

and I had intended to go home to dress for dinner with the Timber Trade Federation but there is not [enough] time, so I have come to a restaurant for a meal and while it is cooking I will write you a note on the back of the invitation cards. My writing is not so clear as yours, unfortunately, owing to my habit of dictating to stenographers.

It amused me to read your cutting from a Dutch paper about the film concerning London, upon which I have been engaged, - for I had seen no mention of it in English papers (which I have little time to read). This year I am particularly busy because I am president of the Chartered Surveyors' Institution and also of the Junior Institution of Engineers. Thus I have little leisure to bestow upon my two grandsons.

In bidding you "goodbye", let me say how much I hope that you will play a useful, helpful part in life and try to make other people happy, - at the sacrifice of your own interests:

*"Und setzet ihr nicht das Leben ein,
Nie wird euch das Leben gewonnen sein."*

I expect you read German poetry.

With all good wishes

*Sincerely yours
(Bressey's signature)*

Indeed, the two cards are dated on the same day: 22 March 1939. I hope Bressey had already taken his decorations with him that morning, which were required at the dinner that evening ...

At home I searched internet for information on this man. Judging by his invitation cards, he should surface somewhere in the upper regions of society. He did - although the Wiki page on him had not been published yet; it was published 14 February 2009.

Sir Charles Herbert Bressey (3/1/1874 – 14/4/1951) was the son of an architect, received a thorough education and went to France and Germany for further schooling. During World War I he was a military road engineer in France and Belgium. In 1919 Bressey became Divisional Road Engineer for the London area, climbed up in the hierarchy until he succeeded his boss Sir Henry Maybury as the Director-General of Roads in 1928. In 1935 he was appointed by the Minister of Transport to prepare a report on London's future road transport requirements, up to the mid-1960s. He retired in 1938.