

EAST AFRICA AND RHODESIA

Thursday, April 10, 1941

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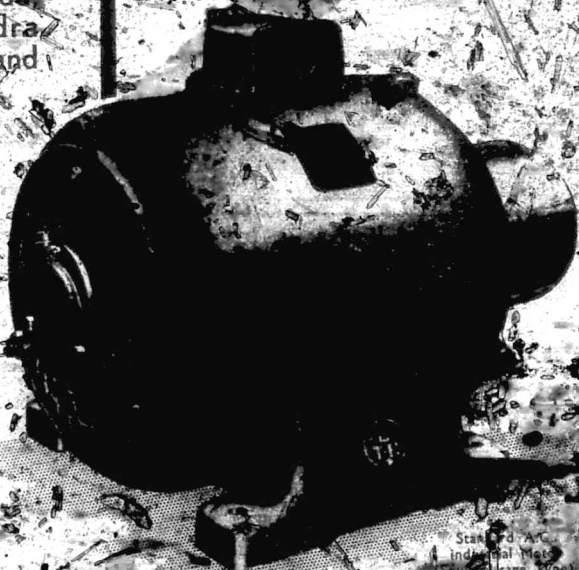


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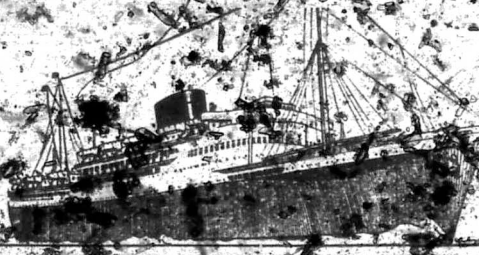
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EAST AFRICA AND RHODESIA

Thursday, April 10, 1941

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MATTERS OF MOMENT

ADDIS-ABABA has fallen within ten weeks of General Cunningham's first advance against Italian Somaliland. That a numerically superior army excellently equipped with all kinds of modern military requirements should have been so signally defeated is almost beyond explanation, for he has been courageously led and has had every advantage of elevated positions and inferior lines of communication. But the incredible has happened, and the Emperor Haile Selassie may well have entered his capital before these words appear in print. In that event will be the more gratified that Debra Markos, before which he took personal command of his forces, should have fallen a few days ago after stubborn defence by a large and well-armed Italian force. After another week in which the achievements of our arms have surpassed the most optimistic anticipations, it can be safely written that the enemy is on the run, a dispirited and disorganised congeries rather than an army. Here and there are pockets of resistance still to be overcome, unless the local commanders elect to surrender, but in only two up-country areas does the possibility of serious fighting still appear to exist. The enemy is in considerable force in the Gondar sector (from which, however, retreat would be greatly harassed by Abyssinian

patriots) and the remnants of the force of Aosta's other armies in Ethiopia. The latter are apparently making for Desssa where they may either make a final stand in mountainous country, or whence they may seek to reach sanctuary in French Somaliland in order to escape death or capture. Only two ports, Massawa and Assab, remain to be taken, and they must soon fall, thus eliminating Italian and German shipping from the Red Sea.

Though the only enemy submarines and destroyers has been to demonstrate their ineffectiveness in the face of British naval and aerial vigilance, their obnoxiousness is important because it is

The First of All virtually certain that the **Tropical Campaigns.** the President of the

United States of America will promptly remove the Red Sea from the list of "combat zones" from which American shipping is barred by the Neutrality Act. That done American vessels will be able to carry to Egypt the requirements of our armies in the Middle East, thus greatly reducing the strain upon our own ocean transport—and, incidentally, expanding the prospects of their removal from East African ports or

Commodities which would otherwise have little likelihood of sale in these regions of immense importance to the Allies, notably in Greece, Yugoslavia and Egypt. It is thus, flying the United States flag, that the only route available to use the Red Sea—the only route of sense and

pragmatic performance of duty—ships and armies in East Africa have a vital and immediate benefit on the war in its widest aspects. The operations in Eritrea, Ethiopia and Somaliland since the beginning of this year assuredly constitute the finest tropical campaign of all times.

British Troops in Addis Ababa

Heavy Military, Naval and Air Losses Inflicted on Italians

THE BRITISH IN THE EAST AFRICA and the Middle East have masterfully gathered and concentrated forces and splendidly won the war and a number of the different columns—who are not likely to consider the importance of the contribution made by the British, South African and Rhodesian Air Force.

The headquarters of the past week of Italian anticipations. April 7.—British H.Q. in the S.A.F. Headquarters, Middle East, announced that our troops yesterday occupied positions from which town the enemy forces were withdrawn to a south and south westerly direction. It is believed that Massawa is still held. Abyssinia.—Operations continue to develop successfully in the east.

The Royal Air Force continues to give active support to the successful operations of our ground forces in Eritrea. South African fighters intercepted and drove off numbers of Savoia 79's in the Asmara area. One had its wheels down as if to land, and the engine of another were in flames. In Southern Abyssinia aircraft of the South African Air Force attacked enemy communications and defences and various kinds of transport between Awash and Adama (60 miles from Addis Ababa). Motor transport was also bombed and machines gunned at many other places.

A Nairobi bulletin added that the S.A.A.F. had bombed a train at Welenchili (on the Awash-Adama section of the railway) that at Soroppa (north of Yavello) enemy positions had been heavily bombed, machine-gunned and surrounded, and that the Italian detachment had surrendered. African troops and that the administrative buildings and defences at Maji had been bombed.

Italian Destroyer Sunk in Red Sea

The Admiralty issued a communique reading:—Commander-in-Chief, East Indies, reports that an Italian destroyer of the PANTERA class (1,770 tons) had been sunk by aircraft. R.A.F. reconnaissance aircraft reported that an Italian destroyer had left Massawa. She was located, attacked, and sunk by naval aircraft. Commander-in-Chief, East Indies, also reports that the German merchant ship BERTRAM RICHMERS (4,188 tons), which was endeavouring to escape from Massawa, has been intercepted by H.M.S. JANITH (Commander W. G. A. Rolton).

April 7.—The official military and air communiqués issued in Cairo stated:—

Eritrea.—Large numbers of prisoners have been taken and many more are being rounded up. A considerable number of guns and much war material have also been captured. Operations are continuing southwards from Asmara. Abyssinia.—Our forward troops have captured Miesso, on the railway, about 180 miles from Addis Ababa. The advance continues.

The R.A.F. yesterday maintained bomb and machine-gun attacks on enemy transport retreating southwards from Asmara. The French aircraft bombed an enemy camp on the Awash road.

Motor transport on the Dessal-Assal road was bombed and machine-gunned, and a motor was damaged. The French Headquarters in London announced:

In Eritrea our troops have again an important and brilliant part in the operations which led to the capture of Kebece. In some of these hard-fought over extremely difficult ground and under torrid heat, Foreign Legion (Colonial) troops of Equatorial Africa and the Cameroons, spearhead the attack, by their bravery and steadfast ability to take everywhere it was encountered, the resistance of the Italians, who were fighting bravely. Although several prisoners (of whom several officers were captured) and a considerable amount of material has fallen into our hands. Our bombers played a very efficient part in the air actions and this contributed to the victory.

General De Gaulle, coming from the Chad frontier has visited the ground over which the fighting took place. He found here a staff conference with General De Gaulle the commander of the Allied troops, the leader of the Eritrean French spent March 30-31 among the French troops. He also inspected all the elements which with magnificent spirit took part in the pursuit of the Italian.

Tribute to Royal Indian Navy

The Admiralty announced that the Commander-in-Chief, East Indies, had paid tribute to the work of the Royal Indian Navy in general since the outbreak of war, and in particular to the part it played in the capture of Berbera.

H.M.I.S. CLIVE, CORNWALLIS, HINDUSTAN INDIUS and LAWRENCE have been operating with conspicuous efficiency since the beginning of the war. Last December and January the INVESTIGATOR, PARVATI, NERAYAN, and RATNAGIRI reported to the East Indies Fleet. The principal work of these ships has been to supplement the escorting and patrolling of the Indian Ocean, the Red Sea, and the Persian Gulf, duties which have been arduous and continuous.

During the operations before the fall of Keren, and during the RATNAGIRI successfully landed troops and supplies on the Eritrean coast. When Berbera was captured from the Italians the first troops landed were carried by these ships, and NERAYAN, in one single voyage, under the fire of enemy shore batteries, but suffered no damage or casualties.

An Admiralty announcement revealed that two Italian destroyers which had sought to escape from Massawa had been attacked by our naval aircraft, one being sunk and the other left in a sinking condition. These losses inflicted on the enemy are additions to the sinking of the PANTERA class destroyer 24 hours previously.

It was officially stated that British aircraft had dropped messages in Italian territory, Addis Ababa, Addis Awash, and advanced enemy posts. Though the text was not made known, it obviously had reference to proposals for the avoidance of further unnecessary loss of life. South African pilots, flying over the Abyssinian capital, released brightly coloured cloth streamers which

carried messages down into weighted pockets. The pilots also threw out duplicate notes attached to parachutes which were supposed to fall among the wide fields occupied by the garrison.

Mutiny of Enemy Askari

News was received that two askari battalions had mutinied before the fall of Harar, and a senior officer returning from the front to Nairobi told Press representatives: "The Italian deserters are badly scared of the mutiny among their Native troops. They are pathetically glad to get British protection. At one town where we were forced to join the white Italians in firing on their own deserters, a British sergeant said with a laugh by saying 'I have been shooting the Italians all day. Now we are shooting up the Natives together.' Whose side are we on, anyway?"

Many of the enemy's white troops were also stated to be surrendering in parties of a dozen and more, and there were reports from all quarters of the discarding of guns and of large quantities of ammunition, oil, and food.

The special correspondent of *The Times* telegraphed from Nairobi:

"Fearing land mines and blasting our road blocks, General Cunningham's advance guard are pushing steadily towards the 100-mile post from Addis Ababa. They are crossing undulating country along the solid mac road that winds steadily upward toward 8,000 ft. heights round the capital. Native villages dotted among the scrub thorn are hoisting white flags as soon as they see the leading British patrols driving towards them through the bush.

When the two columns that set out from Dire Dawa and Harar converged on Meissa 50 hours ago they found a shattered railway station and settlement strewn with white flags from every roof top. Along the railway track troops passed the wreckage of four railway trains which South African pilots had shot up in a single day. Two of the trains were carrying ammunition, and the trucks were a mangled wreckage.

When the both African bomber pilot made a forced landing behind the enemy lines, Natives built him a 500-yard runway through the scrub so that the search aeroplane would be able to land and take the bomber's crew off. Later Natives extended the runway to 300 yards, and the bomber pilot was able to take off.

In the great hot territory between Dire Dawa and the sea remnants of the Italian garrison are escaping to British Somali land and have been surrounded and sent into French Somaliland to be interned. Another Italian movement to escape General Cunningham's column by retreating up the road toward Dessie has been abortive. Reconnaissance pilots, judging the length of this road between Addis Ababa and Dessie yesterday, found traffic at a standstill and the people huddled in the villages waiting for the British.

A Nairobi communiqué stated that in a four-hour battle for Sorqorpa in which our casualties were negligible, the enemy lost 60 killed and wounded, and 75 Europeans, some 200 Africans, four guns, and machine-guns captured.

How Ethiopians Treated Italian Prisoners

In a letter to the Press, Major Philip Noel-Baker, M.P., quoting the recent experience of the Emperor of Ethiopia to his people not to "forget that when the gallant Ethiopians made the Italians captive at the battle of Adda they handed them to their Emperor without doing them any harm, thus earning for Ethiopia honour and a good name," recalled the statement in the *Encyclopaedia Britannica* that "the white prisoners taken at Tenelek (this was over a thousand of them) were exceedingly well treated by him and that he behaved towards them as though with Italy with the greatest humanity and dignity."

April 4.—Communications from Cairo and Nairobi said:

"*Asmara*.—Over 1,000 prisoners have already been counted at Asmara, and many more are still coming in from enemy troops who have been overrun by our rapid advance eastward towards Massawa and southwards along the main road towards Dessie. Extensive demolitions along the road to Massawa have now temporarily delayed our advance in this sector, but elsewhere operations continue to develop successfully.

Later reports of the capture of Sorqorpa by our troops operating from the Yavello area confirm that the enemy lost 27 Europeans, including a brigadier, and 300 Africans, of whom 50 were killed. Material captured includes four guns and machine-guns. Our offensive on a broad front in the Negelleh area is making progress on several fronts.

In the Harar sector our troops are approaching the river Wabey, 20 miles from Addis Ababa. Enemy resistance on Wednesday by a mixed force of infantry, artillery, and tanks was overcome, and resulted in the capture of 50 Europeans and 200 Africans. The enemy suffered some casualties from our artillery, and which also caused their tanks to beat a hurried retreat.

In support of Army operations R.A.F. bombers attacked concentrations of enemy transport on the Asab-Dessie road with bombs and machine-gun fire. An enemy campment on the Adu-Gondar road and a bridge over the Talka river were also destroyed. The S.A.A.F. on April 3 heavily bombed forces on the Addis Ababa-Dessie road. Direct hits were registered on closely parked vehicles. On the Dire Dawa-Asmara road armoured vehicles and mechanical transport were machine-gunned.

Italians Lose Five Destroyers

The Admiralty announced: "The Commander-in-Chief, East Indies, reports that two Italian destroyers have been scuttled by their crews off the coast of Saudi Arabia, and that a destroyer left in a sinking condition yesterday has now sunk. This brings the total of Italian destroyers sunk in the Red Sea in the last few days to five. The *Leone* was sunk by naval aircraft on April 2. The *Sacro* and *Dante* and *Manin* were sunk by naval aircraft on April 3. The destroyers scuttled were the *Pantera* and *Avigliano*. One of these has capsized and her wreck is still showing above water, the other is lying on her side with masts and part of her funnels funnel showing above water. A number of Italian prisoners-of-war from these destroyers have been landed.

The special correspondent of *The Daily Telegraph* cabled from Asmara:

"The first of the released British prisoners to arrive here from Adi Ugi (35 miles south of Asmara) have told me how, if they had not been freed by Sudanese armoured cars on Tuesday, they would have escaped in a fortnight through a 40-yard underground tunnel they had been excavating from a prison barracks. The prisoners in Adi Ugi, which since last December has been a single Italian camp for captives from the entire East African theatre of war, numbered 34 officers, 62 N.C.O.'s and 60 Africans and Indians.

The tunnel started under the floor of the officers' tin hut. The holes were covered with circular splices of wood shaped with a chisel knife and painted to resemble concrete floor. Digging was done with a piece of iron bedstead. The excavated earth was carried out and deposited about the prison gardens. The tunnel was about 4 ft. in diameter and progressed about a foot a day. Ventilation was provided by a tube made of sawn-up sheets lined with jam tins with the ends removed, through which air was blown. Bellows were made of wood and a sheet stiffened with flour and water. The prisoners saved from their meagre rations food and water sufficient to sustain them during the escape. The

night of April 16, when the moon was favourable, was used for the attempt.

The British prisoners ranged from a lieutenant of Kenya police captured at the attack 24 hours before war was declared, and a flying officer shot down over Asmara on the first day of the war, to a pilot officer brought down over Kerkele a fortnight ago.

The most fascinating story of the capture is that of a Soviet pilot who was injured at Ababa on Christmas Eve and was made a guest of the Italian Air Force. He was unhindered, walked through the city's streets and reached the aerodrome, where he had many admirers. He jumped into the cockpit of a Cr. 42 fighter and started the engine before he was restrained.

There was also an R.A.F. observer who escaped when his plane was shot down in a raid on Buryo on 11 because the pilot, though wounded in the spine and with his legs badly damaged, managed to climb out of his cockpit, drag himself along the wing with his hands while the machine was being destroyed, and warn the crew to bail out. "Boys, we're done," called the pilot, who afterwards died of his wounds.

Heavy Losses Inflicted on Enemy

April 5.—The official communiqués read:

Our advance from Asmara is continuing. Advanced elements are already south of Adua (about 100 miles south of Asmara), near which place an battalion of infantry was surprised and captured. The total number of prisoners captured at Asmara now amounts to nearly 5,000, of which 2,000 are Italian. Quantities of military material, railway engines, and rolling stock have also been taken. Following a sharp engagement with the enemy, our troops have secured the important defensive position on the Awasha front. In all other sectors in Abyssinia our advance is proceeding satisfactorily. In particular, South African forces have captured a number of prisoners, including a brigade commander.

R.A.F. and S.A.A.F. aircraft continued to give effective support to our troops. Metehara station (east of Addis Ababa) was bombed and machine-gunned, and also motor transport near Awasha. When Dire Dawa aerodrome was occupied by our troops the following aircraft were found:—One Cr. 42, four S.P.s, one S.I., four Ca. 133's, and three Ro. 37's, all in a damaged condition. Four other S.79's and two Ca. 133's were destroyed by fire. These figures do not include aircraft shot down over Dire Dawa and odd fuselages discovered in the hangars.

Air Arm Attacks Enemy Ships

The part played by the R.A.F. and the Fleet Air Arm in attacking five Italian destroyers which escaped from Massawa, and which have since been sunk, was described by the Air Ministry News Service.

When the destroyers were located in the Red Sea, bombers immediately carried out a series of attacks in company with aircraft of the Fleet Air Arm. One R.A.F. bomber dropped a number of bombs on the destroyers, while a second destroyer exploded and sank while it was attacked. The crew bailing out and others (presumably rescued) by the Admiralty, have been scuttled. They were located by our bombers around south of Jeddah, the crews of these also having taken to the boats. Bombs were dropped and both received direct hits, one of them catching fire. During the operations one R.A.F. bomber landed. A second bomber landed beside it to rescue the crew, but it was unable to take off again, whereupon the remainder of the formation landed and returned safely with all crews.

April 6.—The communiqués said:

Abyssinia. Leading detachments of our Imperial Forces reached Addis Ababa yesterday (Saturday) evening. Farther south our general advance is continuing, and the number of prisoners is steadily mounting.

Eritrea. After clearing the main road block on the road from Asmara to Massawa, our troops moved towards the latter town proceeding. Our advance is also continuing successfully on the main road towards Dessie and Gondar.

Addis Ababa was heavily raided by aircraft of the R.A.F. and the S.A.A.F. on the afternoon of April 6. Direct attacks with heavy bombs were employed on the main aerodrome, and the city and the city's suburbs were bombed. A number of aircraft were seen over the city, and a complete line of bombing attack units was employed. The enemy's air force on the ground was our four fighters and bombers and damaging several more. The enemy fighters attempted to intercept our aircraft but were broken off the engagement. Mechanical transport was attacked west of Addis (south-east of Addis Ababa). Petrol lorries which were machine-gunned blew up, and the enemy suffered many casualties. In all these operations our aircraft returned safely.

From Asmara came a report that our troops had been so accurate that all the town's postal services had ceased to function. On the way and the radio station. On the landing ground were the remains of at least 10 enemy fighters and bombers destroyed by our attack.

At Asmara's hospitals were some 6,000 wounded, and the hospital at Nebete (between Asmara and Massawa) contained 100 wounded. Military stores said to be worth millions sterling and large quantities of petrol, oil, and other supplies in the town were for the most part unharmed. A number of material stores had been hidden over the city.

Addis Ababa Enters

April 7.—The following communiqué was issued:—One evening of April 7 our leading troops entered Addis Ababa. The Viceroy and Governor had fled the city. As a result of our troops' entry on April 7 an envoy from the Emperor left Addis Ababa on April 8, when negotiations were pressed to his return to safety of the civil population of Addis Ababa in the event of fighting round the city.

Operations around Massawa are developing. Meanwhile our advance towards Dessie and Gondar is continuing satisfactorily. Since March 25 over 10,000 prisoners have been captured, together with large quantities of material.

The town of Debra Markos is in our hands. Patriotic forces, which were largely responsible for this successful operation, have already inflicted over 1,000 casualties on the enemy, whose retreat is being closely followed up. In this area too considerable quantities of war material have been captured. Following the occupation of Addis Ababa operations are developing west, north and south of the town.

Before our troops entered Addis Ababa aircraft of the S.A.A.F. attacked the aerodrome nearby, making it unserviceable to the enemy. In addition to the attack carried out on April 7, a further one was made on the following day, in which five Savoys and three Capronis were burnt out and a number of others badly damaged. Yesterday enemy aircraft at Kombolcha, near Dessie, were machine-gunned and three Cr. 42's, two Cr. 42's and three S.79's were destroyed, and a number of other aircraft severely damaged. Staff of the R.A.F., the S.A.A.F., and the Fleet Air Force continued to give active support to our advancing troops in Eritrea.

It became known that the Emperor had fled from the Italian Viceroy's residence at Addis Ababa, previous to the Emperor's escape, at 10.45 a.m. on Sunday.

The main Italian force, headed by the Duke of Aosta, General Nasi (Chief of the General Staff), and General de Simone, retreated northwards, apparently with the

...the columns falling back from Pitala.

Italian Bid for Truce

Under orders from Mussolini to retreat at the last moment, the Duke of Aosta asked safe conduct to allow him to fly to Direwawa last Thursday to carry his reply to the British suggestion of surrender. In order to avoid further loss of life, General Cunningham decided to the rendezvous, only to discover that the Italian emissary was instructed to haggle. He was the first to take that a heavy air raid would be in the offing. Addis Ababa within 480 hours, and unconditional capitulation in the meantime. Negotiations were revived after the return of the envoy, S.A.A.F. planes took off to attack the approaches to the river, and on the roads, barracks and hangars.

At the same time infantry broke across the gorge of the Awash river with their heavy transport, and as they were rushed towards the capital low-flying aircraft ceaselessly machine-gunned the retreating enemy. Very large quantities of booty of all kinds, including guns, were taken on the railway and roads and in Italian positions.

And then the rains began in the Abyssinian highlands, within 24 hours of the occupation of the capital.

April 8.—R.A.F. Headquarters, Middle East, announced:—In East Africa aircraft of the S.A.A.F. continued to support our advancing troops. The aerodrome at Dessie was heavily raided, barrack buildings being set on fire and damage caused to dispersed enemy aircraft. Enemy troops and motor transport concentrations north of the town were machine-gunned, resulting in the destruction of a number of lorries and many casualties. It is now learned that in the raid carried out on the aerodrome at Kombolcha on Sunday 10, enemy aircraft were destroyed on the ground and two Cr.42 were shot down by our fighter escort. The S.A.F. bomber reported in yesterday's communiqué as being since returned to its base. There were no losses from our operations during the week.

Awards for Distinguished Service

Many awards for distinguished services in the campaign in East Africa were announced last week. Over the period from August, 1939, to October, 1940.

The Military Cross is awarded to 2nd Lieutenant R. A. Carter, The King's African Rifles; Lieutenant (Acting Captain) E. H. Muldoon, The Gold Coast Regiment; and Lieutenant Vincent Porter, The Gold Coast Regiment.

The Military Medal is awarded to C. S. M. Issa Bazarbani, The Gold Coast Regiment; and Sergeant L. G. E. Llewelyn and Lance Corporal H. McM. Haslwick, East African Reconnaissance Squadron.

The King has approved that the following be mentioned for distinguished services during the same period:

Lieutenant-Colonels J. A. S. Hopkins and B. Marshall, The Nigeria Regiment.

Captain G. J. Wilton, Lieutenant A. J. Ainsley, Lieutenant J. S. McCann, Corporal Kobina Bura, Lance Corporal Bratma-Morin, and Lance Corporal Kenjara, The Gold Coast Regiment.

Lieutenant Colonel H. A. Case and Majors J. F. Dew and S. E. Bagley, The King's African Rifles.

Captain (Acting Lieutenant Colonel) L. S. Dates and 2nd Lieutenant (Acting Captain) the Earl of Enroll (since deceased), The Kenya Regiment.

R. O. M. S. W. W. Gull, The Southern Rhodesia Regiment.

Sergeant J. Ouma, East African Engineers.

Major (Acting Lieutenant Colonel) T. M. Brick, 2nd Lieutenant (Acting Major) A. Davidson, and Lieutenant G. E. L. Nicholson, and S. M. Towns, East African Army Service Corps.

and Major Colonel S. W. T. See, Lieutenant Colonel J. Marshall, Major D. Bell, Lieutenant A. J. O'Connell and S. Sergeant J. Parquith, The East African Army Medical Corps.

Lieutenant (Acting) Captain J. Gentry, and J. M. Somba, East African Army Ordnance Corps.

Lieutenant H. J. Webster, East African Pay Corps, and Honorary Lady Sidney Parr, Women's Transport Service.

Funds for War Purposes

Subscriptions to East African War Bonds up to January totalled £286,794, of which £138,500 was in Series A bonds and £148,294 in Series B bonds. The latest total from Uganda was that the Protectorate's War Fund was approaching the £90,000 mark.

Over £50,000 has now been collected for the Kenya War of Relief Fund, and the Kenya Central War Fund has nearly reached the same figure. Over £1,000 has also been raised for the purchase of canteens for the troops serving in East Africa.

The latest list of donations to the Lord Mayor's National War Relief District Fund includes several donations from East Africa and Rhodesia, one of which we had already announced. Among them are £26,386 from the Southern Rhodesia War Fund; £1,800 from the Tanganyika Copper Mines, Ltd.; £1,000 from the Tanganyika War Relief and Welfare Fund; £738 from the Northern Rhodesia Central War Fund (making £1,036); £577 from the British Consul-General, Leopoldville (making £1,193); £250 each from the Lupa Goldfields War Fund, the Uganda War Charities Fund (making £1,443), and the Nairobi Sunday Post; £210 from the Globe and Phoenix Gold Mining Co., Ltd.; £200 from the Bura British Charities Fund (making £400); £78 from residents of the Moshi district, Tanganyika; and £10 from the Kenya War Welfare Fund.

Messengers from the 3rd in Southern Rhodesia to members of the Rhodesian forces serving in the Middle East are now being accommodated on Tuesday evenings from Salisbury's railway station.

Various East African products have recently been shipped to Europe for military purposes. They include coal and cement from Kenya and Tanganyika and hides from the Sudan.

Free French Assistance

General De Gaulle, leader of the Free French forces, recently telegraphed to the Prime Minister:—

"I have just seen the British and French Forces fighting gloriously side by side. In expressing to you my admiration for the valour of the magnificent units of the British Empire, I wish to inform you that French forces will take part in the fight against our common enemies until the victory is complete and until the entire French Nation shares this exultation and the hope."

Mr. Churchill replied:—

"We are very grateful for the help which the Free French forces have given us in the victorious African campaign. But for the disaster of Bordeaux and the whole Mediterranean would now be an Anglo-French sea and the whole African shore would be free and open to us in the cause of freedom. You who have never fallen nor failed in service the common cause, possess the fullest confidence of Her Majesty's Government, and you embody the hopes and aspirations of Frenchmen and French women who do not despair of the future of France and the French Empire."

84th Week of the War

Background to the

Italian Naval Strength.— In the naval action off Cape Matapan the Italian admiral had with him 17 cruisers, four of them 10,000 tonners with eight-inch guns. The British admiral had 14. All of them six-inch gun vessels. Italy has still the preponderance of small craft in the Mediterranean. Her destroyer fleet numbered some 90 craft at the beginning of the war. She has lost 17, perhaps 20. Her submarine strength last June was estimated at about 100 boats. We know of many of the sinking of 22 of them in the Mediterranean and Red Sea and there is an unknown plus to that number for craft destroyed while attempting to reinforce German efforts in the Battle of the Atlantic. It must not be thought that the victory at Matapan has removed an acute anxiety east of Gibraltar. Moreover, we must not overlook the important characteristics of the Italian Navy. Its smallest men in the smaller vessels have always been far more enterprising than their seniors. —Naval correspondent, *Sunday Times*.

America's Labour Problems.— Because the biggest problem of war to Britain has not yet been solved, the United States is vexed and thwarted by extensive strikes in her most vital defence industries and by the threat of still more strikes. The problem is how to convince the American people that their own security and way of life are really endangered by what is going on in Europe. The President and other far-sighted leaders have eloquently exposed their peril to them. But still they are lingering on the near side of their tubicon, that they are sending to Britain is still the view of great numbers of them, not insurance for this country, but a gift to a gallant people. The American nation supports its President, his popularity was never higher, but they lag behind him because they cling to the wish to remain out of the war and to the belief that somehow they can do so. The rank and file of labour are not so patriotic as the rest of the country. Labour organised and unorganised has a picture before it of enormous profits through war orders, of millions of men employing it, and of an "of an imminent rise in the cost of living. So it has no compunction in seizing what regards as a unique opportunity for redressing its grievances, enlarging its field of occupation, and extracting every gain in wages and work conditions that the traffic will bear. —*Times*, New York correspondent.

As America's Side.— Us. "Bravery, fortitude, heroism until it is commonplace, you would expect. These may be the qualities of any great people. That the English people possess them is not remarkable. The world would have taken it for granted. But there is moreover, a quality of being English that belongs only to this race, and it is, relevant as a curious fact that there is no word in their language to express it. There is a glow of it in the bride going forth in her veils from a bomb-wrecked house. In the variation of 'business-as-usual' with 'more open than usual' where a bomb has taken away an entire shop front. Yet, even in the gallantries, the manner is more important than the fact. Indeed, high civilian morale under bombing has been an astonishing revelation. The Spaniards could take it. So could the Chinese. But the Bishop writing a solemn letter to the *Times* to complain that the sound of air raid sirens was going to cause the effect was to depress the spirit instead of making it defiant. Englishness too, was the sole antidote to the effect of delayed-action bombs would be marked by red flags at a reasonably safe distance and that a ball removed by enemy action might be replaced without penalty, taking it with or without the sense of honour called 'British'. And the royal christening, showing the King and Queen looking at the damage Hitler had done to Buckingham Palace, was a gesture of subtle derision fit for the book of immortal legends. No singular English characteristic is more intensified by crisis than the habit of understatement. If this were but a foible or a superior mannerism it would fail in the desperate circumstance. So it is more than that. It is more than the conservative attitude of a people towards life, regarding it as their selfish possession. To life in the noble abstract they acknowledge an obligation to take it well and to keep its value true. Their theme is bigger than themselves. They probably could not state it, if they would, or if they did they would understate it and reduce it to a motto available. The brilliant Spaniard, Salvador de Malaria, speaking of the Englishman, says of him: "Complex in all his functions, thinking with his instincts, acting with his mind, he naturally attains the supreme virtue of the man of action—wisdom." —*Saturday Evening Post*.

Britain's Food Requirements.— The human population to be fed in the United Kingdom has risen since 1917 from 41,000,000 to 47,500,000, while the land available to provide the food has decreased by 2,500,000 acres. The decrease in the amount of arable land was actually 4,500,000 acres. The number of human beings for every thousand acres of cultivated land in the last war was 100, and in the present 132. Whereas in some parts of the country the fertility of the land had improved, in the country as a whole it has gone down very badly indeed. We can meet the problem only from our own soil. We must grow increased crops of wheat, sugar beet, potatoes, and vegetables in order to ease the strain on our shipping. We must also grow increasing supplies of feeding stuffs for our livestock. Between 1914 and 1916 about 32% of the cultivated land of this country was under crops. By the end of 1918 that was raised to 38%. At the beginning of this war that percentage was only 28, but in the same period it has been increased to 40%. In other words, in the last war 2,300,000 acres were ploughed up, and it is expected that by this spring 3,750,000 acres will be ploughed up. —Mr. R. S. Hudson, Minister of Agriculture.

Lessons of the Last War.— We are now rejoicing in a series of the most brilliant victories on land, sea and air. We should take care that those victories do not blind us. There were 1,000,000 tons of shipping sunk in 19 months of the last war. We are now at the end of the first 19 months of this war, and 1,000,000 tons have been sunk. That does not take into account anything except losses to enemy action. A more formidable figure is that of vessels damaged with a much more inadequate accommodation for repairs. We have fewer cargoes by millions of tons than we had in the last war. The lesson of the last war is obvious. Germany was beaten in spite of all her great victories because she had no food and had neglected her agriculture. The Government should conscript acres as well as men. It is necessary to teach and train a conscript to make him a good soldier. It is equally necessary to drain and cultivate the land to make it good soil. —Mr. David Lloyd George.

the War News

Opinions Epitomised. "I believe we are stronger in fighter aircraft than the enemy." — Mr. Simmonds.

France. We served in a medical unit, pushing them back. — M. Marcel Froid.

the nonconformist conscience is one of the elements of the British character. — Mr. Herbert Morrison, M.P.

Mr. Churchill invented and brought out the Spitfire when he was dying of cancer. — Col. Cavellin, M.P.

The Home Guard in a whole year has cost us far less than half a day's cost of the war. — Lord Crom.

Over 1,000 Italian aircraft have been destroyed in the last two campaigns. — Mr. C. I. Mason, Sir Arthur Longmore.

Avoidable absenteeism among the miners on Great Britain accounts for the loss of 18,000,000 tons of coal a year. — Mr. Frank Hodges.

Japan's stand on Italy's flank is a sign of things to come. I wish Germany and Italy an early vic. — Mr. Matsuo, speaking in Rome.

I would rather go back to a world governed by the Nonconformist conscience than by a world governed by a conscience. — Mr. J. Griffiths, M.P.

Everywhere Hitler's air forces are found their attacks met by men and women whose souls are steel tempered by the flame of liberty. — Mr. G. H. Lee, M.P.

The Navy's task of keeping the sea-lanes of the world closed to Germany and open to Britain is ten times harder in this war than in the last. — Mr. G. H. Lee, M.P.

Political courage, more than good administration, and meticulous finance will be required to curb and control loose talk and excessive spending. — The Royal Society.

Cashington and Communist removal contractors. Arrives and have removed with speed. Discharge not object. — Captain captured by Strika in Daily Express.

We have 1,500,000 pigeons in this country worth about £3,000,000, and only 100,000 pigeon fanciers only about 10,000 are feeding their birds. — Mr. Mander, M.P.

We shall win this war by offsetting by reducing to a feeble impotence the ability of Germany to wage war through the destruction of her industrial core. — Captain Balfour, M.P.

... probably by sea-borne and air-borne troops. He has large numbers of the latter and he has been working on them. General Sir Alan Brooke.

Could we not perpetuate the memory of the great works of our men by creating a new Order of Knights of the Air, with our sergeants, companions of the Order? — Rear Admiral Sir Murray Sueter, M.P.

Japan must realize the value of occupying British strategic points in the Far East by military force before the American Fleet arrives to take them over itself. — Mr. H. G. Wells, speaking in the House of Commons.

... the most distinguished of our single tankers. — Mr. G. H. Lee, M.P.

Dictators are always plotting against each other. — Ask Napoleon or Philip the Arab XIV. And I don't know if in a year or so you can ask Hitler. — M. van Helden, Foreign Minister of the Netherlands.

Not only the battle of Salamis, where the Persian losses were five times as great as the Greek, can provide a precedent for the overwhelming disaster to the Italian fleet at a cost to the victors of not a single man or ship. — Lord Minto.

The most serious menace comes from the private trader, it is not that the German strength is now nearly equal to our own, but that the private trader which can do most damage in the shortest possible time. — Kath. News-Letter.

Nations, like individuals, can have freedom and security only if they are prepared to co-operate for mutual economic welfare and need be for mutual defence. In the economic sphere everything depends upon such co-operation. — Lord Hailsham.

The sea-lanes for the British Empire and America has been, is now, and will probably come in the future, only from the German race, which we have tried in vain to make your friends. — Mr. Fillet, Rumanian Minister in Great Britain.

America's monthly bills for armaments, including those which will be sent to the Allies, will soon be £400,000,000 — which is £25,000,000 more per month than Great Britain is spending on the prosecution of the war. — Mr. H. P. Carter.

... made re-... 100... being... the future...

Outside the sphere of the present conflict, the world watches with excitement and expectancy. Many are wondering as did the Arab world a century ago, what will they exhibit in the combat of the future? — Mr. H. G. Wells, M.P.

The enemy's attack on the Japanese force... while Great Britain... against... class... of 1,400...

... a detailed... German... nothing... first... over... the address... M.P.

Prayers for the most wonderful... Slavia... national victory... open to shops... Our Lord's death... Easter Monday as a holiday... The Rev. J. H. C. ...

It only the... Ministers with the... authority, could... time in each of the Government departments... natural jealousies which exist between one department and another, cut away a few more wrappings of red tape and get down to essentials, all shipping men would be happier and the nation's war effort would be helped considerably. — Sir W. Reardon Smith.

Dunkirk, the defeat of the German Air Force in the Battle of London, the frustration of Nazi plans for the invasion of Britain, the packing of the Mussolini bubble by the pluck of little Greece, the African campaign of General Wavell, an occasional Churchill speech—these have been the essential educational forces at work in the U.S.A. They have changed aipient despatch... into the... far-reaching... Smith.

Will the Aid Germany of The Reich

It is generally known that the aid given to Germany by the United States in 1941, has been such that it has not only enabled the Reich to carry on its war, but has also enabled it to carry on its war with Hitler.

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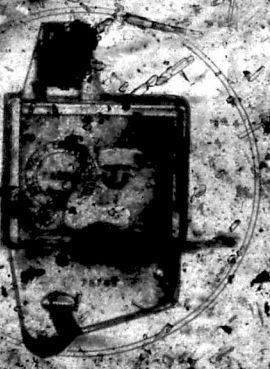
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Lord Croft's Graphic Account of Operations against Italian East Africa

...of Horse and Cavalry recently Lord Croft, Deputy Secretary Under Secretary of State for War, made a report on the operations in Italian East Africa. It must realise the immense distance involved from General Wavell's headquarters in Cairo. The nearest attacking force was 1,000 miles from Italy and the further the Indian Ocean the further away the fighting. The Italian attack took place in the presence of the British force of 200 miles from the coast of Aden. The British force was struck from the S. E. and in a recent and unexpected burst into Italy's olive groves and advanced fighting towards the centre of the earlier British and Indian troops. They reached Kassala and advanced in two columns over the most difficult terrain. The northern of the columns occupied Bada, terminus of the Massawa railway, and advanced with great speed until they reached the mountainous Inhassit which provides the strong defence west of Keren. The second column, advancing further south, occupied Bahari and later moved on towards Keren. A fourth of the Sudanese troops advanced from Gallabat, and the force is marching on Gondar. All these columns have had to fight.

In the Lake Tana area Sudanese and Abyssinians under the command of British officers have captured several Italian posts, threatening to cut off the large forces of the enemy in the region from their communications. All advance from Gondar to A.R. progressed in spite of the heavy rains. In the east, Gloyale was

captured and the whole of Keren cleared of the enemy and the important town of Negleh, 90 miles within the Abyssinian frontier, was accepted after a brief march.

Further to the east the dramatic offensive was initiated by troops of Nigeria and the Gold Coast, the S.A.R. and Somali, under the general Cunningham with 2,000 men. They advanced from the Indian Ocean to the Sudanese frontier, and joined his famous brother, the Commander in Chief in the Mediterranean, for the attack. The plan has been really remarkable.

The British force advanced 350 miles from their railhead to the Sudanese frontier with violent speed the impossible journey was completed in 22 days of February 15. They forced the crossings of the Jubra river in the teeth of the Italian attack. Speedily they took 10,000 prisoners and much war material. Without waiting to be ordered our Native Army, supported by the Navy and Air Force, pressed on to Bahari, and with lightning rapidity occupied Merudis, capturing a further great quantity of arms and equipment, releasing large numbers of British and Italian prisoners.

World's Record Advance

Without pause the same troops hooked round north-east and proceeded at great speed on the Harar road, capturing Jaga Bar, and on March 17 entered Jijiga. The column advanced 200 miles in this short time to the Sudanese frontier, a record of 200 miles in 22 days. The advance was a world's record.

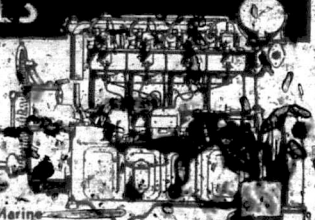
The surprise amphibious attack was completed on March 16 for the reconquest of the city of Keren. The advance was rapid and of almost no casualties. The Italian forces on the mountain of Inhassit and A.R. were recaptured the capital and on March 16 the forces advancing on Jijiga switched a column to the east which recaptured Hargeisa. This whereas six weeks ago British and Italian Somaliland were all Italian today this great area is all British.

Our casualties in all the African fighting (including the Sudan) have been surprisingly small, totalling 2,400 in February 23, of whom only 601 were killed, while we have inflicted over 200,000 casualties on the enemy, including the capture of 200,000 prisoners.

We may take some pride in these events. I venture to think this astonishing story of the comradeship in triumph of the citizens of the British Empire, fighting for such lofty purpose and such wonderful success, and co-operation is a unique and wonderful achievement and a fine example. Under and Mussolini thought they had only to turn us below the belt and they would be at our throats. Instead the whole Empire has stood upon its feet, like one man, linked together in a common cause of freedom and peace.

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Mails Lost - Enemy Action

Letters and printed papers posted in this country for the Sudan between February 10 and 13 have been lost by enemy actions.

Yugo Slavs in N. Rhodesia

The latest news was received in Nkanga of the signing of the tri-partite pact by Yugo-Slavians. Before reports were received of the subsequent conclusion of the Yugo-Slav community sent a telegram to the Southern Rhodesian Government, reading: "The Yugo-Slav community of Nkanga not only dissociates itself entirely from the action taken by the Yugo-Slav Government, but also expresses strong disapproval therewith. We have enjoyed British privileges and intend standing by Britain."

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COMPANIES

British South Africa Co.**Dr. David Malcolm's Address**

THE FORTY-THIRD ORDINARY GENERAL MEETING OF THE BRITISH SOUTH AFRICA COMPANY, which last week at 2 London War Buildings, London, E.C.4.

was presided over by Dr. Douglas R. Malcolm, F.R.C.M.G., the President of the Company, who was in the chair.

The Secretary, Mr. Percy J. Gird, C.B.E., read the notice convening the meeting and the report of the auditors.

The President then introduced the late Lord Lloyd, who had resigned his seat on the board, the Honorary Secretary of State for the Colonies, and for Sir Percy Inskipp, who had been associated with the Company from its very earliest years, and whose death had occurred on March 21. The President also congratulated Mr. Percy Gird, on being awarded the C.B.E.

The Accounts

Dealing with the accounts, the President said that the profit for the year ended September 30, 1940, amounted to £377,466, the year before £458,367, compared with £377,466 for the year before. Continuing the balance sheet, he said:

"Let us turn now to the balance sheet. Capital of course is unchanged. Creditors are £150,000, and are £39,000 up as compared with the previous year. This is accounted for by a large increase in the amount of unclaimed dividends. There is a decrease of £195 for National Defence Contribution and £1,000 for Southern and Northern Rhodesia Income Tax.

The staff superannuation reserve and the pension fund account figures of £272,738 is about £100,000 in the reserve account unchanged.

"On the other side, cash at £241,126 is about £100,000 down as compared with last year, while the book value of investments at £1,385,821 is nearly £200,000 up. The large figure of depreciation in the market value of investments, which is, of course, most largely caused by our reserves due to war conditions. As the report tells us, there was an improvement of nearly £300,000 between the date of the balance sheet and the end of February. The remainder of the figures on the right-hand side of the balance sheet do not show any very material change.

"Last year, after payment of the dividend and bonus we carried forward £97,927, which with the profit for the year under review gives us £982,234 to the credit of profit and loss account. We propose to make the same distribution as last year—viz., a dividend of 2s. and a bonus of 3d. per share, both less income tax, which after allowing for Dominion income tax relief, will call for £861,112, leaving to be carried forward £621,122. We shall thus not only restore the draft of nearly £200,000 made on the carry-forward last year, but also create it by more than another £20,000.

Mining and Railways

"For the rest I can only be very brief in speaking of our major interests in Rhodesia—mining and railways. As regards mining, we are advised that during the war it is not desirable in the national interest to publish particulars regarding production and progress of the Rhodesian industry, which I must refer myself to what I have already said in connection with the profit and loss account about our prospects from this source for the year under review.

"As regards the railways, I am sorry that I cannot yet add anything to what is stated in the report. I had hoped that the matters discussed as being still outstanding in regard to the accounts of the Rhodesia Railways, Ltd., for the year ended September 30, 1939, might have been settled before this meeting, but unfortunately that is not the case. I am in hopes that they will be

settled very soon now, but until they are the Rhodesia Railways, Ltd., is in a position to present its accounts for that year to the shareholders or to pay such dividend as those accounts make possible. The same, of course, applies to the accounts for the year ended September 30, 1940, though here again once the accounts as at September 30, 1939, are settled, I hope that there may not be any very prolonged delay about the settlement of the accounts and the payment of the dividend for the later year.

Current Year's Improvement

Meanwhile, the earnings for the railway year now current which closed on October 1 last, are keeping up very well. The latest approximate figures, which are for the four months ended January 31, 1941, show that the gross receipts of the system, including the Bulawayo and Shabani, Railways, were £2,240,169—an increase of £391,247 as compared with the corresponding period in the previous year.

As regards other aspects of the company's business, the directors dislike attempts to forecast the future, and in these times above all others it would be unwise to make any such attempt. I can only say that so far during our year now current receipts from our main sources of revenue are keeping up fairly well.

As regards oil estates, local prospects are fairly good, but much will depend upon what arrangements regarding shipping and distribution of our products war conditions may render possible.

Let me read to you a cable message received about fortnight ago from our resident director in Salisbury:

"Agricultural crop prospects in Southern Rhodesia moderately good but incidence of rainfall unfavorable so far. Tobacco crop expected total 10 million pounds weight. Cattle industry both in our company's estates and on other farms estimated total 194,000 cases export dependent on shipping space. Males 700,000, of which 150,000 are in military service. Southern Rhodesia war effort of about 13,000 men of military age in full service, over 5,000 serving whole time in fighting services on various fronts, while majority of balance excepting certain men in reserved occupations serving part time within Colony. This of course excludes Empire Air training units.

Since that message was received I have also heard that a Southern Rhodesian Divisional Reconnaissance Unit has recently been formed in the Middle East.

Northern Rhodesia also within the limits of its resources is man and while carrying on the essential work of the mines and railways is making a splendid war effort, and has made many valuable contributions to war funds both from voluntary contributions and from revenue.

The Company's Staff

As regards our company, every bit of military age in our employ who has been called up has been released for service, and all the remainder are either serving in part-time units or giving service voluntarily to various objects. Our women staff are also assisting in various war activities.

Our company which was so closely connected with the foundation and development of Rhodesia, and whose prosperity and growth have been so intimately bound up, may well take pride in the effort which Rhodesia, Southern and Northern, is making to help the Empire at this moment of its gravest emergency.

After paying tribute to the staff in London and the Rhodesias, the President introduced the motion of thanks and accounts. Mr. A. H. G. Gird, C.B.E., read the motion, which was carried unanimously. Sir Ernest G. Gird, and Mr. John Gird, were re-elected to the board and the auditors were appointed.

Beira Railway Company

Mr. Arthur P. Hadley's Address

THE FORTIETH ORDINARY GENERAL MEETING OF THE BEIRA RAILWAY COMPANY LIMITED was held last week at 2 London Wall Buildings, London, E.C.4.

Mr. Arthur P. Hadley, C.F.E., Chairman of the Company, presided.

The secretary, Mr. A. J. I. Woodon, having read the notice convening the meeting and the report of the auditors.

THE CHAIRMAN said:
 Gentlemen, As you have all had a copy of the report and accounts, I shall ask you, as usual, to take them as read.

On page 4 of the report you will find particulars of the revenue and traffic results for the year ended September 30, 1940, with a comparison with those of the previous year. The gross revenue at £105,000 was £85,071 less than that of the previous year. The expenditure was also lower by £20,043, the net profit declined by £45,028 only. The reduction in expenditure in spite of an increased tonnage carried must be regarded as very satisfactory. The percentage of expenditure to receipts increased by only 1.2% to 49.0% which is still of the low side.

As stated in the report, the increase in gross revenue was principally due to the decline of import traffic, on which we get higher rates than on exports. The export trade has been very good, but I am unable in the circumstances to give you any details.

Chairman's Comments on the Accounts

I will now turn to the accounts. On the credit side of the profit and loss account you will see that the net earnings from the line amounted to £459,005, a decrease of £45,028 on last year, which I have already referred to. Adding £6,000 for miscellaneous receipts and £16,000 for balance of interest account, there is a total net revenue of £481,005.

On the debit side, the item "General Charges (£6,846)" includes the loss on the Savoy Hotel of £4,837, after charging £2,718 for maintenance, and £2,520 for depreciation.

The item reserve for taxation (£15,000) is an amount considered by your auditors as the necessary provision for our liability to date on the accounts, for British, Southern Rhodesia and Mozambique income tax and National Defence Contribution. The items for debenture interest, sinking fund, etc., call for no particular comment.

Turning to the balance sheet, you will see that £91,102 was expended on capital account, partly due to certain essential works, such as additional tracks and new bridges, and partly to the cost of the foundations for the new station building at Beira, the construction of which, as mentioned last year, has been postponed. The Savoy Hotel stands at £57,598, a reduction of £1,183 from last year's figure, due to depreciation adjustments.

The item of debtors, standing at £99,528, is almost entirely made up of the amount due by the Rhodesia Railways Limited, at that date, which has since been paid.

Investments at £616,946 are set out in the accounts, and exceeded the market value of September 30, 1940, by £7,072, or just over 1%. I may add that in last year's prices the market value of the investments exceeded the book value. The remaining items on the credit side call for no special comment.

On the other side of the balance sheet you will see that the outstanding amount of debenture stock at September 30, 1940, was £1,913,200, £23,700 of the stock having been redeemed during the financial year, and the sinking fund. The current liabilities include the

provision for taxation and for future depreciation. The liquid cash position is very satisfactory.

Result of the Meeting

The result of the year's working is a surplus of £12,710, and a dividend of 7% brought forward from the previous year's account, the total available surplus of £174,531.

The chairman proposed that the ordinary share dividend be 7% at 6s. 6d. in the £2, and that a gross amount of £195,000 (that is, £100,000 to be transferred to dividend equalisation reserve, making that reserve £100,000, and that the balance of £195,000 be carried forward to next account).

The general reserve of £1,400,000 remains unchanged.

With respect to the current financial year, you have had, up to the present, the most prosperous period since October, 1940, to October, 1941. Net earnings for those four months totalled £1,437, as compared with £1,148,500 in the previous year, of which only £111,727.

There has been, in all, little or no improvement in import traffic, but export traffic is up. It is impossible for me to present particulars, but I will tell what has happened to traffic in the next few weeks, but I must leave the improvements in imports to make a substantial difference to our net result.

The chairman then moved the adoption of the report and accounts and the payment of the dividend recommended.

Mr. Dyer, Chairman of C.M.S., having seconded the resolution, it was carried unanimously.

The retiring directors, Mr. P. Ashley Cooper and Mr. Douglas Malcolm, were re-elected by Messrs. George A. Louche & Company, Chartered Auditors, and the proceedings then terminated.

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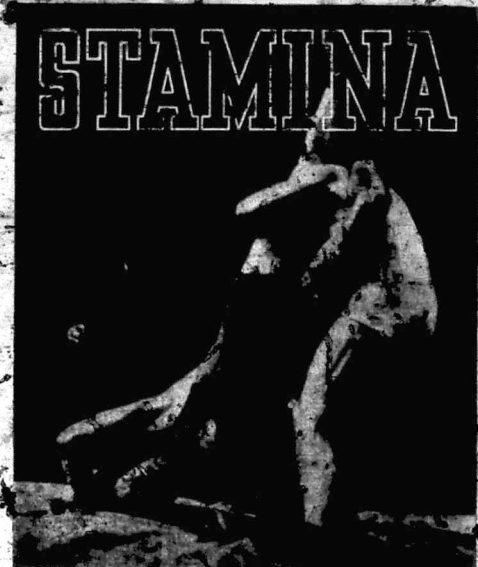
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MATTERS OF MOMENT

MOBILE CANTEENS presented by the peoples of the Colonial Empire are now active in various parts of Great Britain, particularly in those towns which have been the special targets for Goering's young black-**Colonial Publicity** squad—who have shown themselves far more ready to bomb hospitals and machine-gun children in their playgrounds than to attack airfields, ports, camps and other well-defended objectives. Since a concentrated bombing attack upon any town may mean interruption in the supply of electricity, gas and water for anything up to several days, the prompt arrival of canteens ready to serve thousands of meals and hot drinks to all comers is a boon beyond exaggeration, and it is an added encouragement to the public in its temporary distress that these vehicles of alleviation should be the gift of fellow-subjects domiciled thousands of miles away. That proof of Empire solidarity is especially likely to impress itself upon the minds of men, women and children at such a time, and it seems to us that the opportunity should be taken to combine the propagation of the right word with these missions of practical goodwill. For instance, a canteen presented by Kenya as operating in a given town, what could be more appropriate than to arrange free displays of suitable Kenya films in the local libraries, rest centres, and other

suitable buildings. If such films were always carried in the canteens, certainly any organisation would be required to possess the will to cooperate, and towns could readily provide or borrow the rest of the equipment for a few days. If the films were selected to show something of the contribution of the donor Colony to the common cause, the effect would be heartening to the victims of war in distress at a moment when they would be especially susceptible to such a timely stimulus.

Action on these lines might appropriately be taken under the joint auspices of the Ministry of Information and the public relations and publicity departments of the Colonial Office.

In all parts of the country **New Scenes for Enlightenment** Committees responsible to the Regional Commissioners, and since they contain among their members people well known in the different localities, they could readily arrange for the free loan of projectors and screens and for the films to be appropriately and promptly displayed. They were, moreover, as soon as a Colonial canteen appeared in their area. In some places, moreover, a personal link could be provided in the form of a brief introductory talk by a resident who had lived or travelled in

The Dependency of which pictures were to be shown, and when they were not in use in the town, the films might well be lent for a few hours to neighbouring camps, almost all of which still require improved recreational facilities, and which, we know from first-hand experience, welcome the right kind of news of the East. The local Press would assuredly co-operate in a suitable matter for its columns

were likewise made available at the time of the arrival of the mobile, intelligent, cautious, and there should be no difficulty in arranging shopkeepers ready to show photographs and other display material in the windows. Here there is new scope for widespread public relations which, once organised, would be continued with the minimum of work and at the least possible cost.

Importance of the Capture of Massawa

British Aircraft Inflict Heavy Losses upon Enemy

THE IMMENSE IMPORTANCE of swiftly smashing Italian resistance in Eritrea, Ethiopia and Somaliland—on which this newspaper has insisted ever since Mussolini declared war—has been emphasised by the heavy mechanised thrust which the Germans are now making across Cyrenaica.

To repel the troops, aircraft and other reinforcements must be brought from East Africa, and the capture of Massawa last week was therefore most opportune, for from that port we can ship—perhaps already shipped—the reinforcements urgently needed in Egypt. Though the Duke of Aosta's remaining forces have not yet been brought to battle, their position is untenable and they no longer constitute a serious threat, certainly not one sufficiently grave to prohibit the transfer to Egypt of substantial British forces.

The official communiques from British G.H.Q., Cairo, and R.A.F. Headquarters, Middle East, stated:

Eritrea.—Massawa capitulated yesterday afternoon, and has now been occupied by our troops. Meanwhile our mobile columns are continuing their advance south and south-west along the Dessie-Gondar road, Abyssinia. Our pursuit of the retreating Italian forces is being maintained.

In Abyssinia camps and other military objectives in the Gondar area were bombed on Tuesday and the previous day by the R.A.F. and aircraft of the Free French squadron. An attack on the enemy air base at Kombolcha resulted in direct hits on two aerodromes, one of which caught fire. South African bomber aircraft carried out a successful attack on a motor transport depot in the Assefa area.

British Control of Red Sea Clinched

Massawa, the main Italian naval base for operations in the Red Sea, has some 15,000 inhabitants, of whom about one-third are Italians. Various air attacks have been repeatedly made on the port and shipping has suffered considerable loss, but several naval units and a number of merchant vessels, both Italian and German, are believed to remain. The capture of Massawa removes the last threat to British control of the Red Sea, for Assab, the only other Italian-held port of any consequence, is of minor importance and will soon fall.

An official announcement in Nairobi stated that order was being preserved in Addis Ababa, that important stocks of arms and materials of all kinds had been captured there, and that the large number of prisoners taken included about 1,000 ground personnel of the Italian Air Force, 50 pilots, and two Blackshirt battalions. Indian troops were stated to have participated in the capture of the city.

The 156 British prisoners-of-war released at Adi Ugru stated that they had been reasonably well treated, but that the food was appalling, soup and black bread being the staple diet. They were allowed to listen only to the Italian news in English, which continued to assert that only 10% of American ships were reaching this country.

April 10.—The R.A.F. communiqué from Cairo stated:

When our troops entered Addis Ababa the remains of 81 enemy aircraft were discovered, wrecked or damaged on the aerodrome, 14, including five fighters, were burnt out and nine, including three fighters, had been damaged by machine-gun fire, and there were in addition the fuselages and crashed remains of eight others. Some of the damaged aircraft can be repaired. Before our entry into Massawa aircraft of the R.A.F. and Rhodesian squadrons raided enemy positions and gun emplacements on Mount Umberto. Ships in the harbour shelling our troops were bombed, one being hit, and there were several near misses to others.

Pressure on Enemy in Abyssinia

April 11.—It was briefly mentioned that "in Abyssinia aircraft of the S.A.A.F. continued to harass the retreating enemy."

A Nairobi communiqué said: "The retreating Italians in Abyssinia are being relentlessly followed up in all sectors. Patrols have been in contact with rear elements, and further prisoners and stores have been taken. In all areas the Italian forces have been swollen by numbers of refugees anxious to return to their country of their former coaquetry."

Another bulletin stated that S.A.A.F. planes raided an aerodrome near Sciascanna, and that of five enemy bombers on the ground four were completely burned out and the fifth damaged.

Telegrams from Addis Ababa and reports reported pressure upon the Italians retreating in various directions in Ethiopia, and British patrols from the capital were stated to have had contact with Abyssinian patriot forces in many directions, within a radius of 100 miles of their starting-point.

The Duke of Aosta was believed to be falling back across the Omo river on Jimma, with a few score tanks, many field guns and mortars, a large infantry force, and the remnants of his aircraft (some 60 having been shot in the past few days). He had with him Generals Simone and Berthello. A high staff officer, a prisoner declared that the Duke would have surrendered on the previous day but for an order from Rome to delay to the last in order to prevent the dispatch of British forces to Egypt.

Red Sea Open to U.S.A. Ships

President Roosevelt announced that the Gulf of Aden and the Red Sea had been removed from the list of "combat zones" barred to U.S.A. shipping, which might now travel by that route to the Suez Canal and Egypt, which was neutral territory. The American Government, he added, would not inquire whether supplies consigned to a neutral might ultimately reach a belligerent.

The special correspondent of *The Times* in Addis Ababa cabled:

Officers of high rank have been moving between

Ababa and the Emperor's head quarters in the East. The British have been extremely active in organising patriots and their assistance has been comparable with those of Lawrence of Arabia. The Emperor's chief here to-day that the Emperor's one thought is how soon he can return to his capital and reassemble his subjects together with an effective Ethiopian army.

Abyssinian Allegiance to the Emperor

After his chief have been coming in to swear ally to the Emperor and to offer armed assistance. It has been possible for the Italian detachments and their forces to pretend to co-operate with the Italians during the process and only when they have been biding their time has Italy's best made submission to the Emperor. Hence the Emperor who largely controls the Gajjam area. The Beyoum, the leader who capitulated early in the Italian war to De Bono, has now defected to the Emperor through the mediation of the British authorities in Entrea. This decision by two prominent leaders greatly simplifies the whole political situation. The mass movement of war refugees which was formerly a constant and a source of trouble has ceased to be a problem.

When the Emperor was told that the behaviour of his people during the recent critical days in Addis Ababa had been amazing, he exclaimed: "Why amazing? I know Ethiopia is aware that the world is watching. The plan to which the Emperor was already gone in planning the foundations on which he will rebuild the Ethiopian State is indicated by his proposals, which recognise the assistance he will receive from the British."

April 12. — Cairo communication said: — Aircraft of a S.A.A. unit sent to the Gajjam area and destroyed. The enemy destroyed two fighters and two unidentified biplanes were destroyed on the ground. During the enemy fighters attacked our aircraft and quickly broke off the engagement. Two of them were shot down. No South African biplanes were lost. Sciaciamanna and Garsa were also bombed with success.

April 13. — R.A.F. Headquarters, Middle East, announced that R.A.F. fighters were in the air above at Alonja in northern Abyssinia yesterday and severely damaged enemy transport and a number of aircraft on the ground. South African fighters attacked enemy aircraft on the ground at Sciaciamanna and burned out two Savoias and two Capris.

Massawa Surrender by Mistake

From Massawa the Italian general sent a special correspondent cable that that port had been surrendered "by mistake" to a junior British officer.

"Under the impression that the town had already been taken, the officer, who holds almost the most junior rank, motored with a party of newspaper correspondents from advancing tanks through the Italian lines, and went straight into the presence of the Italian commander, Admiral Bonetti. It was one of the strangest surrenders in history. Once during the drive the officer was challenged by Italian officers. He gave you taken the town. They said yes. On hesitating, he replied yes. At once the road was opened to him."

He found that the Italians were sabotaging war materials and destroying the wireless station. He ordered them to stop. Then he drove to Government House where he intended to see the admiral. It was at this moment that the admiral suddenly realised he was alone. He did not, however, betray this realization when he met the Italian commander. Instead, he announced that he was responsible for the safety of the town pending the arrival of the main British force. He requested the admiral to be allowed to order that acts of sabotage should stop immediately.

Perhaps Admiral Bonetti, who now remains in the town, informed the British command of his decision to

send a message to the last, left him hopeless in his position. He complied with the Italian instructions. The bespectacled, dejected Italian commander completed the final act of surrender 40 minutes later by giving his revolver to a young British general to whom the nonchalant R.A.F. officer handed over his capture.

General Santini's Division Destroyed

April 14. — The Service communication stated: — Abyssinia. — Our pursuit of the beaten and disorganised enemy is continuing. Many prisoners are still coming in, including a divisional commander and a brigade commander.

South African aircraft carried out another successful raid on the aerodrome at Kombolcha (Abyssinia). Two enemy bombers were burnt out and several other fighter and bomber aircraft damaged in the attack which also caused several explosions.

General Santini, one of the ablest of the enemy commanders, a brigadier, three colonels, other officers, 120 white troops and 160 Britreans, the remnants of the Santini division, reached Addis Ababa after surrendering in the Mass mountains after using up all their food and ammunition.

South African Engineers building bridges across the Awash river were told by a Native that there were some enemy officers at a railway station 18 miles away and two of our officers there found the little group, which said that General Santini wished to surrender. Told to appear at Arba station at 10 a.m. next day, he arrived punctually with the above-mentioned men and mules and horses.

This division, officered mainly by Alpines, had been severely in the battle of Jelib, had later suffered numerous desertions and a mutiny, and had then been completely wiped at night by Abyssinians. It had 10 officers and five men on one night.

Tired and depressed, the general, without badge, rank and wearing a mackintosh over a golf jacket, waited at the wayside station, followed by all that remained of his once crack division. On arrival in Addis Ababa he was accorded parole, being requested to report at the Hotel Imperial at breakfast next day.

April 15. — Official communications issued in Cairo and Nairobi stated: —

Our advance has been resumed. Towards Dessie, while in the southern areas vigorous pursuit of enemy detachments is being continued. On the road Jimma our troops reached the river Goro, 100 miles south-west of Addis Ababa. Having bridged the river Awash, a column moving south from Dama has occupied Agelle with no opposition. Large quantities of equipment at Geras Ababa included surviving equipment valued at £100,000.

Engines of the Italian machine gun and aeroplanes at Jimma and Goro. The No. 37 and one Caproni were burnt out at Goro.

Work of South African Engineers

Press messages from Addis Ababa said: — The engineers took the final honours. The South Africans flung their bridges across 30 ft. chasms in remarkably safe time. Near Diddawa they pitched on 1,000 ft. drops, to which they clung on to the cliff faces. Along the new bridge roads there is now flowing an endless stream of motor cars that make this the best transported army in the Middle East. The Italians had plenty of petrol, but they burned 200,000 gallons at Mogadishu.

The Italian general has been too quickly to destroy his stocks, his ammunition, food, depots, and supplies. That is why we are in Addis Ababa. The South African Ministry of Defence, calling for more recruits, announced: — South African military forces are now likely to have an opportunity of serving in Africa, East Africa and Abyssinia.

The Admiralty has announced the loss of a whaling ship as a naval auxiliary, the yacht "Kestrel", captured and owned by Lord Mores, the Secretary of State for the Colonies. The vessel was originally the "Carnegie" Channel steamer DAEPPE.

Casualties and Awards

The thirteenth East African Force casualties list states that Sergt. J. Senekal, of the Northern Rhodesia, and Sergt. C. H. Perry, of the East African Army Service Corps have died, and that Sergt. J. C. Hall, of the Gold Coast Regiment, has been wounded.

The following Rhodesian casualties in the Middle East have been officially reported as killed in action: Flight Lieutenant F. W. King, of the Buffs, of Ndola, and Sergeant G. W. Dr. Stowe, formerly of Salisbury. Missing believed killed: Pilot Officer P. B. Benniker, of Salisbury, and Pilot Officer T. H. Scorrin, of Marandellas.

Captain F. W. King, the Suffolk Regiment, seconded to the Northern Rhodesia Regiment, is reported killed. Sergeant-Pilot S. J. Barbour, son of Mr. and Mrs. H. R. Barbour, of Bulawayo, was recently killed in action in Egypt. He was 26 years of age.

Lance-Bombardier A. E. Wright, who was recently drowned in Kenya while serving with the Southern Rhodesian forces, was born in Nairobi in 1907, and after being educated in England, took up his farm in South Africa, later joining his brother in Rhodesia as a tobacco grower.

Major-General Carton de Wiart, V.C., has fallen into enemy hands while on his way to the Middle East. He was fighting in Somaliland when the last war began, and in the latter part of 1914 and early 1915 he took part in the operations there against the Mad Mullah. When the present war broke out he was head of the British military mission in Voland, later he commanded the British forces in central Norway. He is said to have been wounded on more occasions than any other British general.

Major L. A. Wilmot, of the South African Air Force, previously reported missing, is now reported safe.

Lance-Corporal B. Albertson, son of Mr. and Mrs. R. W. Albertson, of Gatooma, is recovering from wounds received in the Western Desert.

Captain B. W. L. Nicholson, R.N. (retd.), for many years head master of the Prince of Wales School, Kable, who rejoined the Navy on the outbreak of war, was aboard the "EMPERESS OF BRITAIN" when she was torpedoed. He was rescued after being 11 hours in an open boat.

The following awards have been gazetted for services in operations on the coast of British Somaliland: O.B.E.: Lieutenant-Commander G. C. Blendell, R.N.; Lieutenant W. A. Haynes, R.N.; and Lieutenant T. K. Morrison, Royal Australian Navy. M.B.E.: Mr. E. Y. Gooch, R.A.N. British Empire Medal (for meritorious service): Chief Yeoman of Signals V. M. Griffiths; Sick Berth P.O.'s M. A. Trulsson and E. R. A. Chamberlain; and C.O. W. Griggs.

Appointments

Colonel H. R. Hone has left Kampala to take up a new appointment in Egypt.

Major F. H. E. Breton, the well-known Kitale settler, is now on coast defence duty in Kenya.

Captain W. G. Nicol has been appointed Adjutant of the Mombasa Defence Force District.

Sergeant V. Margesson, of the Southern Rhodesia Regiment, who is now serving with the Forces in East Africa, is a younger brother of Captain the Rt. Hon. David Margesson, Secretary of State for War, and a son of Sir Mortimer R. Margesson, a director of East African Estates, Ltd. Sergeant Margesson has been a settler in the Untali district of Rhodesia for the past 12 years, and has two sons. His wife is carrying on the farm. His mother is Lady Isabel Margesson, an aunt

of the deceased. Mr. Buchanan, minister of Education, Sydney, has been a well-known leader in the Colony.

Mr. A. J. Turner, M.C., Principal Makerere College, now forms part of a company of the Uganda Volunteer Reserve.

Rev. Simon Wexham has been appointed African Assistant Chaplain to the Forces in Uganda. He holds the rank of W.O. 1st, and will work under the Chaplain to the Forces in Uganda, the Rev. Clifford Smith.

Appointments have been made in Zambia: Lieutenant Colonel W. Manning, Officer Commanding; Major C. William, M.C., second-in-command; Captain F. H. Bistard, Adjutant, and Quartermaster; Captain A. H. M. Dryden, O.C. Social Service Company; Captain C. D. Well, O.C. Reserve Company.

Mr. Percy Scott has been elected Chairman of the Rhodesia Charities Committee, and Messrs. A. Haines, P. Lora, J. Leckie, J. Mayrick, W. Ruscoe and C. Beauchamp are the other members of the executive body. Mr. F. Deham, originator of the scheme, has resigned the chairmanship owing to his return to Nairobi.

Twenty-four drivers of the British-American Ambulance Corps recently left New York for East Africa to link up with the Free French forces. The party is headed by Mr. Francis Vicovich, who served in France and was afterwards taken prisoner by the Germans, and Captain W. Wydenbrucke, who served in the war of 1914-1918. The party possesses 20 ambulances, a repair lorry, a field kitchen, and a staff car, all equipped with the way wireless sets.

Making Munitions in Southern Africa

Samples of the South African war equipment in use by the Abyssinian campaign are being sent to the Union with the object of stimulating the recruitment of trainees for technical war work. The "war train," as it is called, includes a demigore car, a howitzer, an ammunition trailer, and field mortars, all made in South African factories by South African labour from South African materials. There are also displays demonstrating an extensive range of South African war supplies from bombs to bayonets. Six trainees operate their machines on a special demonstration track. The main reason is to travel some 4,000 miles, is coming by the Directorate of Recruiting.

Women will shortly be employed in munition making in Southern Rhodesia.

A Services' Club has been opened in Gwelo, Southern Rhodesia.

The Lord's Mayor's National Air Raid Relief Fund has received a further £500 from the Tanganyika War Relief Fund (making £1,000).

The Imperial Tobacco Company, which has branches in the Rhodesias and Nyasaland, has sent a contribution of £2,500 to the Duke of Gloucester's Red Cross Fund.

The Nkana-Kitwe National Service League of Northern Rhodesia recently sent £1,000 to the British Government for the prosecution of the war, and £500 for the purchase of a mobile canteen for use in bombed areas. The Barotse War Fund Committee of Northern Rhodesia, representing Barotse and African residents, has sent £400 for the purchase of a mobile canteen.

Mining employees on the Copperbelt of Northern Rhodesia have sent a further £700 to the Imperial Government for the prosecution of the war, that sum representing voluntary contributions deducted from salaries during December, and the Broken Hill Mine Employees' Imperial War Fund, which now stands at over £4,500, remitted a further £520 in February. It was also intended to purchase mobile canteens for the troops in East Africa.

Forces in The Middle East Formally Thanked by Parliament

The Prime Minister said in the House of Commons last night, when he moved: "That this House, on the occasion of the recent victories by sea, land, and air in North Africa, Greece, and the Mediterranean, records with gratitude its high appreciation of the services of all ranks of His Majesty's forces in these brilliant operations, and also of those who, by their labours and fortitude at home have furnished the means, which made these successes possible."

It is fortunate that the Italian collapse in Eritrea and Ethiopia, and in British and Italian Somaliland, is liberating progressively very substantial forces and masses of transport to reinforce the Army of the Nile. This sudden darkening of the scene in Cyrenaica in no way detracts from the merit of the brilliant campaigns which have destroyed the Italian Empire in the East Africa, nor does it in any way diminish our gratitude to our troops or our confidence in the commanders who have led them. On the contrary, we shall cherish that we are so far from the front, and that our hearts go out to the Army, the more warmly when they are in hard action than when they are sailing forward on the flowing tide of success.

I took occasion last night almost to warn the public that reverses, as well as victories, must be expected, that we must be ready to take the rough with the smooth. Since I used this language other notable things have happened to those that had gone

4,000 East of Keren

The Italian Army stormed a hard fighting which cost about 4,000 casualties, and the main resistance of the Italian Army in Eritrea was overcome. Progress in all this fighting in Eritrea have been our Indian troops, who have at all points and on all occasions, sustained the martial reputation of the sons of Hindustan. After the fall of Keren, the Army advanced, Asmara has surrounded, and the port of Massawa is in our hands. The Red Sea has been virtually cleared of enemy warships, which is a matter of considerable and ever increasing consequence. Hataf has fallen, and our troops have entered and taken charge of Addis Ababa itself.

The Duke of Aosta's army has retreated into the mountains, where it is being attended upon by patriot forces of Ethiopia. The complete destruction of capture of all Italian forces in Abyssinia, with a corresponding immediate relief to our operations elsewhere, may be reasonably expected.

Besides these land operations the Royal Navy, under Admiral Cunningham, splendidly aided by the Fleet Air Arm and the Royal Air Force, have gained the important sea battle of Matapan, decisively breaking the Italian naval power in the Mediterranean.

The Situation Marvellously Transformed

When we look back upon the forlorn position in which we were left in the Middle East by the French collapse, and when I remember that not only were our forces in the Nile Valley outnumbered by four or five to one by the German armies, that we could not contemplate without anxiety the defence of Nairobi, Khartoum, Cairo, Alexandria, Jerusalem, and the Suez Canal, and that this situation has been marvellously transformed, that we have taken more Italian prisoners than we had troops in the country, that the British Empire has stood alone and conquered alone, except for the aid of the gallant Free French and Belgian forces, who, although few in number, have borne their part—when all this recalls itself to our minds amid the unrelenting pressure of events, I feel confident that I can commend this resolution to the House, and that it will be most heartily and enthusiastically acclaimed.

Mr. J. C. Smith (Kendal, Labour) said that the best chance of success in this war would be secured by the conquest of Egypt. "And he done that, we should have lost Alexandria, which was the only place in the East. We should have had to clear out of the Mediterranean, and Hitler would have had control over the oil of Iraq and Iran and the raw materials of the Near East, and he would have been able to get round the blockade of the British." In such circumstances Hitler would have had the best prospect of turning the war into a stalemate which, with his control over Europe, would in fact have been a Nazi victory. That prospect had been destroyed by British troops.

Speaking in the Upper House of the same day, Lord Moyne said the Colonial Empire had cause to pride at the part played by its troops. Now we were within sight of the complete liquidation of Italian power in the Red Sea.

Prime Minister's Message to Viceroy

The Prime Minister was stated to have sent the following message to the Viceroy of India:

"The Viceroy has been stirred by the achievement of the Indian forces in Eritrea. For me the story of the ardour and perseverance with which they stalemated and finally conquered the precipitous heights of Keren recalls memories of the North-West Frontier of long years ago, and it is as one who has had the honour to serve in the field with Indian soldiers from all parts of Hindustan, as well as in the name of His Majesty's Government, that I ask you, Excellency, to convey to them and the whole Indian Army the pride and admiration with which we have followed their heroic exploits. The Viceroy's reply said: "Coming as it does from one who has all his life sought battle and found it in many varied fields in all parts of the world, and is now the fighting leader of the British Commonwealth of Nations, your message is an inspiration to us all."

Eastern Supply Group

How the Eastern Group Supply Council, recently established in India (and including Eastern Africa in its sphere) will operate in co-ordinating the supply of war materials to various theatres of war in the Eastern Group area is described in a communique just issued in London.

The military member of the Council will present the needs of the Forces in the Eastern Group, which cannot be met locally, and, in the light of information derived from countries in the Group and the strategical situation, the Council will decide from what country or countries it will be best to order, and will ask the Governments of these countries to place the necessary contracts.

In allocating orders the first consideration will be speed and speed of supply of troops and the saving of shipping. At this angle India has great strategical and geographical advantages.

The Council will naturally be deeply concerned in the development of fresh industries and fresh capacity where necessary to meet the war requirements of troops in the Eastern Group. It will not undertake the task of planning the actual methods by which such expansion will be achieved. That will rest with the supply organisations of the countries concerned.

That almost half the Rhodesians on active service are now commissioned or non-commissioned officers was recently stated by the Prime Minister of Southern Rhodesia.

85th Week of the War

Background to the

Cyrenaica. General Wavell would hardly have abandoned the captured Libyan airfields to the enemy—now very much more formidable than last winter—owing to strong reinforcements of German aircraft—unless the prospect of a pitched battle in Cyrenaica had appeared very risky. Victory over a third rate force would have been all, perhaps, but the included, however considerable, supplies, especially with the German armoured formations which had crossed the Mediterranean, and a false impression that our sea and air power would prevent them from attaining any such objective. Their present evident intention would deny these supplies when those supplies, especially if they are not caught on the sea or in air—then destruction on land is not easy. Libya, in fact, is a country where the enemy is not so vulnerable from the air as this is especially true of the desert region which the enemy has now reached. The Germans are not likely, unless they run out of petrol, to sit down and wait attack. —Times military correspondent.

British Air Power. Britain has drawn level with Germany in the battle of the Bombs, and is now pounding the enemy more heavily than he pounds back. Our bomber strength is mounting rapidly, and there is a parallel improvement in our night defences. Both the night fighters and the anti-aircraft guns are getting better results. The proportionate losses of night bombers are increasingly in our favour, though in these heavy attacks we must expect to lose more machines than in the past. A word of praise must be said for the fine work of the South African Air Force in the East African campaign. The South African airmen won absolute air superiority over the Italian air force in this region. By their brilliant action against enemy bases and against enemy aircraft in the air they paved the way for the swift advances that have been made by the Imperial Ground forces. —Major Arthur Stewart, R.A.F. *The Observer*.

Deserter Divisions. A German Panzer Division consists of approximately 14,000 men. Each has two echelons: (1) a motorised battalion for reconnaissance with 50 armoured cars, motor-cycle infantry company, and supporting artillery units; (2) a shock brigade of 40 tanks, a motor-cycle battalion, an artillery regiment with sappers, engineers, pioneers and anti-tank units. Altogether a Panzer division disposes about 3,000 vehicles. —*Daily Express*.

Barbarity in Belgrade. Belgrade, which in good time was proclaimed an open and undefended city, was bombed by German aircraft without a declaration of war. On Sunday morning, while the southern church bells were calling the faithful to church, a bombardment of such a horror and imagination was launched by German aeroplanes. A veritable deluge of incendiary and explosive bombs turned the city into a mass of ruins and gutted homes, while all the streets of Belgrade were covered with the bodies of children, women and old men. Never during the long history of this martyr city were such cruelties committed, even by the most primitive invaders. All the precepts of international right and human consideration were set aside by the German aeroplanes, which destroyed most of the hospitals, churches, schools, and cultural institutions of Belgrade in broad daylight. The royal palace was completely destroyed by 30 direct hits. The German aeroplanes bombed isolated houses, and the Slav Government to all civilised peoples.

Hitler Prepares New Horrors. Hitler will make use of every available weapon, especially when his star begins to sink. He will not resign himself to defeat; he will try to draw down the whole world in his downfall, perhaps to achieve his beloved Twilight of the Gods. Somehow he seems already to feel that there is only one thing left for him to go down in history as the greatest destroyer of all time. No imagination can picture the horrors of destruction being prepared this day in calculated thoughtfulness. Chemical works in Germany are feverishly at work on poison gases. Factories producing those drops of poison in which living cultures of bacteria lie ready for the spread of epidemics. Under a really devilish scheme the arts and vessels of Great Britain are to be infected so that quarantine regulations may bar every port to them, and the blockade may then be made tight. It is true that the British Isles cannot be infected and occupied at the same time. But if they cannot be occupied the attempt at infection may well be tried. Islands are just suited to this form of attack—Islands and remote continents. It may be that anthrax and dysentery and typhus bacilli are destined for America. —Dr. Hermann Borchers in *The Beast from the Abyss*.

British Shipbuilding. The Minister of Labour has conducted shipbuilders for carrying out under the leadership of Sir James Lithgow, a climate of rationalisation. The Minister of Commerce, he declared, "The large industrial firms have their own shipyard after shipyard, leading that their own fleet of 40,000 men being driven out of the industry. What are the facts? The industry emerged from the last war with facilities for building 3,000,000 tons of shipping each year. The next years, 1923-30, the average output of vessels was just over 1,000,000 tons annually, or one-third of the capacity of the yards. In 1931 the figure fell to 502,487 tons, in 1932 it was 187,794 tons, and in 1933 declined still further to 115,000 tons. Then a moderate recovery occurred, but even so, in 1938 the orders placed were for less than 2,000,000 tons, and in the first quarter of 1939 the contracts were for only 1,000,000 tons. The industry with a rationalised capacity of 2,000,000 tons annually, was facing the gravest crisis in its history. Thousands of yards deserted the industry in the two years after the war of 1914-18, because there was little work for them to do, and even after the rationalisation scheme had been carried out the unemployment rate was higher than in any other industry in the country. —Sir Archibald Clark.

America Merchant Shipping Programme. This country is settling for the long pull in the construction of merchant ships. On March 1 there were 151 vessels of about 2,500,000 gross tons under construction of contract from American yards, which possessed the largest shipbuilding programme in any way under construction. Of these ships, 260 with a tonnage of 1,900,000 are very fast freight carriers with turbo-propelling engines and slow speed. Only about 1,000,000 tons of the entire programme will be finished in 1941, with output approaching 400,000 in the next quarter. The present programme is being expanded to the use of 2,000,000 earmarked for shipbuilding under the Lend and Lease laws. About mid-1943 is the time set for attainment of a production rate of 5,000,000 gross tons. Despite our severe shortage of shipping some 180,000 vessels, now used for coast trade may be transferred to Britain, and the 100,000 tons of Danish, French, German and Italian ships now in our ports will probably be seized and transferred. —The Captain D. Canham.

Death of Sir John Maybin

Governor of Northern Rhodesia

WE DEEPLY REGRET to report that Sir John Maybin, K.C.M.G., Governor and Commander-in-Chief of Northern Rhodesia, died suddenly and suddenly from angina pectoris during a rest at the Government House, Lusaka, on Wednesday, April 10, of last week.

Able, sympathetic, patient, and accessible, he was permitted to promote the policy of co-operation between officials and non-officials inaugurated by his predecessor, Sir Hubert Cross, and a tremendously hard worker, he enjoyed general popularity, and he will be sadly missed not only in his own territory but in the neighbouring British Dependencies with which he favoured increasing co-operation.

He had done everything in his power to promote the war efforts of Northern Rhodesia. Indeed, in that connexion he may well be considered a year casualty, to use a term that for months he had been working far into the night, often not leaving his desk until a few hours before dawn—and this despite the fact that he was suffering from persistent eye-trouble, doubtless the result of this continued overwork.

After graduating at Edinburgh University, he entered the Colonial Civil Service early in 1914, and during the last war was on military duty in France for two years. Altogether he spent 19 years in Ceylon, for about a third of the time on the study and re-organisation of co-operative societies. He transferred to Nigeria as Chief Secretary in 1934, he administered the Government at various times and revealed a keen interest in general financial and economic affairs.

He was the third son of the late Mrs. William Maybin, Rector of Ayr Academy from 1882 to 1910. Sir John, who was unmarried, had been made C.M.G. in 1935 and promoted K.C.M.G. four years later.

The Under-Secretary of State for the Colonies, Mr. George Hall, said in the House of Commons last week:

"Sir John Maybin had given signal proof of his capacity as an administrator. He had great charm of manner, and his outstanding qualities of tact and sympathy and his sterling character won him the esteem and admiration of the people who knew him. The loss of such a distinguished public servant would at any time have been grievous, but in these critical days it is even more grievous.

"What was a well-deserved tribute to a Governor who had dedicated himself wholeheartedly with his family to the cause of the Empire, and who has been considered representative of the public, and who has the courage to set the facts as he saw them above the convenience of compromise."

Mr. M. Logan, the Chief Secretary, is administering the Government, and Mr. Keith Tucker is acting as Chief Secretary.

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From Umjati to London

Secretary to the High Commissioner

When Mr. H. F. Wright, Official Secretary to the High Commissioner for Southern Rhodesia in London, returns in July next on reaching the age limit, he is to be succeeded by Mr. W. C. Robertson, most of whose service has been in the District Courts of Southern Rhodesia. Until recently he was Assistant Magistrate in Bulawayo, and he is now Magistrate and Civil Commissioner in Umjati. At Umjati he was private secretary to the then Administrator. As he has been in the Civil Service of the Colony since 1912, he has behind him a substantial weight of experience. It is well welcome will await him in London, where he will speedily discover that his predecessor has won the admiration of a wide circle during his 14 years in this country.

Mr. J. S. Hughson

Well-Known Rhodesian Business Man

WE DEEPLY REGRET to report the sudden death in Bulawayo of Mr. John Stuart Hughson, joint managing director of Messrs. Harrison and Trough, Ltd., of Bulawayo, Salisbury and Nodda, and one of the ablest and most far-seeing and hard-working members of the younger generation of Rhodesian business men.

Personally popular, he also had a strong following for the practical nature of his contributions to public life, particularly in connection with the development of secondary industries. He had been a member of the Salisbury City Council for only a few months, but in that period he had given new proof of his capacity and vision.

Born in 1899, he served in the last war with the Royal Air Force, and after demobilisation was for 10 years on the staff of the Standard Bank of South Africa. In 1930 he began business in Southern Rhodesia in partnership with Mr. C. E. Harrison as representatives of various British manufacturing firms. They soon developed close connections with all important industries, and Mr. Hughson had for some time been a member of the Salisbury Chamber of Industries and a director of Spa Waters, Ltd., the Rhodesia Reserving Co., Ltd., the Rhodesia Chemical and Fertilising Co., Ltd., and Mazor Products (Pty.) Ltd.

His early death is a distinct loss to Rhodesia.

African Miner's Gallantry

Mubengwa Masende, an African labourer employed by the Nkana Corporation, Northern Rhodesia, was awarded the Edward Medal by announcement in the *London Gazette* last week.

His European boss was putting a charge of dynamite into a mass of rock jammed at the top end of the main shaft. As he finished lighting the charge, the rock gave way under his feet, and he fell 8 ft. and was pinned down by the legs. The dynamite was due to explode; there was more peell in masses of rock still entering the shaft, and the danger of being buried completely by slipping down the shaft.

Leaving himself down the shaft, Mubengwa wedged himself into the side without stepping off the rock, gripped the European miner's arms, and rocked one of his hands free. But it was immediately buried again by a fall of rock. Swearing and cursing, the African miner kept his hands on the shaft until he was able to pull himself up. Fortunately, the dynamite charge did not explode.

The *Gazette* says up Mubengwa's action as "a feat of considerable courage and a disregard for his own personal safety."

British Government and Africans

The new consultation in Jamaica is evidence that the British Government means to alter conditions for the better so far as Africans and West Indians are concerned," said Dr. J. H. Williams last week at the annual meeting in London of the League of Coloured Peoples.

"It is therefore up to us," he continued, "not to be suspicious of their motives, but to take them at their face value and give them the help we can."

Smaller Living

"Smaller living does not mean being caulked," said Mr. A. W. Bell, an M.P. for Northampton, at a dinner in Southern Rhodesia when recently addressing the Salisbury Rotary Club.

"It means the wise spending of one's money. It would be wise during the war for those at present indulging lavishly in entertainments to entertain more moderately, and not to let the money be paid to Government and let it fry or with interest."

Questions in Parliament No Territorial Ambitions in Abyssinia

Mr. Noel Baker asked whether H.M. Government would give an assurance that it had no territorial ambitions in Abyssinia.

Mr. R. S. Baker: His Majesty's Government have no territorial ambitions in Abyssinia. Mr. Noel Baker: I am glad to hear that. I am sure that the British Government will be able to resist any attempt to force upon them any such policy.

Mr. Noel Baker: I think we have heard a good deal about the Emperor's intention to appoint a British officer to take over the administration of Abyssinia. I think we have heard a good deal about the Emperor's intention to appoint a British officer to take over the administration of Abyssinia. I think we have heard a good deal about the Emperor's intention to appoint a British officer to take over the administration of Abyssinia.

Mr. Mander asked the Secretary for War to explain the removal of British civilians from Italian Somaliland; what negotiations took place on the subject; and how many persons had been removed.

Mr. Richard Law, Financial Secretary to the War Office, replied that he had no information of the report. When Mr. Mander asked if the Ministry had not seen a statement to the effect that it had been done without the knowledge of the War Office, Mr. Law replied that the only statement he had seen was a message from Reuters.

Recruitment of Nyasaland Natives

Questions concerning the recruitment of Nyasaland Natives for the Forces were raised by Mr. Creech Jones, who asked whether such Africans would be employed in the territory, and on what duties, whether adequate arrangements were being made for their health and welfare, with dependence on wages and provision for injury and death, and whether regard would be paid to the social and other effects of this additional drain on the manpower of the Dependency.

Mr. Creech Jones: I am glad to hear that the Government are taking steps to improve the conditions of the Natives. I am glad to hear that the Government are taking steps to improve the conditions of the Natives. I am glad to hear that the Government are taking steps to improve the conditions of the Natives.

The rates of pay, etc., approved for the recruitment of Natives were applicable to recruits from Nyasaland. As regards the last part of the question, the question of migration of labour was kept under constant review, with particular regard to its effect on the social and economic welfare of the territories. The Government were satisfied that no undue hardship would be caused by the military recruitment.

Abyssinians and Prisoners Testimony of Lord Rennell

Lord Rennell of Rodd, who in 1941 spent some time in Abyssinia for the British Government, has written a book in which he states that Italian prisoners of war in Abyssinia were treated with great humanity. He writes in his letter to *The Times* on 10th October: "I saw a few Italian prisoners when I was in Abyssinia, when I was in command of a small party of British troops. As the Emperor's army marched towards the coast, the Italian prisoners were made a sort of bogey. I was curious to learn how they had fared. The prisoners did not pretend that their captivity had been a pleasant experience. The Abyssinians, they said, had not much to give, but gave what they had themselves, and there were no grounds for complaint."

I was unable to obtain any evidence of mutilation. It is, of course, possible that any Italians who fell into the hands of uncontrolled border tribes may have been barbarously handled. But from the prisoners coming down to the coast, I heard no complaints.

The Coptic Egyptian Archbishop of Addis Ababa is accessible and communicative. From him we learned that when the prisoners arrived they were distributed among the villages. The Emperor had issued a proclamation to the effect that if there were a dispute between an Abyssinian and a prisoner the issue would not go to trial, but the Abyssinian would be regarded as being in the wrong.

Menelek admitted to me that with his own people he sometimes had "deal drastically" for, as he said, they have "hard hearts." I returned from my brief stay in his capital with no little regard for his receptiveness and sagacity, while he seemed to have displayed unanimity in the peace settlement. Makonnen, father of Haile Selassie, impressed me as a typical African gentleman.

Biography of Sir Charles L. W. Wallis

Mr. J. W. F. Wallis of Box Hill, Salisbury, Southern Rhodesia, has published a biography of the late Sir Charles L. W. Wallis, Lord of the Manor of Box Hill, a great Rhodesian sportsman, in his projected biography.

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Copperbelt Conditions Debated by House of Commons

IT IS THE AGREEED POLICY OF HIS Majesty's Government to give the African in Northern Rhodesia, as well as those other African Dependencies in Tropical Africa, opportunities for satisfying for any past employment for which they are capable, and to supply the requisite educational training. It is important to create conditions in which an increasing number of applicants can be trained for large-scale employment in agricultural, medical, vocational, technical, legal, clerical and the like. We must remember that the pace of this government depends largely on our ability to provide African teachers and give adequate education. It is to supply this demand that such colleges as Achimota and Makerere were founded, and I am glad to say that they are fulfilling their purpose."

These were the words of Mr. George Hall, Under-Secretary of State for the Colonies, in the House of Commons last week.

Mr. Creech Jones's Criticisms.
Mr. Creech Jones has initiated the debate in a speech which expressed regret that the Northern Rhodesian Government had not accepted several recommendations made by a recent Commission of Enquiry. He pointed out that the Commission had recommended in that area at the time of the enquiry, though Major Orde-Brown had previously recommended at least four such appointments, and he urged a well-considered and well-planned labour policy for the whole Colonial Empire.

Having paid tribute to the provision for medical care and sanitation and certain aspects of welfare for their Native employees, made by the copper-mining companies, Mr. Jones charged them, with having always taken advantage of cheap labour, of the lack of organisation among African workers, and of their desire for wage employment because of their poverty and their needs. He was dissatisfied with the tardy concessions now made in respect of wages, bonuses, and overtime, described as "perfectly infamous" arrangements whereby the British South Africa Company are able to pay a perpetual toll on industry in royalties on the work they have done. He stated that the large sums received by the Imperial Government as income tax from the Copperbelt companies should be returned to Northern Rhodesia as a trust fund for social and economic development; asserted that the compensation for the death of a Native mine worker during his employment was on the quite inadequate computation of 34 years' life; and charged the Northern Rhodesian Government with apparent designs to perpetuate the colour bar.

Touchstone of Colonial Administration.
"This," he continued, "is the touchstone of our liberal faith in Colonial administration, and some assurances must be given to the African workers on the matter. If the Africans cannot be admitted to the European trade in pits, the Government must limit European employment and insist upon an increased quota of employment in supervisory jobs to the African workers. The employment of European workers must not be permitted as a reward to be controlled and the Government should declare that European employment must not prejudice the future prospect of the African workers in the industry. We cannot and dare not shut out the Africans in their own land. If life is to advance, the African must be allowed to exercise increasing industrial and political responsibility. It would be unfortunate for the British Government to accept the somewhat specious reasoning submitted by the Northern Rhodesian Government."

"That the British Government will not rest content with Northern Rhodesia as one of the unhappy lands in our Colonial Empire, is a very pleasing

problem. It is a problem which has been written on the minds of the people of Northern Rhodesia, and it is a problem which has been written on the minds of the people of the United Kingdom. It is a problem which has been written on the minds of the people of the world."

Mr. Creech Jones, who had been a member of the Commission, considered that the Northern Rhodesian Government and its responsible officers had been almost anxious to implement the Imperial Government's policy in regard to Native affairs, but that they had been handicapped by inadequate finance. He attributed Northern Rhodesia's trouble to the incursion of undesirables from South Africa, "hitch-hikers who had lost their jobs in other parts of Africa," and he expressed surprise that the Commission had been taken to task by the officers of the Northern Rhodesia Mine-Workers' Union, a body representing the spirit which he condemned.

Steps of the Under-Secretary of State

The Under-Secretary of State for the Colonies recalled that copper exports had increased from £5,000,000 in 1939 to £11,000,000 in 1943, and £6,000,000 in the first half of 1944, the metal now being produced at the rate of about 200,000 tons annually, which meant that Northern Rhodesia had overtaken Canada, formerly the world's greatest producer. In 1925 the revenue of the Protectorate had been only £300,000, but it had been almost doubled by 1939, and for the current year it was estimated at £2,500,000, no less than 70 per cent. resulting from income tax. Some 28,000 Africans and between 3,500 and 3,800 Europeans were now employed on the Copperbelt.

The mining companies deserved tribute for the way in which they had co-operated with the Government in regard to the Commission's recommendations; they had conceded almost everything asked, and in some cases a little more. In some instances the maximum wage had been increased from 25s. to 100s. per ticket, and the surface maximum from 10s. to 90s.

On the subject of the colour bar, Mr. Hall then made the statement which appears at the head of this page.

The only reason why the Government of Northern Rhodesia had not at once initiated discussions with the mines management and the mine-workers' union as to positions to which African workers should be encouraged to advance was, said Mr. Hall, that just as men who had gone into the forces in this country had their jobs kept open for them, so the Government of the Protectorate had the same principle in mind.

The Colour Bar

The attitude of the European mine-workers' union was also to be considered, for the very basis of trade unionism would be broken if such unionists' rights were safeguarded when skilled jobs were done by what might be regarded as unskilled persons. The Colonial Office would certainly not be an obstacle in the way of Africans organising themselves into trade unions, whether they were to do so or not, but he believed the Commission had been right to suggest development of the "elder" system, so that Africans might voice their grievances to the managements.

How difficult some of the questions were was evident from the fact that the missionaries on the Copperbelt advocated a stabilised Native population, whereas the Bishop of Northern Rhodesia and other representative people thought it a great mistake that there should be a stabilised urban population of Africans. Possible fluctuations in the industry were indicated by the fact that from 1929 to 1932 Native employees ranged between 12,000 and 14,000 in the first year and 7,000 in the last. There might, in fact, be "special areas" of distress in Northern Rhodesia as in South Wales and Durham.

The Minister said in conclusion: "I am not satisfied that all that could be done is being done for welfare."

Although we have had some excellent tribute to the work done by the mining companies in Northern Rhodesia, the medical attention of the African workers, there is no any industry in this country where the mine worker or industrial worker is weighed before he goes to work and is weighed every month to see whether his weight has been reduced, and if it has, is referred to a medical man for the purpose of ascertaining the cause, and if illness is the cause, is sent to a hospital to see whether his health can be restored?

I do not suggest that everything is what it ought to be. I do not like the fact that the more beer that is sold in the Copperbelt, the more money is set aside for welfare work, but we have to keep in mind the fact that it took nearly 60 years of mining development in this country before we were able to establish the Miners' Welfare Fund, which does recreational, recreational and welfare work in the mining districts.

Cotton Importers and Distributors, Ltd.
The new organisation of Cotton Importers and Distributors, Ltd., a new organisation composed of representatives of the Liverpool and Manchester Cotton Associations, which was set up over the summer, and performed by the directors before the closing of the Liverpool cotton futures market, include Mr. Walter W. Barrett, President of the Liverpool Cotton Association, and Mr. Walter W. Barrett, a director of Messrs. Smith, Cotton and Barrett, and of the Liverpool and the company, Ltd., and a member of the Executive Council of the 1948 East African Board.

An amendment to the Trade Unions Ordinance is to be introduced in the Kenya Legislative Council with the object of bringing the law relating to trade unions into closer conformity with that existing in other parts of the Empire by making provision for the safeguarding of unions against actions for tort.

Preserving Their Heritage

For Returning African Soldiers

The Governor of Nyasaland, accompanied by Mr. Eric Smith, Acting Senior Provincial Commissioner, recently visited the troops in Kenya, and on their return Mr. Smith wrote a report for the local Native newspaper. He said, *Inter Alia*:

We all have good cause to be very proud of our soldiers. They have earned for themselves and for you a reputation that Nyasaland produces not only good and brave fighters, but also men whose behaviour on all occasions is an example to others. Therefore those who are left at home should work hard and preserve their fields, and their streams, and their trees, so that this land of ours will produce good crops and be a productive and fruitful land to which our soldiers will return when we have won this war.

The one matter which was found to be troubling the Nyasaland *askari* on service further north was the absence of letters from their wives and relatives, and Mr. Smith therefore strongly urged the people at home to write frequently to get friends in the village to write if they could not do it themselves, and to make certain that the envelopes were clearly addressed, since so many letters could not be delivered on account of illegibility.

Air Mails for the Forces

A special air mail post-card service between this country and the Middle East is to be introduced for the Forces. Post-cards will be carried the whole way by air at a charge of 2d. In the homeward journey an air mail letter-card service has been introduced by the Army Postal Service for the Forces in the Middle East outside Egypt.

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WEST MINING NEWS Company Progress Reports

Tan Tan Gold Mine—March output: 4,040 tons. Profit: £1,040.

Kenton—Production for March at the Gwelo mine totalled 3,668 fine oz. gold for 14,775 tons milled.

Globe and Phoenix Gold—Output for March: 6,100 tons milled, yield 13,077 oz. fine gold; profit: £16,624.

Kagera—March output: 287 1/2 oz. gold, valued at £2,120 and 28 tons tin concentrates, including 3 tons from tributaries.

Lonely Reef—During March 7,700 tons of ore were crushed and 21,000 tons of accumulated slimes were treated for an output of 754 oz. fine gold. Estimated profit: £2,181.

Kavirondo—During January the Kakamega mill crushed 694 tons for a production of 321 oz. fine gold and from 600 tons crushed at Chausu the yield was 254 oz. fine gold. Total output: 575 oz. fine gold.

Roster Mine—During March 5,000 tons were milled for a production of 2,600 oz. fine gold, valued at £16,800. Working expenditure: £6,580. Development: £2,500. Estimated surplus: £7,682. Capital expenditure: £210.

New Saxe Mines—Quarterly progress report from this property, formerly owned by East African Goldfields Ltd., states that 13,663 tons were milled for 3,812 oz. fine gold and 3,182 oz. silver. Production exceeds the amount called for by 103 1/2 oz. fine gold. Development: 804 tons preparation, 82 1/2 tons.

Contract for shafting No. 3 level from No. 1 shaft has been let and is proceeding as fast as the air available permits. Heavy rains interfered with development generally during the latter half of the period, necessitating the use of a great proportion of the available air for water pumping from Nos. 1 and 2 shafts of the main mine. Frequent stoppages continued by the erratic service of the two Humboldt engines, one of the engines has been completely equipped with new heads, and two more heads of the balance of six still on order arrived in January. Shipment of the new Crossley engine from the States has been promised for April.

All-in cost of production for 1940 worked out at Shs. 22 1/2 cts. Suggested to audit cost per oz. during the year, subject to audit, was Shs. 140 30 cts. It was expected that all the 1940 tuition would be liquidated by March 31 if the annual audit taking place immediately after. At the next meeting of shareholders a proposal will be submitted altering the end of the financial year from December 31 to September 30.

Mining Personalia

With regret we announce the assumed death of Mr. M. Mackiligin, the well-known consulting engineer whose ship was torpedoed while homeward-bound from Colombia. Mr. Mackiligin has paid two visits to the Gwelo mine in Tanganyika Territory owned by Kagera Gold Areas Ltd., and his extensive experience has proved valuable to the company in framing its future programme of development. A well-known figure in the mining profession, he was for some years manager of the Gwelo Gold Mining Company in Southern Rhodesia, where his was a noble life and the life of the property for some years after his death had been predicted. After serving in West Africa and Brazil he had been for some years a partner in the firm of Fellow-Wright and Company.

Mr. C. Anderson and Mr. W. J. A. R. Schell of East London, Southern Rhodesia, have been elected associates of the Institution of Mining and Metallurgy, and Mr. D. V. S. Dunn, of Bushbuck, and Mr. J. A. Korschel of Entel Flats, have been elected Students of the Institution.

Mr. Kenneth B. Taylor, M.C., M.Inst.M.M., younger son of the late Mr. and Mrs. E. S. Taylor, had senior partner of Messrs. John Taylor and Sons, the mining engineers, died last week at the age of 49. His firm is actively associated with East African mining progress, and he was an engineer for Kavirondo Gold Mines Ltd.

Lufri, Ceased Operations

Last November the shareholders of Lufri Gold Areas Ltd. approved a scheme of capital reorganization which appeared to give the property a fair prospective progress. Now comes the news that mining operations are to cease because the new money which the directors hoped for was not forthcoming. It will be recalled that the board then expressed its complete confidence in the property, which, will, it is to be hoped, be reopened when funds once more become obtainable for mining in the Colonies. In the meantime the mine will be in a state of care-and-maintenance basis.

Closing of 'The Lonely Mine'

Latest news from Southern Rhodesia brings many expressions of regret at the decision to close down the Lonely Mine, which was at one time the pride of the Colonies' gold and tin production. The mining correspondent of "The Rhodesian Herald" writes:

"Every mine which has returned to the next dust, and there have been many outstanding consequences in the past. The early owners of the Lonely mine would have sacrificed anything to find their property change. It was an interesting story to learn how the owners' new life was the Lonely Mine."

"We cannot afford to allow our great mine to disappear if there are any possible means of saving them, even though they are no longer capable of providing adequate dividends. It would be interesting to know what, if any, are the possibilities of the Lonely being kept going, always in the presence of obstacles and a determination to do the best possible. The loss of the Lonely is a national disaster which should not have happened if there were any means of prevention."

Lonely had passed the million ounce production mark in the back of 1932, to which date the output had realised £4,591,440. The average grade to that time was 14.7 dw. per ton.

Roan Antelope Interim

Roan Antelope Copper Mines Ltd., have declared an interim dividend of 5% compared with an interim distribution of 70% last year.

Rhodesian Corporation

Rhodesian Corporation, Ltd. announces in its annual report for July 31, 1940 that the profit for the 12 months was £30,800. After deducting £24,000 transferred to reserve and other allocations there remains a credit balance of £6,800 which it is proposed to carry forward. Operation of the Lonely mine resulted in 1,800 tons crushed, yielding 3,800 oz. fine gold, in addition 15,000 tons fine gold were produced from accumulated slimes treated. Gross profit for all mines was £24,630.

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Of Commercial Concern

Over 400 factories are now operating in Southern Rhodesia.

The British East Africa Corporation, Ltd., have been appointed agents in Salisbury for the British Thomson-Houston Company, Ltd. of Rugby.

The Bulawayo and Salisbury Chambers of Commerce contemplate the dispatch of a trade delegation to the Belgian Congo with the object of increasing Rhodesian exports.

Uganda exported 20,000 bars of cotton during January. The latest crop reports from Uganda state that the prospect for the current season is fully up to expectations and that the grade is good.

Food crops have improved in many districts of Nyasaland, but cotton prospects are poor. Tobacco gardens are healthy and little use is required. The outlook for the vegetable market from Kotea area is described as very good.

Opposition to the Williamson's Compensation Bill has been expressed by the Salisbury Chamber of Commerce, which has urged that the measure should not become operative until Southern Rhodesia can itself underwrite the insurance.

It is officially estimated in Southern Rhodesia that the area under tobacco in the Colony this season is distributed as follows: fire-cured, 1,040 acres. This is an increase of approximately 3,200 acres of fire-cured and a decrease of about 100 acres of fire-cured compared with last year.

The Kenya Government has guaranteed to accept all wheat produced from plantings in 1941 for No. 2 grade a minimum price of 1s. 0d. per bush to be paid for No. 3 grade. The No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 12, and Nos. 13 and 14.

Zanzibar exported 24,397,037 lb. of cloves during 1940, this being somewhat above the average quantity. The Dutch East Indies were the largest purchasers with 14,687,590 lb., or 57.75%; India came second with 4,364,598 lb., or 17.89%; and the U.S.A. third with 4,182,252 lb., or 17.14%. The United Kingdom and the Continent together took 908,980 lb., or 3.70%.

It is officially announced that, in order to maintain the East African sisal industry at a reasonable level in war-time, H.M. Government has agreed to purchase 100,000 tons of the Tanganyika, Kenya and Uganda sisal crops due to come forward between November 1, 1940, and October 31, 1941. The purchase will be undertaken by the Ministry of Supply. This arrangement was forecast in our columns some weeks ago.

News Items - Brief

... being involved in ...

... now forbidden to enter the Livingstone ...

The Rent Restriction Ordinance of Southern Rhodesia prohibits the charging of rents in excess of those charged on August 1, 1939.

Increasing quantities of anti-venom serum for malaria are being prepared in South Africa for the use of troops serving in East Africa.

A training institute for Native boys has been started by the Methodist minister at Bulawayo in Rhodesia. The cost of the building was contributed by the Government.

Salisbury City Council is considering the inauguration of a weekly parade as a tribute to the military services. A similar proposal has been rejected by the Bulawayo Town Council.

The annual report of the London Zoological Society states that more than 50 high explosive and 70 fire bombs fell in the London and Whipsnade gardens last year. At Whipsnade a young giraffe and a few antelope died from fright.

Over £25,000 provided for publicity by the Southern Rhodesian Government in last year's budget, £6,000 was spent before December 31. A further sum of £5,500 was voted later in connection with the New York World's Fair.

The European hospital in Lilongwe, Nyasaland, is to be mosquito-proofed, and the Northern Province Association has offered to contribute half the cost, which will be in the neighbourhood of £134. Last year the hospital accommodated 72 European cases.

Two enemy alien women were recently sent to prison in Salisbury for two weeks for a violation of the defence regulations. They had been found out of their house at 3.30 p.m. though ordered to remain at home from 10 p.m. to 6 a.m. It was stated that similar offences had been committed on three occasions despite warnings.

Three American tobacco experts are to be admitted to Southern Rhodesia for the tobacco auction season. Mr. H. H. Davies, Minister of Internal Affairs, said in Parliament recently that he had been unable to re-engage the men who had previously done the work locally, but that the arrival of the new experts probably meant that Rhodesias would learn the work, and that better prices would be realised for the growers.

Considerable extensions are being made to Beira's petrol and fuel oil installations. One oil company is erecting three new storage tanks, two of which will accommodate about a million gallons of spirit each, while the third will hold 500,000 gallons of diesel oil, and another company has under construction one petrol tank with a capacity of 1,000,000 gallons and a motor for aviation spirit and paraffin, as well as a building for the blending of methyl spirit.

Railway Commission's Power

A disagreement arose some months ago between the Rhodesia Railway Commission and Rhodesian Railways in regard to a decision of the Commission concerning the railway accounts for the year ended September 30, 1938, when £467,888 was given as the estimated liability for income tax. After the Commission had approved the accounts it appeared that the estimated liability for U.K. income tax was £1,000,000. The Commission's contention that it possessed no power to review a decision made in the ordinary course of accounts has been disputed by the railway, the point of view of which has been upheld by a special committee at Salisbury.

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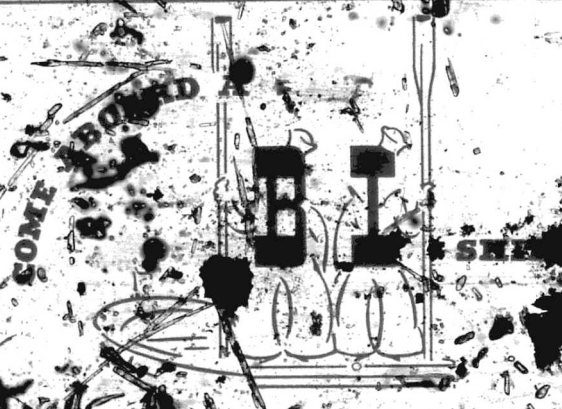
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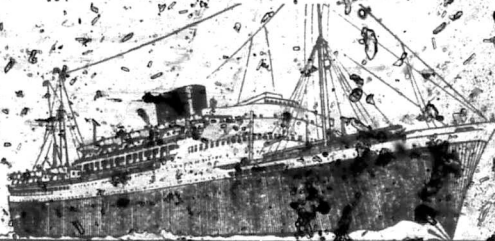
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