden cannot provide sufficient aid to the Finns by volunteers alone. Intervention from the Scandinavian side will mean war not only with the Soviet but also with Germany. The last way out will be for the Finns to turn to the Western Powers. Norway and Sweden will then be placed in an extraordinary difficult situation but they cannot reproach the Finns. The fact that Allied intervention will transform Scandinavia into a battlefield must be squarely faced."

DAGBLADET states: "It is quite another question whether Finland would have a real advantage from the Western Powers' Military help. Large troop transports over the North Sea are risky and the difficulties and dangers will be even greater on single track railways over Norway to Sweden. But the Finns' worst risk is that Germany will probably intervene with great energy in military operations in Finland before the Western Powers can get there."

"That is a consideration which certainly weighs with the Western Powers' leading men when they estimate the prospects for and against intervention."

The MORGENBLADET foresees a period of snowstorms and thaw when important operations in Finland will be hindered and regards the present time as presenting an opportunity favourable for peace settlement.

This paper adds: "The serious menace which the Turko-French army in Syria and the Anglo-Egyptian Australian force form for the Soviet, and the corresponding threat of armed intervention in Finland from the Western Powers' side, increase the hope of settlement in the East all the more."

SWEDEN: COAL DISPUTE COMMENT.

Referring to the Anglo-Italian coal dispute the GOTEBORGSPOSTEN stated yesterday: "Submission to the British demand means Italy's descent from a privileged position to a small neutral state and a serious disturbance of Italian-German relation. England wants to kill two birds with one stone - to stop German coal and to stop Italian war material for Germany."

"~~Signor~~ Mussolini is preoccupied with the Balkans and has no time for Mediterranean problems. The English are testing the Duce's endurance with cold steel. Neither wants to break it."

In a strong denunciation of Nazism the GOTEBORGS HANDELS-~~OGH~~ SJOFARTSTIDNING stated: "Nazism, which is succeeding by persecuting other races, shall go to the destruction and catastrophe which its stupid Government has engendered. When the curse of Nazism is visible the prisons will open, individual rights will be redemanded and Nazi mass psychology will be relegated to the darknesses of forgotten barbarism."

HOLLAND: "BRITAIN'S CHANGED ATTITUDE."

The Dutch Press today again shows concern at Finland's position and UTRECHTSCH DAGBLAD notes what is described as "Britain's changed and challenging attitude to Russia."

The Nieuwe ROTTERDAMSCH COURANT in a London Dispatch, after quoting reports of Swedish offers of mediation, suggests that an article in a leading British newspaper means that Britain wished to strengthen the Finnish Home Front "as it is important for her that Russia should not have her hands free in the North."

DE TELEGRAAF suggests that there is doubt in London as to whether Finland can now be saved even if she continues to fight.

DE MAASBODE, after studying the Anglo-Russian situation concludes: "The British Empire and Russia's regime are at stake - both will take risks only after a careful weighing of the chances."

8/3/40 - No 1

PRESS NOTICE

The Ministry of Shipping announces:-

His Majesty's Consul General, Batavia, reports that the Government of the Netherlands East Indies have imposed quarantine restrictions against plague on ships arriving from Bangkok.

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8/3/40 - No.2.

MINISTRY OF HEALTH.

The Mechanical Man which was a popular feature of the Ministry of Health's Fitter Britain exhibit at the Empire Exhibition, Glasgow, in 1938, is shortly to be shipped to New York for exhibition at the reopened World's Fair. It is being lent to the American Museum of Health for inclusion in the Medical and Public Health building.

The Mechanical Man, which is eleven feet high, is a working model showing the operation of the brain, the organs of sight and hearing, the processes of respiration and digestion and the circulation of the blood. Since the close of the Empire Exhibition it has been on view at the Health Exhibition in Copenhagen.

MINISTRY OF HEALTH,
WHITEHALL, S.W.1.

8/3/40 - No 3.

French Official (Morning)

Paris, Friday, March 8

The following official communique was issued from
French headquarters this morning:-

An enemy raid failed in the region of the Nied.

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8/3/40 - No.4.

R.A.F. OVER POLAND.

The Air Ministry announces:

During the night the Royal Air Force maintained their patrols and reconnaissances over wide areas of enemy territory.

In the course of these operations our aircraft reconnoitered Western Poland and flew over the City of Posen.

AIR AFFAIRS.

8th March, 1940. No. 5.
M.A.F. 168.

MINISTRY OF AGRICULTURE ANNOUNCEMENT.

BROADCAST BY LORD PRIVY SEAL.

The Lord Privy Seal, the Rt. Hon. Sir Samuel Hoare, will broadcast a message to farmers at 9.15 on Monday evening. He will also talk to the townsman about the importance of allotments and food grown in gardens.

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NOTES FOR A SPEECH BY THE RT. HON. LESLIE BURGIN, M.P., MINISTER
OF SUPPLY, AT MANCHESTER CHAMBER OF COMMERCE LUNCHEON, MIDLAND
HOTEL, MANCHESTER, FRIDAY MARCH 8th.

NOT FOR PUBLICATION BEFORE 2.30 p.m. ON MARCH 8th.

(NOTE: The following are only rough notes and represent only
part of what the Minister will probably say.)

I came to Manchester primarily for the purpose of
inaugurating the Manchester Area Organisation and in order that
I might have the pleasure and privilege of meeting the members of
the Area Advisory Committee at an inaugural meeting. The Area
Organisation will work through an Area Board which is an
organisation of officials whose duties are:-

- (a) to secure the rapid, effectual and continuous
co-ordination of the efforts of all Government officials in
the area in connection with the production of war stores.
- (b) to provide for the speedy exchange of information
between Ministries and Service Departments and the Area
Advisory Committees.
- (c) to settle by agreement, in so far as is possible, all
local difficulties likely to delay output
- (d) to transmit to headquarters proposals for the
expansion of additional capacity in the area
- (e) to advise headquarters on the adjustment of difficulties
of priority of contracts.

The Boards in each area will be advised by one or more
Area Advisory Committees and each Committee will consist of
representatives of employers nominated by employers' federations
and representatives of employees nominated by the Trades Union
Congress General Council; each Committee will be served by a
Secretary provided by the Ministry of Labour and National Service.

The terms of reference to the Committee will be

1. to advise the Area Board regarding the existing output
of anything required by the Ministry of Supply and by defence
Departments and to assist the Board in overcoming local
difficulties.
2. To survey the area in which the Committee is working
with a view to increasing existing production in the area.
3. To consider and make recommendations to the Area Board
on any matter arising out of the terms 1 and 2 of this reference
except matters which are properly the concern of the Ministry of
Labour and National Service or more properly handled by the
organisations of employers and Trade Unions in connection with
wages and conditions of employment.

The Manchester organisation is one of the earliest to
be set up but it will quickly be followed by similar organisations

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in other important centres.

A great deal of preparatory work has been done and I am very anxious for the work to go forward with the least possible delay so that at least the first 11 of these important organisations will be in operation before the end of this month. The organisation of 12 further Committees will follow immediately afterwards and one point which I should like very strongly to emphasise in connection with the starting up of these Area Organisations is that it is open to any manufacturer, group of manufacturers and any joint body, federation or chamber of a strictly non-profit type to approach the Secretary of the Area Board with any proposition regarding production. I might add that the Federation of British Industries and the Association of British Chambers of Commerce have been asked to arrange for their local officers to assist the Ministry by rendering such practical help as they can give in an advisory capacity to the Secretaries of Area Boards.

Now let us consider the place of Lancashire and Manchester in the matter of munitions production; Lancashire is at the present time engaged in producing a large variety of war supplies from gun carriages and tank parts down to small things like fuzes, instruments and gauges in addition to large quantities of cotton goods. In the production of these and other stores many of the famous firms of Manchester are engaged and it is the Government's desire to bring into the field of munition production some of the smaller industrial establishments in the district. At the present time Lancashire is putting forward a greater effort than probably she has ever made before to carry the fullest possible share of the national burden in the production of munitions required for the British and Allied Forces. During the last war, the Manchester Munitions Committee organised a great contribution to the national need but this time Lancashire is making an even greater contribution from its workshops and factories and the existing engineering capacity is being very greatly extended at the present time. Owing to the unfortunate history of the cotton trade in recent years there was abundant labour available in Lancashire for the manning of new factories and a number of new Government factories needed for the manufacture of munitions and shells and the filling of shells have been planned in Lancashire. The new Government factories alone will require when in full operation a total of many thousands of operatives. Some of the factories have already come into operation since the outbreak of war; others will be in operation by the end of the summer and their united contribution to the national need before the first year of war has passed will be probably the most notable of any district in the country.

Turning to the textile industry of Lancashire, I would like to mention the fact that during the last 9 months, contracts for some 110,000,000 yards of cotton material have been placed with Lancashire mills. Other items ordered in Lancashire include 1,300,000 sheets, 1,750,000 towels, 4,500,000 ground sheets and 500,000 handkerchiefs. Contracts for the making up of uniforms have been placed, notably for 125,000 greatcoats, 300,000 battle dress suits and 450,000 denim suits. And I would like to add this: the production of these textiles is not a disturbing factor in our minds; production is coming forward satisfactorily.

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The production of something like 100,000,000 yards of heavy material is required to meet the service requirements such as canvas material for tentage, water proof covers, ground sheets, denim, drills, towels, sheets, etc. and Lancashire is co-operating with us most fully in meeting all our needs in this connection. No less than 18,000,000 yards of cotton cloth have been put in production since the 1st January in lieu of linen and the skill and knowledge of the Lancashire cotton industry has been of the utmost value to us in replacing linen fabrics by cotton fabrics and thereby allowing us to save no less than 9,000 tons of flax - a commodity of which the supply is definitely limited. We, for our part, are doing our share in making available by every means in our power the full quantities of yarn required by the Lancashire spinners through the operation of the Cotton Controller in order to ensure that there shall be no shortage of material during the period of contracts placed with the Lancashire mills.

I hope also through the co-ordination of requirements not only of fighting Forces but of the civil Departments, we shall be able to ensure a continuity in the flow of orders to Lancashire which will ensure steady work for some months to come.

You will understand that at the outset of this great struggle, we had to look to the larger concerns who were in full production of the goods of which we had a need to provide our requirements in the quickest possible way in order adequately to equip our fighting forces; as the country is getting into its war stride it becomes possible and desirable for the smaller industrial firms to lend their knowledge and experience to the great producing machine which is being built up and it is for that purpose that these area organisations are being established. I am meeting to-day the Area Advisory Committee at its inaugural meeting and I look to that Committee to give the greatest assistance to the Ministry of Supply and to the fighting Forces in building up a fully efficient productive machine to provide the needs of the nation at war. It is a matter of great satisfaction to me that representatives of employers and workpeople have agreed to co-operate together in this way for the service of the nation and I look upon it as the greatest evidence of our one desire to put forward our united efforts in the task which has been set before us.

I am here to wish the Area Advisory Committee the greatest possible success in their work and I am certain that they will have from Manchester and the Manchester Chamber of Commerce the strongest and most patriotic support that any organisation could look for.

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



MINISTRY OF LABOUR & NATIONAL SERVICE

Press Notice

FURNITURE MANUFACTURING TRADE.

The Secretary of the Ministry of Labour and National Service makes the following announcement:-

The Minister of Labour and National Service has made a Special Order - the Trade Boards (Furniture Manufacturing) Order, 1940 - dated fifth March applying the Trade Boards Acts, 1909 and 1918, to the Furniture Manufacturing trade as set out in the Order. Copies of the Order will be obtainable shortly from H.M. Stationery Office, York House, Kingsway, London, W.C.2, or through any bookseller. He has also made Regulations setting up the Furniture Manufacturing Trade Board, which will be constituted as follows:-

Chairman	-	Sir David Ross, K.B.E., Oriel College, Oxford.
Deputy Chairman	-	C.W. Guillebaud, Esq., Driftway House, Wilberforce Road, Cambridge.
Appointed Member	-	Miss I.H. Sloan, O.B.E., Averard Hotel, Lancaster Gate, London, W.2.

Representatives of Employers.

Mr. F. Austin,
17, Raleigh Close,
Hendon,
London, N.W.4.

Mr. F.A. Greaves,
40, Villiers Avenue,
Surbiton,
Surrey.

Mr. A.E. Barnes,
The High Wycombe & District
Furniture Manufacturers' Federation,
13, Easton Street,
High Wycombe,
Bucks.

Mr. G.A. Hensher,
Lower Wythall,
Coughton,
Ross-on-Wye.

Mr. S.D. Bianco,
"Castle Hill Lodge,"
St. Marks Road,
Maidenhead,
Berks.

Mr. H. Holmes,
Holmes Bros. (London) Ltd.,
Billet Road,
Walthamstow,
London, E.17.

Mr. E.J. Board, J.P.,
Somerset Wicker Co., Ltd.,
33, Friarn Street,
Bridgwater,
Somerset.

Mr. W. Johnstone,
Victoria Villa,
Beith,
Ayrshire.

Mr. W.T. Cardinal,
1, Balloon Street,
Manchester.

Mr. J.F. Lusty,
"Upney",
83, Snakes Lane,
Woodford,
Essex.

Mr. A. Driver,
2, Gipton's Yard,
Cromwell Street,
Leeds, 9.

Mr. V.N. Radford,
West View House,
Papplewick,
Nottingham.

Mr. G. Rogers,
93, Beresford Road,
Oxton, Birkenhead,
Cheshire.

Mr. R. Sadow,
13, Aylmer Road,
Highgate,
London, N.2.

Mr. L.S. Seccombe,
The Grange,
Tanworth in Arden,
Birmingham.

Mr. N. Macneill,
Achadchosan,
Old Lea Road,
Beith, Ayrshire.

Mr. H. Shaw,
40, Chambord Street,
Virginia Road,
London, E.2.

Mr. J.H.B. Tidmarsh,
1, Laycock Street,
London, N.1.

Mr. C.J. Varnals,
1, Galsworth Avenue,
Chadwell Heath,
Romford,
Essex.

One Vacancy.

Representatives of workers.

Mr. G.H. Beckett,
51, Sherringham Avenue,
Tottenham, London, N.17.

Mr. S. Fineman,
2, Plough Yard,
Shoreditch,
London, E.C.2.

Mr. L.C. Hansen,
1037, Forest Road,
Walthamstow, London, E.17.

Mr. G. Hirst,
"Glengariff",
Kendalls Close,
High Wycombe, Bucks.

Mr. M. Jacobs,
8, Blackfriars Road,
London, S.E.1.

Mr. J.D. Mackay,
5, Lynedoch Place,
Glasgow, C.3.

Mr. J.H. McConville,
3, King's Close,
Gorton, Manchester, 18.

Miss E.H. McIntyre,
18, Church Street,
Lochwinnoch,
Renfrewshire.

Mr. W. Neasham,
9, Watson Street,
Glasgow, C.1.

Mr. T.T. Newell,
8, Guildford Street,
London, W.C.1.

Mr. R. Pimlott,
5, Roughey Gardens,
Benchill, Wythenshawe,
Manchester.

Mr. B.H. Rockman,
18, Doughty Street,
London, W.C.1.

Mr. J.T.B. Sandercock,
137, St. Marks Road,
London, W.10.

Mr. A.A. Sawyer,
95, Farringdon Road,
London, E.C.1.

Mr. J.R. Shanley,
"Swinton House",
324, Gray's Inn Road,
London, W.C.1.

Mr. R.S. Shube,
21, Coborn Road,
Bow, London, E.3.

Mr. A.G. Tomkins,
219, Golders Green Road,
London, N.W.11.

Mrs. E. Usher,
45, Mulready Buildings,
Millbank, London, S.W.1

Mr. T.H. Webster,
30, Stanley Avenue,
Wembley,
Middlesex.

One vacancy.
2.

Sir David Ross, K.B.E., has, as appointed member and chairman of a number of Trade Boards, had long experience of industrial matters. He has also served on many Government Committees and was in 1936 chairman of a notable enquiry regarding the regulation of wages and conditions in the Woollen Textile Industry. He is chairman of the Committee appointed by the Ministry of Labour and National Service to enquire into the working of the Fair Wages Clause.

Mr. C.W. Guillebaud is one of the appointed members of the Rubber Manufacturing and other Trade Boards and a distinguished economist and writer. Miss I.H. Sloan, O.B.E., was until her retirement one of the senior officials in the Industrial Relations Department of the Ministry of Labour and National Service, and will be well known to many connected with the Furnishing Trades, of which she has special knowledge.

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

Telephone: Whitehall, 6200.

8/3/40 - No. 8.

MAORI RECRUITS LEAVE FOR TRAINING.

FAMILIES FLOCK TO SAY GOODBYE.

Maori recruits have left for their training camp in New Zealand amid scenes of enthusiasm. At Rotorua, the famous thermal spa, it seemed as if nearly all the Maori people from every "pah" and "kianga" had gathered to cheer "their" soldiers on their way.

Old tattooed faces, seldom seen now except in the most isolated paks, were there among the younger Maori women; and even in the manner of saying farewell the old and the modern were mingled.

Rubbing of noses was frequent, but so were scores of the gay paper streamers which mark the sailing of modern passenger ships.

At one end of the platform the pipe band of the Rotorua Caledonian Society played Highland music, while far down at the other end a battered and tarnished bugle, in the hands of a Maori soldier of the Great War, produced notes of martial memory.

The following is issued to the press by Naval Affairs for such use as they care to make of it. Please do not quote Admiralty or Naval Affairs as authority.

BREMEN'S BELL RUNG
TO ANNOUNCE A LIE.

When Dr. Goebbels' broadcasting boys tell a lie now they ring "the bell of a renowned German liner" to let the world know that "another British ship has been sunk".

They have announced that the British ship San Florentino has been torpedoed and sunk, and they tolled the bell. But who told them? All they had to go on was an unconfirmed report in a foreign newspaper.

They rushed to get the news on the air, because if they waited for truth to catch them up, their propaganda would never get anywhere.

Perhaps they do not expect, anyway, to get news direct from any U-boat that is foolhardy enough to attack a British convoy.

On the highest authority, here is the fact; the San Florentino is perfectly safe.

It is being assumed that the bell belongs to the crack liner Bremen, once the pride of Germany's mercantile marine, but now driven from sea by the Allied fleets.

Is the Bremen's bell to be tolled for every German ship that is scuttled?

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NOT TO BE PUBLISHED BEFORE THE MORNING NEWSPAPERS OF SATURDAY
9TH MARCH, 1940, OR BROADCAST BEFORE 7 A.M. ON THAT DATE.

AIR MINISTRY CASUALTY COMMUNIQUE NO.21.

ROYAL AIR FORCE.

The Air Ministry regrets to announce the following casualties on various dates:-

KILLED IN ACTION.

BENDALL	580596	Acting Sergeant, D.J.
CORBY	561526	Flight Sergeant, G.A.
FIELD	37346	Flying Officer, L.R.
HUGHSON	621199	Aircraftman 2nd Class, L.B.
HUNTER	625656	Aircraftman 2nd Class, J.R.
MITCHELL	41607	Pilot Officer, J.S.
MURDOCH	580799	Acting Sergeant, J.C.
PRIOR	546726	Leading Aircraftman, E.H.
SMITH	626998	Aircraftman 2nd Class, T.E.
WIEFFEN	580312	Sergeant, M.

PREVIOUSLY REPORTED "MISSING" NOW REPORTED
"KILLED IN ACTION".

JONES	540554	Aircraftman 1st Class, P.T.
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MISSING BELIEVED "KILLED IN ACTION".

PETERSON	520852	Leading Aircraftman G.
TRUMAY	531133	Aircraftman 2nd Class, L.H.
WEBBER	569704	Aircraftman 1st Class R.J.
WILSON	90300	Flight Lieutenant, A.N.

WOUNDED IN ACTION.

SMITH	808285	Aircraftman 2nd Class, J.P.
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MISSING.

BLAKE	39196	Flying Officer J.C.H.
BRUCE	740984	Sergeant, A.E.A.
CHAPMAN	534704	Leading Aircraftman, A.R.
COND	580724	Sergeant, L.C.
HAWXBY	39735	Flying Officer, N.
HILL	590559	Flight Sergeant, A.
JOHNSON	538052	Leading Aircraftman, T.F.
JONES	567277	Leading Aircraftman, F.G.
MIDDLETON	611040	Aircraftman 1st Class, S.N.
WEIGHTMAN	564455	Sergeant, T.S.
WHISTLER	03100	Group Captain, H.A., D.S.O., D.F.C., p.s.a., i.d.c.

KILLED ON ACTIVE SERVICE.

BLACK	740580	Sergeant, R.S.S.
BREESE	754722	Sergeant, G.
CARTER	747780	Leading Aircraftman, G.A.
COYSH	41671	Pilot Officer, D.W.
CURRIE	740647	Sergeant, B.E.

KILLED ON ACTIVE SERVICE (Cont'd)

LAW	73602	Flying Officer, A.
LEADER	39795	Flying Officer, L.H.
LEDHAM	630792	Aircraftman 2nd Class, W.
LEMON	70391	Flying Officer, R.H.
LOMAX	41853	Pilot Officer, P.F.N.
MAHON	624822	Aircraftman 2nd Class, W.
MORTIMER	37979	Flying Officer, B.A.
OWENS	565435	Sergeant, T.
PARKES	562843	Flight Sergeant, W.C.
SMITH	70629	Flying Officer, C.P.S.
SMITH	758004	Sergeant, L.G.J.
SUTCLIFFE	746751	Leading Aircraftman, A.R.
THORNEWILL	39834	Flying Officer, J.N.
THURGAR	580293	Sergeant, P.F.H.
TRENCHARD	40271	Pilot Officer, H.A.
WALES	754725	Sergeant, J.F.
WARREN	758046	Sergeant, E.C.
WEBSTER	759344	Leading Aircraftman, F.A.

DIED ON ACTIVE SERVICE

DOWLE	514307	Sergeant, A.A.G.
DUNNACHIE	972716	Aircraftman 2nd Class, J.
FARNWORTH	638751	Aircraftman 2nd Class, C.
FERRIS	551539	Corporal, E.A.
GRAHAM	59460	Corporal, R.M.
LYNCH	755017	Leading Aircraftman, A.W.
MISSELBROOK	565756	Corporal G.E.J.
OUTTEN	900798	Aircraftman 2nd Class, S.S.
ROSS	973923	Aircraftman 2nd Class, J.R.
RULE	770830	Aircraftman 1st Class, A.J.
SLATER	527163	Corporal, S.O.
SWEET	42250	Leading Aircraftman, A.
TAYLOR	334630	Leading Aircraftman, J.
TAYLOR	747494	Aircraftman 2nd Class, J.E.
THOMPSON	525225	Leading Aircraftman, T.M.
TYLER	649014	Aircraftman 2nd Class, F.T.
VICKERAGE	519534	Sergeant L.A.
WILSON	628821	Aircraftman 1st Class, D.
WINN	551514	Aircraftman 1st Class, C.V.M.
WOOD	908733	Aircraftman 2nd Class, G.W.

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

9th March, 1940.

NOT TO BE PUBLISHED BEFORE THE MORNING
NEWSPAPERS OF SATURDAY, MARCH 9TH,
1940, OR BROADCAST BEFORE 7 A.M. B.S.T.
ON SATURDAY, MARCH 9TH, 1940.

ROYAL AIR FORCE AWARDS.

The King has been graciously pleased to approve of the following awards for gallantry and devotion to duty in the execution of air operations:-

AWARDED THE DISTINGUISHED FLYING CROSS.

Squadron Leader Kenneth William NIBLETT,
Acting Flight Lieutenant Robert Voase JEFF,
Acting Flight Lieutenant Richard Hugh Antony LEE,
Acting Flight Lieutenant Maurice Victor LONGBOTTOM,
Acting Flight Lieutenant Robert Henry NIVEN,
Acting Flight Lieutenant Geoffrey Middleton WYATT,
Flying Officer Alastair Dyson PANTON.

The highest qualities of leadership and devotion to duty have been displayed by one of the above officers as flight commander of a squadron employed on long distance day and night strategical reconnaissances.

Another officer is described as an outstanding flight commander and a reliable and brilliant pilot. On one occasion he pursued an enemy aircraft for 20 minutes, finally forcing it to land and fall into Allied hands.

A third has set a magnificent example of keenness and efficiency as a flight commander. He intercepted an enemy aircraft over the English Channel and shot it down in flames.

Two of the officers have been pioneers in a new method of aerial photography. They have taken overlapping photographs of many enemy defences.

Another officer is described as "an inspiration to his squadron".

/ AWARDED

AWARDED THE DISTINGUISHED FLYING MEDAL.

Sergeant William Joseph CRONIN,
Sergeant Frank MILLER,
Sergeant Alexander Cameron THOMAS,
Sergeant David PENNINGTON,
Leading Aircraftman Sidney CULVER,
Leading Aircraftman George HAWKINS,
Aircraftman 1st Class Henry Arthur George FERRE,
Aircraftman 1st Class Frederick John ALLAM.

Several of the above are described as skilful observers and navigators. One is decorated for good work in a raid on Wilhelmshaven when his aircraft scored a direct hit on a German battleship, and for his conduct in the 25 minute engagement over the North Sea on January 10th between nine Blenheims and five Messerschmitt 110's.

Among the air gunners, one receives the D.F.M. for cool and effective handling of his gun during the engagement of January 10th in which his aircraft occupied a dangerous position. Another has set a splendid example of valour and fortitude. He has shown zeal, ability and devotion to duty.

A wireless operator among the recipients was the first member of his squadron to carry out a second reconnaissance over enemy territory, flying in intense cold to nearly maximum endurance of the aircraft and over strongly defended zones. His ability had a very good effect on the aircraft crews when the squadron had suffered heavy losses.

NOTES ON CAREERS.

Squadron Leader Niblett was born at Cardiff in 1909 and was educated at the Strand School.

He was a cadet at the R.A.F. College, Cranwell from 1927 to 1929 when he won the Sword of Honour at the passing

/out

out inspection. He was commissioned as Pilot Officer, promoted Flying Officer in 1931, Flight Lieutenant in 1935 and Squadron Leader in 1938 with command of a squadron.

Flight Lieutenant Jeff was born in 1913 at Kuala Lumpur, Federated Malay States. He was educated at Cheltenham College. He became a pupil pilot in the R.A.F. in 1936 and was commissioned as Pilot Officer the same year. He was promoted Flying Officer in April, 1939 and Acting Flight Lieutenant the following month. He has been engaged on flying duties at home stations.

Flight Lieutenant Lee was born in London in 1917. He was educated at Charterhouse and entered the R.A.F. College, Cranwell, in 1935.

He received a commission as Pilot Officer in 1937 and was promoted Flying Officer and Acting Flight Lieutenant last year.

Flight Lieutenant Longbottom was born at Liverpool in 1915. He was educated at Merchant Taylors School, Crosby, Wigan Mining and Technical College and Liverpool University.

He became an operator 1st class in the Royal Naval Wireless Auxiliary Reserve in 1934 and the next year became a sergeant pilot in the R.A.F. Reserve. He was given a commission in 1936 and was promoted Flying Officer in 1938 and Acting Flight Lieutenant in 1939. He has been engaged on flying duties at home stations.

Flight Lieutenant Niven, who is aged 26, is a Canadian, having been born in Calgary, Alberta. He was educated at Haultain School and Western Canada College, Calgary, and at the Provincial Institute of Technology and Art.

/He

He was given a short service commission in the R.A.F. in 1935, was promoted Flying Officer in 1938 and reached his present rank in 1939. He has been engaged in flying duties with home squadrons and also had a period of duty at the Air Ministry.

Flight Lieutenant Wyatt was born at Grove Park, Kent, in 1915 and educated at Brentwood School. He received a short service commission in 1935, was promoted Flying Officer in 1938 and Acting Flight Lieutenant in 1939, and served with a home squadron.

Flying Officer Panton was born in Calcutta and is aged 24. He was educated at Bedford School, entered the R.A.F. College, Cranwell, as a cadet, and was given a permanent commission in the R.A.F. in 1937, being promoted Flying Officer two years later.

Sergeant W.J. Cronin comes from Gillingham, Kent. Is 32 years of age and has been in the R.A.F. for over 13 years. Is single Served in India for over 5 years.

Sergeant Frank Miller joined the R.A.F. in 1926 at the age of 18. Was married in 1934. Comes from Morecambe, Lancashire. Served in India for 4 years.

Sergeant A.C. Thomas comes from Abergele, Denbighshire. He joined the R.A.F. in 1929 at the age of 18. Married ten years later.

Sergeant D. Pennington was a machinist in civil life. He comes from Christchurch, Preston, Lancs. He joined the R.A.F. in 1929 at the age of 22. He was married in 1936.

/Leading

Leading Aircraftman S. Culver is 24 and single. He comes from Bromley, Kent, and was a pastrycook in civil life.

Leading Aircraftman G. Hawkins was a farm hand and comes from Brackley, Northamptonshire. He joined the R.A.F. exactly eleven years ago and is now 30. He was married in 1934.

Aircraftman 1st Class H.A.G. Ferre, was a fitter in civil life. He comes from Farnborough, Hants, and joined the R.A.F. at the age of 18, a little more than 2 years ago.

Aircraftman 1st Class F.J. Allam was a London invoice clerk when he joined the R.A.F. less than three years ago. He was then 17. He is single.

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

9th March, 1940.

FISH FRIERS AND POTATO PRICES.

To remove any misconception regarding the prices which may be charged for potatoes sold to fish friers, the Ministry of Food announce that for the purposes of the Potatoes (1939 Crop) (Control) Order, 1940, fish friers are to be regarded as "retailers".

The maximum prices which apply to sales to fish friers are those set out in column 3 of the Fourth Schedule to that Order. Sales of "fried potatoes", however, are not subject to the retail prices set out in that Schedule.

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MINISTRY OF FOOD.

AIR MINISTRY BULLETIN.

7.3.40 - No.15.

#13+14
missing

HEINKEL SHOT DOWN OFF NORTH OF SCOTLAND.

The Air Ministry announces:

Aircraft of the Royal Air Force this afternoon intercepted a Heinkel off the North Coast of Scotland and shot it down into the sea.

AIR AFFAIRS.

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8/3/40 - No.16.

Note for the Press.

New Headquarters for R.A.F. Comforts Committee.

The R.A.F. Comforts Committee move to their new Headquarters at No.20 Berkeley Square, London, W.1. tomorrow, Saturday 9th March 1940.

All comforts or donations for comforts for men of the R.A.F. should be sent in future to that address.

AIR MINISTRY.

8.3.40 No 17

(Not to be quoted as an air Ministry Announcement)

FIGHT AT 27,000 FEET.

The Heinkel 111 which was shot down in the sea east of Aberdeen yesterday was first observed flying east, at a height of approximately 27,000 feet.

Spitfires climbed to attack the raider, while anti aircraft guns on land opened fire.

Almost as soon as the fighters attacked, one of the Heinkel's engines went out of action. Smoke poured from it. The German pilot turned and glided towards the west, but failing to reach land, alighted on the sea.

Before the Heinkel sank, the Spitfire pilots saw a rubber boat launched.

One member of the German crew was picked up from the rubber boat by a surface craft.

8th March, 1940. No. 18
M.A.F. 169

MINISTRY OF AGRICULTURE ANNOUNCEMENT
POSTPONEMENT OF CALLING UP IN AGRICULTURE

Men required to register on 9th March.

Applications for the postponement of the calling-up of men in agricultural occupations, who have to register on 9th March and who are not covered by the Schedule of Reserved Occupations, must be sent to County War Agricultural Executive Committees as soon as the men have been registered. The men required to register are those not already registered who were born between 1st January, 1915 and 9th March, 1920, that is, men who had reached the age of 24 (but not 25) on 31st December, 1939, and men who reach the age of 20 between 1st January and 9th March, 1940. Most agricultural workers in this group will be covered by the Schedule of Reserved Occupations; but applications may be made in respect of men who reach the age of 20 between 1st January and 9th March, 1940, both dates inclusive, and also those in occupations (such as horticultural occupations) for which the age of reservation is 25 or more who had not reached the relevant age of reservation by 9th March, 1940.

The applications must be made on Form N.S.100A. and the latest date for the receipt of applications by the Committee is 14th March. Employers are, therefore, advised to apply at once to their County War Agricultural Executive Committee for the requisite application form. The attention of applicants is particularly drawn to the instructions at the head of the form. Failure to comply with these instructions will probably result in the worker concerned being called up before his case can be considered.

PRESS NOTICE.

The Minister of Supply has appointed a Departmental Committee "to consider whether an increased production of non-ferrous metallic ores in the United Kingdom is desirable and practicable, and to make recommendations."

The members of the Committee are: Sir William Larke, K.B.E., (chairman); Dr. C.G.Cullis, M.Inst. M.M., Mr. Arthur Deakin, Mr. J.Stanley Holmes, M.P., Mr. S.S.Taylor, C.M.G., D.S.O.,

Professor J.A.S.Ritson, D.S.O., M.Inst. M.M., Mr. T.Eastwood and Dr. M.Macgregor will act as Assessors to the Committee.

The Secretary of the Committee, to whom all communications should be addressed, is Mr. W.C.C. Rose, of the Geological Survey of Great Britain, Exhibition Road, South Kensington, London, S.W.7.

NOTES.

Sir William Larke is Director of the British Iron and Steel Federation.

Dr. C.G. Cullis is Emeritus Professor of Mining Geology, Royal School of Mines, South Kensington.

Mr. Arthur Deakin is Assistant General Secretary of the Transport and General Workers' Union.

Mr. J. Stanley Holmes is the Member of Parliament for Harwich

Mr. S.S. Taylor is Managing Director of Rhokana Corporation Limited.

Professor J. A. S. Ritson is Professor of Mining at the Royal School of Mines, South Kensington.

Mr. T. Eastwood is the Assistant for England and Wales to the Director of the Geological Survey of Great Britain.

Dr. M. Macgregor is the Assistant for Scotland to the Director of the Geological Survey of Great Britain.

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

8. 3. 40.

8/3/40 - No. 20.

THE MERCHANT SHIPPING (ADDITIONAL LIFE
SAVING APPLIANCES) RULES, 1940.

The Minister of Shipping announces the issue of the Merchant Shipping (Additional Life-saving Appliances) Rules 1940, supplementing the Merchant Shipping (Life-saving Appliances) Rules, 1938. The new rules come into effect forthwith.

In addition to the lifeboats already required to be carried, the new rules require the provision on all sea-going ships (while employed or going on any voyage or passage to, from or between the coasts of the United Kingdom, the Channel Islands, the Isle of Man, Eire and the Continent of Europe) of emergency rafts, or similar appliances sufficient to support all persons on board.

Each raft or similar appliance is to carry a self-igniting buoyant light and other specified equipment. In the application of the new rules to passenger ships, buoyant apparatus already carried on such ships is to be taken into account.

The new rules include power to grant exemption from any requirement if the Minister is satisfied that such requirement is either impracticable or unreasonable.

Copies of the Rules will shortly be obtainable through H.M. Stationery Office and from book-sellers in the usual way.

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MINISTRY OF SHIPPING.

P R E S S N O T I C E .

Provincial investors, small and large, appreciate the valuable fact that the Government is issuing the new 3 per cent War Loan 1955-59 in a way which gives all applications equal chances.

The interval of a full week between the announcement of the £300,000,000 loan and the opening of the subscription lists enables everybody to make arrangements for subscribing. It gives time for the delivery of applications from every part of the country by the opening of the lists at the Bank of England on Tuesday next, March 12th.

In the past private provincial investors, who have made personal application by post, have sometimes found the lists of a loan closed from quick over subscription by City houses before their letters even reached London. In the case of an attractive loan such as the 3 per cent every applicant wants to get his stock at the issue price and not have the risk of having to pay a premium when the Stock Exchange begins "dealings". Consequently, in the present case, the provincial investor feels that the arrangements ensure complete equality for all intending applicants.

This is only one of the features which emphasise the national character of the 3 per cent War Loan, which is attractive not only to sections of the investing community, such as the Insurance Companies, but to every other institutional and private investor.

Please do not quote this as an official Ministry of Information Announcement.

HEINKEL DOWN IN SINGLE COMBAT.

(Not to be quoted as an Air Ministry Announcement)

The German bomber destroyed by the Royal Air Force this afternoon was shot down in single combat.

The duel was fought off the North East coast of Scotland and the bomber, a Heinkel 111, crashed into the sea.

When the Heinkel was first sighted by a patrol of Hurricanes of Fighter Command, it dived 2,000 feet to sea level. One of the Hurricane pilots attacked and the effect of his fire was enough.

The Heinkel flew, turning from side to side, just above the water, trying to dodge the Hurricane's fire. After a few seconds of running fight, the Heinkel collapsed.

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AIR AFFAIRS.

R.A.F. BOMB ENEMY PATROL VESSELS

The Air Ministry announces:--

In the course of reconnaissance and patrol operations carried out yesterday by aircraft of Bomber and Coastal Command of the Royal Air Force, three enemy patrol vessels near Borkum were attacked with bombs. A bombing attack was also made last night on a Naval Auxiliary vessel near Sylt. Two enemy Heinkel aircraft encountered over the North Sea during the day were engaged and seen to be hit. As already reported, patrols from Fighter Command brought down a Heinkel east of Aberdeen and another to-day off the North Coast of Scotland.

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AIR AFFAIRS

NOT TO BE QUOTED AS AN AIR
MINISTRY STATEMENT.NORTH SEA AIR FIGHTS.

In the course of routine patrols far over the North Sea yesterday, (Thursday) reconnaissance aircraft of the R.A.F. Coastal Command had several engagements with enemy air and surface craft.

One aircraft sighted a Heinkel 115 about a mile ahead. This type of Heinkel is a long range twin-float sea plane.

The British aircraft pursued, overtook it and attacked from dead astern. Steady fire was maintained during the approach. At 150 yards it was apparent that bursts were entering the enemy's fuselage.

At 50 yards range the attack was pressed home. There was evidence now that the German rear gunner had either been disabled or killed. Until then he had fought back vigorously.

One of the British crew then signalled that his gun had jammed, and the aircraft was flown into a cloud to allow the fault to be remedied. With all his guns again serviceable the pilot emerged and saw his opponent below him. He dived to renew the combat at close range and the damaged Heinkel was driven to find refuge in cloud.

The British aircraft, which was unscathed in the action, searched for its adversary unavailingly, and then proceeded on its patrol. Soon afterwards, the pilot saw three German patrol vessels which he immediately attacked with bombs. With a storm of anti-aircraft fire around him, he could only observe one of the bomb-bursts - hardly the distance of a cricket pitch as he described it - from one of the ships.

Having practically no machine gun ammunition left, and having expended all his bombs, the pilot was obliged to "call it a day". Thereafter he went on with his reconnaissance.

Another pilot of the same squadron on a different patrol saw a Heinkel float-plane almost at sea level. He dived from 2,000 feet and attacked it on the starboard quarter with his machine guns. He then climbed back to his original height and dived again with his front gun in action. The German rear gun, which had fired steadily without result during both attacks, was silenced.

The enemy aircraft thereupon made for dense clouds through which it was chased for 20 minutes.

During the chase it was seen on four occasions in the clouds and each time bursts of fire were sent into it.

NOTE:- The above Bulletin refers to the action against two enemy Heinkels encountered over the North Sea as mentioned in Bulletin 445.

AIR AFFAIRS.

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NOT FOR PUBLICATION BEFORE THE SUNDAY
PRESS OF 10th MARCH, 1940.

NATIONAL INTEREST IN THE NEW LOAN.

Since Sir John Simon made the announcement of the new 3 per cent War Loan 1955-59 in the House of Commons on Tuesday last there has been abundant evidence of the wide national interest in the issue.

Terms of the issue of the £300,000,000 of this new trustee security have been spoken of in the City as "just right" which implies that the price of issue, that is par, the 3 per cent rate of interest and the period for which the loan runs, 15½ to 19½ years, appeal to the investment specialists as being attractive to investors everywhere.

Comment on the new Loan in every quarter of the country has been entirely favourable. Universally there has been a realisation of the three main points behind the Government's appeal for subscription to this first War Loan (1) That it is a major part of the plans for financing the expenditure necessary to the vigorous and successful prosecution of the war (2) its success will contribute materially to the maintenance of a sound economic position (3) the terms of the Loan are not only reasonable from the point of view of their cost to the State but attractive to the investor.

Investors are vitally concerned as citizens under each of these headings - victory, a sound economic structure, and control of the expense of State finance.

They are fortunate in a time when these are matters of concentrated national effort and struggle to secure so satisfactory an investment, enabling them to employ their surplus money for the benefit of the State while at the same time receiving an attractive return.

The list of Applications opens at the Bank of England on Tuesday next and will be closed on Wednesday. There is therefore still time for investors who have not already made their arrangements for applying for the new security to send in their applications, either through their bankers or brokers or direct to the Bank of England, Loans Office, E.C.2. Prompt action is advisable since the warmth of the reception given to the announcement of the attractive terms of the loan indicate that the wisest policy the investor can follow is to make sure that his application is in no danger of being too late. In other words, he will do well to post his application in time to get to its destination tomorrow, Monday.

ISSUED BY THE MINISTRY OF INFORMATION.

PLEASE DO NOT QUOTE AS AN OFFICIAL MINISTRY STATEMENT.

8/3/40 - No. 26.

BRITISH GUIANA'S GRATITUDE

The following resolution has been unanimously passed by the Legislative Council of British Guiana on the motion of the member for Berbice River:-

"That this Council on its own behalf and on behalf of the inhabitants of this Colony extend to the Royal Commission our cordial and grateful thanks for their thorough investigation of, and their liberal report and recommendations on, the various problems relating to the progress and development of the Colony, and respectfully expresses its gratitude for the avowal of the British Government of its deep concern in our well being; and that a copy of this resolution be forwarded to the Right Honourable the Secretary of State for the Colonies and to those concerned".

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EMPIRE AFFAIRS

RELEASED FOR PUBLICATION AFTER
9.35 P.M. THIS (FRIDAY) EVENING.

MEM. TO SUB-EDITORS:

As this script is being issued in advance, it is necessary to check it against the actual broadcast at 9.20 this (Friday) evening, on 391 or 449 metres.

"ONCE A WEEK"

TALK BROADCAST BY 'ONLOOKER'

The B.B.C. announces that 'Onlooker' broadcast the following talk in the Home Service programme at 9.20 this (Friday, March 8) evening:-

Tonight I want us to come back to the fireside for a general talk together. No special theme; no particular purpose; but just a time for reflection and for turning things over in the mind.

For we have just passed the six months mark of war; and that's a very good moment to look back and to reflect and perhaps to resolve. We are all like that - a birthday, a New Year, an anniversary - some landmark in time, whatever it is, and straight away it's a moment for thinking, for reflecting, and sometimes for resolving. The habit's almost universal. The Germans have just been doing it; and, of course, with them it was done with a purpose, and on an organised scale. The German High Command's prepared a special report on the first six months of war, and the German newspapers gave it a wildly enthusiastic reception. Then the German wireless took it up and grew quite lyrical about it. "It is a proud report and a joy to the German people, and bad news for the enemy," they said. "The German people can look into the future with quiet confidence in victory." And so on.

Now in this war, as we well know, we can listen to the voice of the enemy; and we can follow every word which is broadcast to the German people; and it is astonishing that people who can look into the future with such confidence in victory "should need such violent stimulation as their wireless gives them at almost every moment of the day. Every day, at almost every hour, the German people are regaled with news which is distorted and twisted and in many instances utterly false. I don't suppose you have any idea of the colossal scale upon which this is done, for it touches everything, small or great.

For example, last week there occurred a sad tragedy when a Member of the House of Commons was found shot at his home. That item of news was sent out over the wireless to German people as a murder in cold blood by the British Secret Service because the Member of Parliament had urged the Prime Minister to make peace! A lie, of course, but a lie with a purpose. If it were not so tragic in its consequences, it would be laughable. Whilst we know that German reports, like this High Command report and German statements, are utterly untrustworthy, we do well to remember that millions of the enemy are not merely being kept in ignorance, they are deliberately and designedly deceived.

But that's the enemy. What about ourselves at the end of six months? Of course, it's been a time of great strain and anxiety and fearful upheaval and dislocation, - but it's the first obvious reflection that it's been vastly different from our expectations.

In the early days of last September we lived and worked in the hourly expectation of a bomb from the skies; and, all we asked for was courage to go through the ordeal well.

Well,

Well, take this for comfort. Many of the things in life we fear most never happen to us at all; and up to the moment these expectations have been falsified. But we have had to meet new and strange and unexpected things: the business has had to be closed down; the home has had to be given up; the family's been separated. In every life there's been something quite different from the expected.

If the expected had come, and Newcastle, Edinburgh and Birmingham had been like Vipurii or Warsaw, with all the attendant horrors, - there would have gone up from Britain such a wave of iron resolution that even this country had never seen. In calamity the unquenchable spirit would reveal itself. But because for the time being we have been spared these horrors, strength of purpose is all the more needful.

For in these six months familiar words have become trite and almost meaningless.. "Fighting for our lives" sounds unreal when life seems unchanged; "fighting for freedom" sounds like a mere rhetorical phrase; but to look at Poland is to see reality and to know the fate of those who came under the Nazi hatred and Nazi domination and to recall us to the true nature of our task.

The second equally obvious reflection is that the first six months has allowed us to see with clear eyes that this is really a total war, and that for good or ill, we are all in it. Everybody's in this war, whether they like it or not, and everybody's got a special contribution to make.

In particular, the past six months have shown us the importance of economic questions, and how we are all concerned with these in the most intimate and vital way. Now, I don't know whether you know much about economic questions or whether you want to; for whilst it's a difficult subject, it's immensely important at all times and especially so in war time. Indeed the economic aspect of war is all important.

One of my dearest friends is an economist, a really expert economist. He's a kind husband and fond father, and all that; but happiest, I think, when talking of statistics and trends and percentages and price-levels, and dealing with such things as "disposable margins" and "inflation."

Well, you and I will never all be economists like that; but it helps us to pull our weight if we understand one or two of the things in which we've got to play our part and to play it well. The essential nature of total war is that we're all in it, - all the money we've got in the bank, all the work we do, all the time we've got. This war is now costing 6 to 8 millions a day, and somebody's got to provide the cash. For whilst money, of itself, can't win the war, it's of vital importance both during the war and afterwards.

Now one of the great problems of a total war is how to cut down the consumption of goods and services to a minimum for ordinary life, so that the war effort may be brought to its highest pitch. It's got to be done fairly and justly; some have no margin and cannot cut down at all; others can cut down more; and many much more still. But it's got to be done. There are many ways of doing this; some good, some bad. All the experts seem to agree that inflation is a bad way, unjust and unfair as between rich and poor, and totally undesirable, for it works by increasing prices; you spend as much as you did before, but you get less for it.

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Then there's rationing, of course; and there's the painful but salutary way of taxation which takes the money out of your pocket before you can spend it. That's a good way to reduce consumption. And then there's saving and lending to the Government. That's a most excellent way. In War Saving Certificates and Bonds the country has responded nobly - 100 million in 100 days; and the new 3% Loan is certain to be a complete success if we see plainly the vital necessity of making it so. To lend your savings to the Government is certainly a high patriotic duty; but it also is an act of enlightened self-interest.

One further reflection of some importance on what this rather strange six months has brought about: the unexpected situation has led many people to agitate for peace now, as they say, before the real violence of war sets in; and the horrors reach the gigantic scale. This is very human and natural; the mind shrinks from the contemplation of the sacrifice of so many lives and the pouring out of so much treasure. As a people we are a peaceful people. But we must face realities. There are great horrors in the world now; and if they are not confronted, these horrors will go on and increase, and life will lose all its savour and value as a thing to be cherished by everybody.

In plain truth, there could be no peace made with the Nazi regime, either now or at any time; for no peace worth the name could possibly be brought about unless Great Britain and Germany are on friendly terms.

Such friendly relations are utterly impossible with Hitler there, or with any of his immediate circle. If you want to condemn a man in ordinary life you say of him, "You cannot be trusted." And the world has rarely seen such cynical faithlessness and treachery as that displayed by Hitler in international affairs. And apart from that, how could any peace be made with Hitler while we cherish a free Parliament and a free Press, for these free institutions have been to him the greatest cause of offence. For Hitler has himself said that in this country a Prime Minister desiring peace with the Nazis might be displaced by another with different views, and with such a system the securing of lasting peace is made difficult. In recent years Hitler has frequently complained of the criticism of Germany in the British Press and said that it makes good relations between the two countries impossible; and Germany is threatening the Neutrals at all times when she is criticised in the Neutral Press, even when they merely complain of the murder of their seamen and the sinking of their ships.

A free Parliament and a Free Press are two of our most precious possessions, bought with a great price, and it will take more than a Hitler to make us abandon them. And if this six months has done nothing else, it has shown us beyond all doubt or misgiving that there can never be peace in the world again or any peace which endures, or indeed any life of real value, until Hitler and his satellites are gone.

And one final reflection needs expression. Hitler is now declaring as his chief war aim the removal of British terror from the world. He is believed to have stated this to Mr. Sumner Welles in Berlin. Certainly the Nazi commentators have been saying it to the world, and some of them are already dividing the spoils.

Gibraltar must go - it is really Spanish; Malta must go - it is really Italian; Cyprus and Singapore must be given up. But Poland must remain; and Czechoslovakia and Austria, where they are now! And there is no German terror there.

And, as so many of your letters have reminded me, we have a perfect example of German terms of peace made about 22 years ago in the Treaty of Brest-Litovak. Then when German arms appeared to be completely victorious on the Eastern Front, there was nothing for the enemy, Russia, but profound humiliation and the most abject surrender.

On March the 3rd 1918 the Treaty was signed.

Russia lost one-third of her population and agricultural land; one half of her industrial undertakings and nearly all her best sugar beet land and coal mines. And heavy reparations were exacted. European Russia was dismembered; she was cut off from the Black Sea and very nearly from the Baltic also. That is the kind of peace to expect from Germany.

A former British Ambassador to Germany spoke at Manchester last Tuesday - and spoke out of great knowledge. He said that if we were defeated the fate of Poland would be enviable, indeed, compared with ours. There would be no recovery for us, or for our children, or our children's children.

Well, there's the issue. Yes, this is a total war. Make no mistake about that, and we are all in it.

Good-night to you all.

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BRITISH BROADCASTING CORPORATION.

COLOURFUL DURBARS IN THE GOLD COAST.Governor at Cape Coast and Axim.

Sir Arnold Hodson, Governor of the Gold Coast, in the course of a recent tour of areas in the central and western provinces of the Colony, held durbars at Cape Coast and Axim. At both places there was a large crowd of people present, including all the Chiefs of the surrounding districts in full state, all the local school children, and large numbers of the community - African and European. The concourses assembled presented a lively and colourful spectacle.

In accordance with custom, His Excellency was first introduced to all the chiefs, who in turn presented their greetings to the Governor, who then delivered simple and lucid war addresses. These, on both occasions, were listened to with rapt attention.

The addresses referred to the origin of the Great War of 1914-1918, and how, on that occasion, war had been forced upon us by German aggression in Belgium. At the end of that war, eschewing harsh measures, we had, in the Treaty of Versailles, made such conditions as we hoped would ensure lasting peace. Germany had, at the time, accepted these terms, but Hitler since his rise had broken pledge after pledge and had set himself ruthlessly to dominate all Europe by fear and aggression.

It was to put an end to this that we had gone to war to honour a pledge to Poland as in 1914 we had honoured a pledge to Belgium. Sir Arnold Hodson, referred to the Nazi mode of life, its ruthless suppression of religion and private thought, and in particular to its attitude to Africans as inferior in every respect and born only to be slaves in the execution of German aims. He pointed out that the Gold Coast had, as yet, scarcely felt the effects of the war, but he urged his hearers to be ready to play their part in the bitter struggle before us, not to be down-hearted by losses, nor too elated by success, but to keep rejoicings for the final and assured victory.

In reply, the Chiefs everywhere reiterated their unswerving loyalty to the British Empire, affirming that "no matter when they were summoned, either by day or by night, they would be ready".

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NEW TECHNICAL SCHOOL FOR GOLD COAST.

Interesting details have just reached London concerning the new Government Technical School at Takoradi, the recent opening of which introduces a further development of this type of education in the Gold Coast. Increased demand for technical instruction necessitated the removal of the School from Accra, where the accommodation proved to be inadequate. Moreover, the new site is more favourably placed in relation to the industrialized areas of the Gold Coast.

The new School occupies a prominent site overlooking a bay and Takoradi Harbour, and the more important buildings include a long single storey workshop with blacksmith's shop at the rear, a 3 storey demonstration block containing class rooms, laboratories, drawing offices, assembly hall, and dining room, and a dormitory block capable of housing 100 students.

The workshop is in two sections, one for practical work in Mechanical Engineering, the other for practical wood working. Both sections are fitted with modern electrically driven machinery such as lathes, power drills, shapers, etc., in addition to the usual benches for manual work.

Other buildings include the European House Master's bungalow, two blocks of quarters for eight African Masters, a block of 6 labourers' quarters, a large drying store, petrol store, and garage. The buildings are grouped around a five acre sports ground. In addition, there are facilities for safe sea bathing and boating.

Other features of interest include 24 electric clocks worked from one master clock, the wiring of most class rooms and the assembly hall for the reception of wireless re-diffusion from the Sekondi broadcasting station, and complete water-borne sanitation.

Candidates for admission must be in possession of a standard VII Certificate or its equivalent. Present students include boys from Nigeria, Dahomey, and all parts of the Gold Coast. Amongst entries for next year are three boys from Sierra Leone.

The total cost of the scheme has been approximately £37,500, which includes making of approach roads, laying out of grounds, and so on. The area covered by the school and grounds is some 30 acres.

EMPIRE AFFAIRS.

8/3/40 - No. 30

FRENCH OFFICIAL COMMUNIQUE (EVENING)

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

On the Western side of the Vosges an encounter
took place this morning between a French and German
party which ended to our advantage.

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8/3/40. - No. 31.

NOT TO BE QUOTED AS AN AIR MINISTRY ANNOUNCEMENT

HOW WOUNDED GERMAN PILOT WAS RESCUED

Eighteen hours were spent at sea by a Royal Air Force Seaplane Tender in the rescue of the only survivor from the Heinkel which was shot down off the Aberdeenshire Coast yesterday (Thursday).

The German, who had been the H.C.O. pilot of the bomber, was wounded and is now in the sick quarters of a Royal Air Force Station in Scotland.

So hurriedly had the motor boat set out to save him that there was no time to lay in extra provisions. The boat carried a bottle of rum. But while a tot was being poured out to revive the prisoner, all the rum was spilled and the bottle broken by the pitching of the launch in the swell.

In good English, the German told his rescuers not to worry, and suggested that they should get out his emergency rations. He pointed to the rubber dinghy from which he had just been taken and told them where to find a bottle of whisky. A bottle of soda water and a supply of chocolates, biscuits and sweets.

The rescue boat left Scotland at 3 p.m. on Thursday, but as the weather deteriorated rapidly, and there was danger of running on to a sandbank, it had to lay off at sea the whole night. It could not return to its base until 9 a.m. today.

The night was one of rain and extreme cold.

The outward journey to the spot where the Heinkel had been shot down took four hours. There the motor boat captain, a flying officer, found a coastal command aircraft awaiting him overhead. The pilot of the aircraft signalled to the boat to follow. In the dusk, the boat sped along guided by coloured lights fired by our aircraft.

Of the Heinkel's crew of four, one had been killed, two were so severely wounded that they were drowned trying to board their dinghy.

When the survivor was found, 60 miles from the coast, he was lying with his head on the dinghy's side. A crash ladder was lowered from the motor boat and the rescue effected.

The German had bullet wounds in the shoulder and legs, but he said that his injuries were not worrying him. He was fitted out with dry clothing, his wounds were dressed, and three minutes after his whisky and provisions had been salvaged, he was fast asleep.

AIR AFFAIRS

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