AIR ACTIVITY ON WESTERN FRONT

Many Nazi 'Planes Over France

The Nazi Air Force has shown great activity on the Western Front during the past 48 hours.

A large number of German machines — sometimes as many as thirteen at a time—have been flying over Eastern and Northern France.

Some flew over areas behind the Maginot Line in groups of three, seven, and thirteen, presumably with the object of discovering the positions of the French troops.

A French patrol yesterday penetrated far into enemy territory and brought back interesting information about the German defences.

SINKING OF NAZI ORE VESSELS

OF GREAT SIGNIFICANCE

DECLARES NEW YORK WRITER

OPENING GUNS OF CAMPAIGN

THE SINKINGS OF THE GERMAN ORE VESSELS ARE OF GREAT SIGNIFICANCE, WRITES YBARRA IN THE "NEW YORK SUN."

These exploits, he says, "represent the opening guns of a campaign to cut off the Reich's supplies of one of the products most vitally necessary for the prosecution of the war.

"If the British succeed in closing this route their action may have catastrophic consequences for Hitler's embattled Reich."

TAX SWEDISH RAILWAYS.

He suggests that the exclusive use of the Baltic route would tax the ore railways of Northern Sweden to the utmost.

"THE DIFFICULTIES OF TRANSPORTING THE ORE, IF BRITISH SUBMARINES SUCCEED IN SNEAKING INTO THE BALTIC AND OPERATING THERE, MAY BECOME INSUPERABLE," HE SUGGESTS.

NAZI SHIPS SCURRY TO SHELTER

From ANTHONY MANN.

(By arrangement with "Daily Telegraph.")

(By arrangement with "Daily Telegraph.")

Scandinavian and German harbours are crowded with vessels laden with German coal and coke, or Scandinavian iron-ore and agricultural produce, which scurried for shelter after radio orders from the German Admiralty.

These orders followed the torpedoing by British submarines of the two German vessels, Hedderheim and Edmunt Hugo Stinnes IV., and the stranding of the freighter Ost Preussen.

It has not gone unnoticed in Denmark that bombastic German claims to dominate the North Sea have been followed by this striking evidence of British domination of waters far more difficult to control from Britain.

German seaborne traffic with Scandinavia, including the transport of the vital Swedish iron ore from the Norwegian port of Narvik, has been thrown into confusion by the operations of British submarines in Scandinavian waters. It is now known that at least one other steamer of the Stinnes Line ran on the reefs off North Jutland early on Monday morning. It was refloated in a damaged condition.

LITTLE OF OWN MEDICINE.

It is reported that the German Admiralty has despatched destroyers in an effort to "clean up" the dangerous waters.

Danish shipping circles display undisguised satisfaction that the Germans are now getting "a little of their own medicine." The humane methods of the British submarine commanders in placing the enemy sailors in their boats before the ships are torpedoed are everywhere contrasted with the cold-blooded murder of peaceful Danish seamen by U-boats.

In Scandinavian shipping circles, however, there is some apprehension lest the activity of the British Navy should bring Scandinavian waters once again into the limelight of the war. It is feared that if the Nazis find their supplies of iron ore and other commodities seriously threatened they will not hesitate to carry warlike operations into neutral territorial waters.

Sinister implications of a communique issued in Washington by the German Embassy, that Britain and France would certainly not hesitate to bomb civilian populations, and that Germany intends to return "blow for blow," has not escaped the notice of Scandinavian Government circles. There is every reason for supposing that this threat of a new outburst of "frightfulness" was primarily intended to "put the screw" on the smaller neutral nations. It is regarded as a clear hint that, unless the neutrals toe the German line, they must expect ruthless Nazi measures against them.

NAZI WARNING.

The "Deutsche Allgemeine Zeitung," frequently employed to make semi-official threats against the neutrals, "warns" the Scandinavian countries that they must perform the "duty" of supporting Germany against the Allies.

"The Scandinavian States have the duty," writes the Nazi organ, "to follow with close attention the English tendency to look for an opening in the North for English war plans."

The "Lokal-Anzieger" remarks, "The more serious England's defeat the more unscrupulous her pressure on the neutrals will become. England wishes to extend the sphere of war, cost what it may."

THE B.E.F. IN FRANCE

EXTENSION OF LINE.

HIGHLAND REGIMENTS TAKE OVER

(From the Exchange Telegraph Company's Correspondent).

WITH THE B.E.F. IN FRANCE, Tuesday.—The British line has been extended. Men of the B.E.F. to-day took over a new sector from the French troops.

No details of the actual positions, or of the composition of the British force, may be given, but it includes some of the most famous Scottish regiments in the British Army.

An interesting and impressive ceremony marked the change over to-day, when the massed drums and pipes of the highlanders sounded "retreat" before the distinguished French general who is in command of the region.

There were 80 pipers and 45 drummers all kilted. There were several bands, and the regiments represented included the Black Watch (their pipers wearing the Royal Stuart tartan), the Seaforths, and the Gordons.

They made a splendid and stirring sight as they marched up and down a big football field, while British fighter 'planes circled overhead.

SOVIET THREAT TO SCANDINAVIA.

STALIN'S DESIGNS.

DRIVE TOWARDS COAST

AND SWEDISH IRON MINES

The peace treaty which Stalin's lieutenants dictated to Finland has by no means brought peace to Northern Europe, states the "Daily Telegraph and Morning Post" Stockholm correspondent.

Rather has it inaugurated an armed truce whose condition must be described as "chronically delicate" and whose duration is unpredictable, but may be limited to a relatively brief period of months.

This unpleasant fact is recognised by Scandinavian leaders and foreign diplomats alike. All are haunted by the fear of the Kremlin's next move in the Soviet drive towards the iron mines of Swedish Lapland and an outlet on Norway's coast. In Sweden as in Finland people are asking themselves how long the present situation can last and whether Moscow will again force them to take up arms in self-defence. One fact seems perfectly clear to all Scandinavians as well as to foreign observers, namely that the Soviet offensive across Northern Europe is far from concluded, but has merely entered its second stage.

Nor can anyone doubt the real objective of the Soviet demand for immediate construction of a railroad from Kandalawsha on the Murmansk line across Southern Lapland to the Finnish railhead at Kemijervi. Such a railroad would speed Russian troops across Finland towards Sweden's rich ironfields.

No one in Sweden can guess how long it will be before the Red Army Command would be ready to risk another major adventure. Meanwhile it is believed in Sweden that the Kremlin has other powerful cards to play, such as economic and political penetration in Finland and the despatch of hundreds of propagandists and secret agents into all three Scandinavian countries.

To some observers the independence of Finland and Sweden has now become little more than a myth.

The Kremlin did not sacrifice more than 200,000 men and fully £100,000,000 worth of materials and an enormous amount of prestige simply for 40,000 Finnish farms and some 2,500,000 hectares of Finnish land.

GRAF SPEE MUTINY NOW DISCLOSED.

MEN DEFIED OFFICERS.

REFUSED TO FACE BRITISH SHIPS.

The true story of the inglorious end of the Graf Spee has now come to light. The crew mutinied when ordered to put to sea to fight their way out.

An authoritative report received by the Admiralty states that the late Captain Langsdorff—he committed suicide after the ship had been scuttled—and his officers pleaded with the men from 3 p.m. until 7-30 p.m. on the fateful Saturday, December 16. At that time repairs to the ship were almost completed and it was expected that she would make her break from Montevideo Harbour on the Sunday.

They were mustered on deck at least eight times and appealed to by one officer after another to take the ship to sea. Captain Langsdorff was the last to address them, but they were adamant. Finally they were dismissed at 7-30 p.m. and Captain Langsdorff went ashore to report the mutiny to the German Minister. Apparently his report was cabled to Hitler for about midnight Hitler's order for scuttling was received.

When this was made known there was consternation on board, and the officers made a last appeal for volunteers to take the ship out. But only about 60 men stepped forward. The rest stood sullenly in the background, immovable. That sealed the doom of the Graf Spee.

It was only two days after the crew had arrived in Buenos Aires that the true story leaked out. The result was a boycott by the German colony who had been feting them as heroes.

"WAR MAY LAST THIRTY YEARS."

THE present European war may last for thirty years in the opinion of General Adolfo Infante, the new Italian Military Attache to the United States, who arrived in New York recently.

The present war, he declared, is reverting to the practices of the seventeenth century, when "they tried to win wars without great battles as it was too expensive. So now the Great Powers are attempting to win through economic pressure.

"The air and the sea will be the deciding factors."

The General told reporters that the people of Italy couldn't understand the Soviet invasion of Finland and were very bitter over it.

General Infante spent almost five years as Military Attache in London, and was in command of an artillery unit in the World War.—War Special.

RIBBENTROP'S BAIT

HITLER-STALIN BORDER LINE MEETING.

REFUSAL BY SOVIET CHIEF.

FUHRER'S BULLET-PROOF TRAIN.

Ribbentrop, the Nazi Foreign Minister, has been endeavouring during the last three weeks, I understand, to arrange a meeting between Stalin and Hitler on the boundary line separating the German and Russian areas of control in Poland, states the "Daily Telegraph and Morning Post" Copenhagen correspondent. A definite refusal from Stalin has now been conveyed to Berlin.

The Soviet reply, which was conveyed through normal diplomatic channels, indicated, it is understood, that Stalin would be delighted to see Hitler in Moscow but was unable to meet the Fuhrer halfway. According to reports in well-informed quarters, provisional arrangements regarding Hitler's route to the Polish dividing line had already been made, so that his armour-plated train could set off with the minimum delay had Stalin accepted Ribbentrop's suggestion.

Stalin's refusal seems to mark another failure in Ribbentrop's "delicate" Italo-Russian policy. It is scarcely likely that Hitler will consent to travel to Moscow as a supplicant of Stalin.

ARMS FROM GERMANY.

Meanwhile the Russian paper, "Sevodnja," which is published in Riga, announces that a Russian military mission under the leadership of General Sartchenko is now in Berlin negotiating the purchase of arms and ammunition for the Red Army. Deliveries on a large scale are mentioned.

The paper also understands that a Russian economic commission of 120 experts under the leadership of Tevosjan, a People's Commissar, is touring German aircraft factories with a view to ordering German aircraft for the Red Army and Navy.

R.A.F. Unit Gets a Golf Course

A squadron leader of the R.A.F. in France who, as commanding officer of his unit was faced a few months ago with innumerable problems in housing his men, has now found time to lay out a nine-hole golf course in the grounds of a disused chalet.

Henry Cotton might take a poor view of the "fairways" and "greens," but that would not damp the enthusiasm of the squadron leader. He has sunk empty jam tins at spots where the grass is comparatively short, and is very proud of having "holed out in two at the third."

The chalet, which has not been inhabited for years, is now the officers' mess, so the "nineteenth" is conveniently near the ninth "green."

The squadron leader is a good golfer. He has no need to carry many clubs. Two or three are sufficient if one is a substantial niblick because the "rough" is formidable.

NAZI ARMY'S TARDY GROWTH.

THE HITLER SCHEME

THREATENED WITH FAILURE.

According to information from reliable sources the Nazi authorities are finding great difficulty in increasing the number of divisions according to their prepared plan (states the "Daily Telegraph and Morning Post" Brussels correspondent).

Hitler announced at the beginning of September that by June he would be able to put 300 divisions into the line. The present number is very far from that figure.

In September information on the total number of divisions which the Germans had at their disposal was far from precise. Now the exact number is known.

The Poles were attacked with forces far superior to those which were estimated at the time.

On September 1 the German High Command had at its disposal 142 divisions, not 120 as was believed recently. Certain of these divisions had taken delivery of their equipment in the week preceding the offensive against Poland. Of the 142 divisions 70 took part in the attack.

At the beginning of this month the total of German divisions was still not more than 157. Only 15 new divisions have been formed instead of the 90 provided for in Hitler's programme.

LACK OF ENTHUSIASM.

This lack of success is due to four reasons:—

Slow production of material by the manufacturers;

Shortage in the cadres.

Poor condition of the cadres formed from the S.A. and S.S., and

Lack of enthusiasm shown by the old cadre of officers and N.C.O.s who took part in the war of 1914-18.

On the Dutch-Belgian-Luxembourg frontier the total number of German divisions has not changed for two months. The number is estimated at 57 as at the time of the invasion threat of January. The divisions in reserve are stationed all over Germany.

FRENCH PREMIER'S CALL TO NATION

FOR TOTAL WARFARE.

STIRRING PLEA IN SPEECH.

'HITLER'S TIME WILL COME SOON'

M. Reynaud, six days after forming a Government to succeed M. Daladier's Ministry, made his first broadcast speech on Tuesday night as Prime Minister of France. He made a stirring appeal to the whole people to carry on total warfare in every branch of the nation's activities. Points from his speech, which lasted only 12 minutes, were—

"I will not repeat our war aims. They have been stated often enough. They remain the same—conquer the enemy. The situation is clear. In 1937 the Germans entered Austria. In 1938 they went into Czecho-Slovakia. In March, 1939, they entered Prague, and in September, 1939, with the complicity of the Soviets, they entered Warsaw. Now everything is being done by Hitler to enter the Balkans and to establish over the whole of Europe the hegemony of the Reich.

"Faced with such a menace the duty of the Government is clear—to carry on the war to the end.

HAS NOT DARED INVASION.

"What is the military situation now? After seven months of war the enemy has not dared to invade us.

"We must remember that at any moment the situation may change. France has in the past been invaded many times and has been taken by surprise, but this time we shall not be taken by surprise, thanks to the strength and preparedness of our armed forces.

"But armed forces are not alone sufficient to win the war, for in total warfare every branch of the nation's activity is involved.

"In the last war we counted our shells by the million. This time we must count them by the milliard. We need munitions, we need guns, we need warships in tremendous quantities. Imagine the industrial effort necessary to meet this demand.

HARD AND BITTER WAR.

"War must be carried on not only at the front, but in the fields of agriculture and in the factories. Furthermore, our exports must be increased to maintain our economic strength.

"Men are needed everywhere—at the front, in the factories, on the land. The Government is determined to put every man in the place where he can best serve our total war effort.

"This will be a hard and bitter war. We must fight hard, work hard and suffer greatly. Those who have not understood this in the past must understand it now. It is a hard war—but we shall win it.

"The enemy would have it that France's war effort would be completely disorganised, but the crisis is over and the new Government is taking on its duties. Our War Cabinet consists of nine members.

"Hitler's time will soon come. Our decisions and actions will be prompt and effective. Nine members are enough and not too many for action.

NEW GOVERNMENT'S AIM.

M. Reynaud stated that his only thought when he took over the Government from M. Daladier was to form a Government which would give the greatest force to the nation's war effort.

"Our duty is quite clear," he said. "It is to make war until the forces of dictatorship are shattered.

"The tremendous strength of the two greatest Empires in the world guarantees our victory, but a total effort by all is indispensable.

"In this war everything depends on the number of our guns, our tanks and our aircraft, and these in turn depend on our work and our capacity for sacrifice. We must not merely endure this war—we must master it."

NAZI MENACE TO NEUTRALS.

MOTORISED UNITS

ONLY EIGHTEEN MILES

FROM BELGO-DUTCH BORDER.

(From British United Press).

PARIS, Tuesday.—German motorised units, which some months ago were kept at a distance of about 35 miles from the Belgian and Dutch frontiers, are now reported to be at points which are only about 18 miles distant from these borders, according to a statement made by an authorised French spokesman in Paris to-day.

Intense activity on the Western Front, combined with certain German military dispositions and diplomatic manœuvres, he said, lead to the belief that the Nazi leaders have abandoned all hope of success from any new "peace offensive."

The tightening of the German positions along the Belgian and Dutch frontiers was particularly significant, he added. "Neutral sources report important movements of concentrations of German forces, as well as the arrival of newly-constituted divisions. One, therefore, has the impression that this reinforcement is a German menace to the Western neutrals comparable to the situation of alarm last January.

"If one remarks, as already pointed out, that the inhabitants on the Dutch and Belgian frontier are at present unable to penetrate into Germany one is led to believe that "something is going on on the other side of the frontier," said the spokesman.

Dealing with the diplomatic situation he said that for several days past the German High Command communiques gave alleged violations of Dutch territory by British 'planes.

"We recall that the Germans invoked a similar violation of this kind during the January crisis, and that was the pretext for them to accentuate their pressure on the two Western neutrals," he said.

Dealing with the declaration by the Comte de Saint-Quentin, French Ambassador to Washington, the spokesman declared that the Allies were insistent no longer to permit certain Powers to attack European neutrals.

"That means both spectacular aggression as well as violations in detail," he stated.

RUSSIA BUILD OIL TANKERS.

MOSCOW, Tuesday.—The Soviet Press to-day reports that oil tankers are being built at top speed, and at the same time stresses the importance of inland waterways for carrying oil from the Baku oilfields both to the East and to the West.—Exchange.

SOVIET AMBASSADOR RECALLED

RELIEVED OF PARIS POST

AT REQUEST OF FRENCH

TELEGRAM CENSOR BANNED

THE SOVIET AMBASSADOR IN PARIS, M. SOURITZ, HAS BEEN RELIEVED OF HIS POST AT THE REQUEST OF THE FRENCH GOVERNMENT, SAYS A STATEMENT BY THE SEMI-OFFICIAL TASS NEWS AGENCY IN MOSCOW.

The French Government's request followed a telegram which M. Souritz addressed to Stalin congratulating him on the Russo—Finnish peace and declaring that "the plans of the British and French warmongers engaged in kindling war in North-East Europe have suffered a new setback."

The telegram was banned by the French censor.

SOVIET STATEMENT

The Tass Agency statement reads:—

"M. Payart, French Charge d'Affaires in Moscow, informed M. Molotoff that the French Government considers a telegram signed by M. Souritz, Soviet Ambassador in Paris, and sent to M. Stlain on the occasion of the Soviet-Finnish peace treaty as an intrusion by M. Souritz into internal French politics.

"At the same time M. Payart stated that the French Government considers certain expressions used by the Ambassador in the telegram as incorrect towards the French Government, especially the passage,

Thanks to the wisdom of the Soviet Government and the valiant Red Army, the plans of the British and French warmongers who were engaged in kindling war in North-East Europe suffered a new setback.

"Although the French banned the despatch of the telegram the French Government declared that M. Souritz would no longer be regarded by it as a persona grata and expressed the desire that M. Souritz should be recalled by the Soviet Government.

"In this connection M. Lozovski, Assistant Commissar for Foreign Affairs, handed to M. Payart the following reply:—

"(1) The Soviet Government sees no real reason why the French Government can no longer consider the Soviet Ambassador as persona grata on account of the contents of the telegram signed by him in which the French Government is not even mentioned, and

"(2) Since the French Government specifically raises a question of confidence with regard to M. Souritz the Soviet Government states that M. Souritz is relieved of his post as Ambassador in Paris."—Reuter.

CATERPILLARS FACE NEW ORDEAL.

LENGTHY QUESTIONNAIRE.

QUERIES FOR JUMPERS.

Airmen of the R.A.F. who qualify for the Caterpillar Club by making an emergency parachute jump have now another ordeal to face after they have made their jump.

According to an Air Ministry Order recently promulgated "a questionnaire is to be answered by all personnel who have carried out an emergency jump." The questionnaire is as follows:—

1, Date of jump; 2, number, rank, and name of jumper; 3, type of aircraft from which jump was made; 4, type of parachute and harness used; 5, duty on which jumper was engaged; 6, weather conditions at the time; 7, general circumstances; 8, events prior to jumping; 9, action prior to jumping; 10, air speed at the time of jumping; 11, altitude of aircraft, e.g., level, spinning, out of control . . . inverted out of control . . .; 12, altitude from which jump was made; 13, method of abandoning aircraft and any difficulties; 14, time taken to pull rip-cord; 15, sensations when descending; 16, description of landing; 17, injury attributable to parachute descent; 18, damage to parachute and/or harness.

There is space for other questions.

BATTLE DRESS IN THE R.A.F.

WITH R.A.F. IN FRANCE, Tuesday.—Battle dress is being tried out in the R.A.F. in France.

There has been an experimental issue of 16 battle suits to airmen and N.C.O.'s, who have been asked to report on their suitability.

First impressions are unfavourable. Some men say they prefer overalls.

One grievance is that the suits do not bear the wings normally worn on the sleeves of R.A.F. airmen's uniforms.—Exchange.

CONSTIPATION RELIEVED BY A FOOD

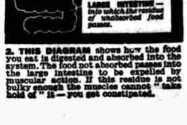
MEAT, fish, white bread, milk and so on — the foods we depend on today — contain practically no "bulk." They get almost entirely absorbed into the system and the residue they leave is not sufficient for the bowel muscles to "take hold of." Soon the bowel muscles cease to work and you become constipated.

Many people try to get relief by taking purgatives and drugs. But these give only temporary relief — they do not get at the cause. What's more, purgatives shock the bowel, and this may lead to serious harm.

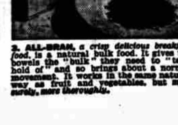
That is why doctors today recommend Kellogg's All-Bran — a crisp, delicious breakfast cereal that supplies the muscles with the bulk they need to make them work.

If you suffer from common constipation, eat All-Bran every morning — with milk and sugar or sprinkled over your favourite cereal. Do this regularly, drink plenty of fluids, and you'll forget what it is to be constipated. You'll be gloriously healthy—fitter than you've ever been before. Get Kellogg's All-Bran from your grocer today. 7½d. a packet.

1. IN CONSULTING ROOMS all over the country men and women are asking their doctors for a way to end common constipation. Above, a doctor explains that the real cause of constipation is the lack of "bulk" in our everyday diet. "That's why," said the doctor, "it takes a food to bring natural, normal regularity."



2. THIS DIAGRAM shows how the food you eat is digested and absorbed into the system. The food not absorbed passes into the large intestine to be expelled by muscular action. If this residue is not bulky enough the muscles cannot "take hold of" it — you get constipated.



3. ALL-BRAN, a crisp delicious breakfast food, is a natural bulk food. It gives the bowels the "bulk" they need to "take hold of" and so brings about a normal movement. It works in the same natural way as fruit and vegetables, but more surely, more thoroughly.

4. DIGGING FOR VICTORY. "Some months ago I felt headachy and tired. I had been constipated, but somehow didn't connect the two things. Then I read about All-Bran. I had it for breakfast next day. After a week I felt fitter than ever before. And now I'm digging for victory with the best." (Letter on file.)

When he comes back will you see disappointment in his eyes — disappointment because he finds your skin less lovely, less kissable than when he went away? Don't risk it! Don't try to save pennies by using kitchen soap — soap made, not for a woman's delicate skin, but for rough household jobs. Use Eve Toilet Soap. It costs only 2½d, and it's made specially to keep the flower-like smoothness of your skin. A lovely soap to use — so white, so delicately perfumed — it will make and keep you lovely for him . . .

make your skin adorably smooth with EVE TOILET SOAP only 2½d

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