### HUSBANDS



BINOCULAR PEOPLE

**EVENING POST** 

No. 11,094-5d. The paper all Bristol asked for and helped to create Wed., Mar. 27 1968



## Big pay claim by engineers rejected

Engineering Federation today declined to meet a claim for a substantial wage increase and better conditions for three million workers.

Mr. Desmond Donnelly.

silent as

Donnelly is

expelled

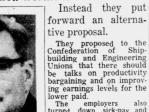
by PETER CARVER

whelming vote.

The meeting accepted a suggestion from the Prime Minister that the Cabinet and the N.E.C. should get together at Downing Street on April 28 to discuss the economic situation.

During the general secretary Mr. Len

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The employers also turned down sick-pay and pensions schemes, a third week's holiday and equal pay for women.

#### The biggest

But they said that job measurement to ensure a fair reward for the job done would apply equally to men and women. **Brown stays** 

The unions' claim was the biggest since the Government imposed emergency restrictions in July 1966.

July 1966.

They asked for a substantial wage increase, without naming a figure, a shorter working week, increased overtime pay, longer holidays, equal rates for men and women and a noncontributory pension scheme. by PETER CARVER
Mr. George Brown, who
Labour Party's Deputy
Leader, sat silently opposite
Mr. Wilson for most of the
Party's National Executive
meeting this afternoon.
He spoke only briefly tog
give a short report as chairman of the Home Affairs
Sub-committee.
Mr. Brown even abstained
from the one vote in the proceedings—in which the decision to expel Mr. Wilson's
chief Labour critic, Mr. Desmond Donnelly, M.P. for
Pembrokeshire, was taken.
Mr. Donnelly's expulsion,
on the grounds that Mr. Don
nelly had "failed to adhere
to his constitutional obligations to the Labour Party,
was approved by an overwhelming vote.

The meeting accepted a

They proposed a new long-term agreement to follow the three-year "package deal" which expired at the end of last year.

#### Employers' plan

The employers today put forward a three-point plan. FIRST: Both sides should sit down together nationally and agree in general terms

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Who were the Secret Sweeties? They were girls with a far from sweet job. . . read all about them and their dangerous task in to morrow's EVENING POST. And that's not the only reason for buying tomorrow's paper. Just look at these attractions: ANOTHER DREAM comes true tomorrow. Will it beyours Even if it isn't, you can be sure it makes a



Wars come and wars go; life changes little on the farm. Mr. Loder pictured toda y at his 200-acre farm in Som erset.

## LED A SECRET BAND SOMERSET GUERRILLAS

by RAY STOKES

Many times during the Second World War, farmer asked: "What are you do ing for your country? But it is only in the past

few days that Mr. Loder. who runs a 200-acre farm at Podimore, near Ilchester, has been able to answer that question.

For his war-time role
was vital—and secret,
He was the leader of a
group trained in guerrilla
varfare who would have
sprung into action if the
Germans had invaded this
country.

Germans had invaded this country.

Mr. Loder, now aged 50, was given special permission by the Ministry of Defence to tell the Evening Post about his wartime activities following the publication of the book "The Last Ditch" which discloses the existence of this "secret army."

For 28 years, Mr. Loder has kept his secret — even from his family —

**EVENING POST** 

## Tells story of a man whose lips were sealed

although at times it proved embarrassing.
During the war years, he was several times sneered at by by people who thought he was doing nothing for the war effort—and because he was sworn to secreey was unable to defend himself.
"I just used to ignore the comments, although it was a bit embarrassing," said Mr. Loder as we chatted in his 17th century thatched farmhouse today. His activities in Auxiliary. Units — the official name for the guerrilla groups—could have come from the pages of a schoolboy adventure story.

It started in 1940 when Mr. Loder volunteered to join the Local Defence Volunteer,—soon after to become the Home Guard.
Later that year, he was approached by a senior officier and asked if he

ould undertake a secret assignme:.t.

He agreed — although
he wasn't given any
details.

Mr. Eric Loder was

he wasn't given any details.

At a later interview, he was told to pick five other local men to form an Auxliary Unit.

He picked his team—all of them, like him, farmers'sons who knew every ditch and hedge of the local countryside.

The men he picked were Dennis Ford, who now lives in Taunton, John Denning, Glyde Scammell, Bob Hillyer and George Hutchings, who all still live in the area.

Mr. Loder, who had the rank of sergeant, was promoted Lieutenant. He then went on a course to Coleshill, in Wiltshire, to learn the arts of unarmed comb at, the use of weapons, grenades, explosives and sabotage techniques.

#### Hide-out

All this information he passed on to his group during their training session—most of which were held in his home, Church

Farm. The group also had a secret hide-out — dug into the side of a hill near Sparkford. Mr. Loder chuckled as he recalled: "We tried to



# WILSON TO **DISCUSS**

Prime Minister Mr. Harold Wilson will discuss the future of the West when he comes to Bristol in May.

He plans to meet the Regional Economic Planning Council on Friday, May 10, after he opens the million Avonmouth

### Learners to pay more

Fees for driving lessons are to go up from 25s. an hour to about £2 an hour, the Motor Schools' Association decided today.

extension to the Imperial

extension to the imperial Smelting Company's works. Like all regional engage-ments, Mr. Wilson's visit to the West is subject to post-ponement, so that he can attend to urgent State busi-ness.

ness
A spokesman at 10, Downing Street said today:
"The arrangements are still very tentative, because of the problem of looking so far ahead.

#### Pencilled in

Fees for driving lessons and hour to about £2 an hour, the Motor Schools' Association decided today.

But, said their general secretary, Mr. Pat Murphy, this would not increase the overall cost of learning to drive.

"We are urging streamling of instructional methods," he said.

With present methods aftiver takes about 20 hours instruction behind the wheel costing £25—and 52 per cent of them fail.

The new idea is for a learner to spend only 12 hours behind the wheel, costing a just £24 at the higher price, and the other eight lessons in the classroom for about three shillings a lesson.



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## **Hole in the Wall**

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