

Khartoum 1931.



"Turn-in."

Bournemouth 1931.



Charles, May, & B.F.F.



at Caister 1931.

Charles & Daddy
at Bournemouth.Cambridge / 31.
Rosemary Ian

Joan.

Caister. July 1932.



Helen Miller 27 months
July 1932.

1932

Saturday, February 20, 1932.

1931
FOREIGN DECORATIONS

LICENCE TO WEAR GRANTED

It is announced in the *London Gazette* that the King has granted Royal licence and authority to the following to wear the foreign decorations named that have been conferred upon them:—

BY THE PRESIDENT OF THE FRENCH REPUBLIC

Major (Acting Lieutenant-Colonel) Charles James Clarke, D.S.O., Royal Engineers (now Colonel, retired pay), French Croix de Guerre with gold star, conferred on November 15, 1917, and notified to H.M. Government on January 22, 1930.

BY THE KING OF EGYPT

ORDER OF ISMAIL, INSIGNIA OF THE THIRD CLASS.—Mr. Arthur Douglas Deane Butcher, C.B.E., Director-General, Southern Nile; Mr. Geoffrey Parker, Inspector-General, Sudan Irrigation.

ORDER OF THE NILE.—Insignia of the Second Class.—Mr. Douglas Erith Derry, M.C., M.B., Ch.B., Insignia of the Third Class.—Mr. Francis Douglas Baker, M.C., Assistant Commandant, Cairo City Police; Mr. James Henry Costworth, Sub-Director General, Alexandria Municipality; Mr. John Edgar, Inspector of the English Language, Ministry of Education, Government of Egypt; Mr. William Morling Hayes, O.B.E.; Mr. William Francis Hean, Commandant, Alexandria City Police; Major Claude Scodamore Jarvis, Governor, Sinai Province; Mr. Walter Dingle Knight, Deputy Chief Mechanical Engineer, Egyptian State Railways, Telegraphs and Telephones; Mr. Richard Murray, Director of Telephones, Cairo; Mr. John Harvey Woodville Rowntree, M.B.E.; Major Ernest William Slaughter, M.B.E., M.I.Mech.E.; and Mr. Richard Emrys Thomas, Insignia of the Fourth Class.—Mr. Fred Shaw, late Sub-Director and Chief of Division of Control of Plant Diseases, Government of Egypt.

Conferred on the following British officials in the service of the Sudan Government:—

ORDER OF THE NILE, INSIGNIA OF THE SECOND CLASS.—Dr. Theodore Dyke Arland, M.D., F.R.C.P.; Sir Nigel George Davidson, C.B.E.; Mr. Arthur James Croft Huddleston, C.M.G., O.B.E.; and Mr. Harold Alfred MacMichael, C.M.G., D.S.O., INSIGNIA OF THE THIRD CLASS.—Mr. Robert Edward Hartwell Baily, O.B.E.; Mr. Gordon Brock Bridgman; Mr. Charles George Dupuis; Mr. Arnold John Forster, M.B.E.; Mr. James Angus Gillan; Mr. Philip Francis Hamilton-Grierson, M.B.E.; Mr. Frank Betham Hardinge; Mr. Alban Berkley Butts Howell, M.B.E.; Mr. Henry Cecil Jackson; Mr. Leonard Fielding Nalder, C.M.G., C.I.E., C.B.E.; Mr. James del Sandys; Mr. Edwin Geoffrey Sarsfield Hall; Mr. Harold Walsley; Mr. Reginald Koble Winter; Mr. Frederick Trestrail Clive Young.

INSIGNIA OF THE FOURTH CLASS.—Mr. Cyril Lionel Armstrong, D.S.O., M.C.; Mr. David Jardine Bethell, M.C.; Mr. Ernest Richard Branton; Mr. Edgar Richard Burgess; Mr. William Seymour Dean, M.B.E.; Mr. Edward Scott Fiddes; Mr. Alfred Roper Ginn; Mr. John Almeric de Courcy Hamilton, M.C.; Mr. William Lovelidge Haywood; Mr. Nell Barclay Hunter; Mr. Henry Bennett Johnston; Captain Herbert Frederick Kidd, M.B.E.; Mr. Andrew Lowden; Mr. Reginald Ernest Masey; Mr. Robert Cecil Mayall, D.S.O., M.C.; Mr. John Wilson Edington Miller; Mr. James Guthrie Monteath; Mr. James Norrington; Mr. Harry Francis Nottage; Mr. Jose Campbell Penney, M.C.; Mr. Cecil Augustus Phillips, M.C.; Captain Mansel Glasbrook Richards, M.C.; Mr. Challen Hasler Luffkin Skeet; Mr. Angus Campbell Walker, M.C.; and Mr. Charles Edward Joseph Walkley, M.B.E.

INSIGNIA OF THE FIFTH CLASS.—Mr. William Albert Annals; Mr. Frederick Thomas Beckinsale; Mr. Gordon Boaler; Mr. Edward Gomer Bolland; Mr. Albert John Boscott; Mr. Thomas Cockburn Bramah, M.B.E.; Mr. James Cook; Mr. Robert Feaster; Mr. Hector Ernest Florida; Mr. Clive Digby Fowles; Mr. Sayad Ahmed Hassan; Mr. Charles Samuel Wilson Hewkill; Mr. Charles Ramsay; Mr. Joseph Rhodes; Mr. Bernard Charles Shea; and Mr. Robert William Ward.

BY THE KING OF NORWAY

INSIGNIA OF A CHEVALIER OF THE 1ST CLASS, ORDER OF ST. OLAV.—Mr. James Earnshaw, Honorary Vice-Consul of Norway at Amble, Northumberland; Mr. John William Hogarth, Honorary Vice-Consul of Norway at Birby; Mr. Oscar Massicks Hurlston, Honorary Vice-Consul of Norway at Barrow-in-Furness; Mr. John Meek, Honorary Vice-Consul of Norway at Gool; Mr. George Washington Sandell, Honorary Vice-Consul of Norway at Southampton; and Mr. Frederick Spashett, Honorary Vice-Consul of Norway at Lowestoft. INSIGNIA OF A CHEVALIER, 2ND CLASS, ORDER OF ST. OLAV.—Mr. William Henry Cole, Honorary Vice-Consul of Norway at Bristol; and Mr. Henry Josiah Tremellen, recently Vice-Consul of Norway at Brixham.

BY THE KING OF SIAM

Mr. Charles Douglas Gee, of the Siamese Irrigation Department, Insignia of the Second Class of the Order of the White Elephant.

BY THE KING OF SWEDEN

Mr. Walter Tremayne Bond, Honorary Swedish Consul at Port Said, the Insignia of Chevalier (First Class) of the Order of Vasa.

BY THE SULTAN OF ZANZIBAR

ORDER OF THE BRILLIANT STAR OF ZANZIBAR, INSIGNIA OF THE THIRD CLASS.—Mr. William Glasbrook, M.C., and Mr. Robert Eustace Montgomery, M.B.C.V.S., INSIGNIA OF THE FOURTH CLASS.—Dr. Salvador Michael Vassallo, M.D., F.R.C.S.

DEATH OF
DR. FORDYCEPopular Cambridge
Medical Practitioner
COUNTY ALDERMAN &
TOWN COUNCILLOR

We regret to record the death of Dr. Boston Elphinstone Fordyce, which took place in a nursing home at Cambridge yesterday. Dr. Fordyce was one of the oldest and best known medical practitioners in Cambridge, having practised in the town for over 40 years. He retired about two years ago and went to live at Bournemouth. He had been in failing health for some time and returned to Cambridge about a week ago in order to receive attention at a nursing home.

ELECTION TO COUNTY COUNCIL.

Dr. Fordyce, who was an M.B. of Edinburgh University, was born at Duns, Berwickshire, in 1858, and came to Cambridge in the early nineties and soon became known as one of the ablest and most popular medical men in the locality. For some time he represented East Anglia on the British Medical Association. In 1895 he was elected a member of the Cambs. County Council, of which body he became an alderman in 1907. He was re-elected in 1913 and remained on the Council until May, 1914, when he resigned. During his 19 years' service on the County Council he did valuable work on the Local Government, Public Health, County Boys' School and other committees of the Council and the Fulbourn Mental Hospital Visitors.

It was not until November, 1922, that Dr. Fordyce became a member of the Town Council, and he represented West Chesteron Ward until he retired in 1926. His committee work was chiefly on the Public Health and the Maternity and Child Welfare Committees. He had previously been a member of the old Chesteron Urban District Council.

A STAUNCH CONSERVATIVE.

A staunch Conservative, Dr. Fordyce was an active supporter of Mr. Almeric Paget, to whom he rendered yeoman service during that gentleman's campaigns in Cambridge against Mr. Stanley Buckmaster. He also assisted Sir Douglas Newton in his earlier contests in the Borough.

He succeeded ex-Councillor Miller as chairman of the North Chesteron Ward, when that gentleman retired through ill-health, and during his term of office in that capacity he was a member of the Conservative Consultative Council and of the Central Executive Committee.

At one time Dr. Fordyce took a great interest in the old C.E.Y.M.S., particularly the Harriers' Section, of which he was president, and to whom he presented a cup.

He married Mabel, youngest daughter of Dr. Moxon, of Northampton, and he leaves two daughters and one son, Mrs. Ashley Tabrum, Mrs. Angus Walker and Capt. C. E. Fordyce, Seaforth Highlanders.

The funeral will take place in London on Monday.

FORDYCE, ON 19th February, 1932, at a nursing home in Cambridge, Boston Elphinstone Fordyce, M.B., 77, Stelling-road, Bournemouth, formerly of 61, Chesteron-road, Cambridge, aged 73 years.

1932.

Easter 1933

BIRTHS

BLANFORD.—On Aug. 18, 1932, at 10, Windermere-yark, Ramoon, Burma, Peggie, wife of HARRY R. BLANFORD, O.B.E., I.F.S.—a son.

CRUTTWELL.—On Aug. 19, 1932, at Driftway, Leatherhead, Surrey, to CAROLYN, wife of PATRICK ERSSINE (CRUTTWELL)—a daughter.

DECOCO-CONTI.—On July 26, 1932, at Cannes, France, to JOSEPHINE (née Le Jeune), wife of RENE DECOCO-CONTI—a daughter (JACQUELINE).

ELLIOTT.—On Aug. 19, 1932, at a nursing home, to HILDA WYATT, wife of PHILIP RUSSELL HALLER ELLIOTT, of Station-parade, Ealing Common—a son.

GODFREY.—On Aug. 18, 1932, at 2, Sydenham-road, Croydon, to BARBARA MARY (née Dixon), wife of ARNOLD P. GODFREY, of Little Gables, Old Coulsdon—a son.

HILL.—On Aug. 16, 1932, to BETTY and HAROLD HILL, of Greenways, Oakfield Glade, Weybridge—a daughter (CAROLINE BARNINGTON).

HUTT.—On Aug. 11, 1932, at 16, Gilkes-crescent, Dulwich Village, S.E.21, to OLIVE VIOLETTE and JOHN HUTT—a son (COLIN VIOLETTE).

MALLARY-DEELEY.—On Aug. 18, 1932, at Slater's Oak, Effingham, Surrey, to Mr. and Mrs. G. M. M. MALLARY-DEELEY—a daughter.

MILLARD.—On Aug. 18, 1932, at 62, Derby-road, East Sheen, S.W.14, to MARGARET JOSEPHINE (née Tanner), wife of P. LEONARD MILLARD—a daughter.

MILLER.—On Aug. 18, 1932, at 35, Bedford-gardens, W.8, to FRANCES, wife of CLAUDE ST. JOHN GARLE MILLER—a son.

SEARS.—On Aug. 19, 1932, to BABS (née Dodge), wife of H. P. SEARS, of 72A, High-street, London, N.W.8—a son.

SPOTTISWOODE.—On Aug. 18, 1932, at Aldershot, to JOAN, wife of MAJOR J. SPOTTISWOODE, M.C., R.E.—a son.

TATHAM.—On Aug. 19, 1932, at 27, Welbeck-street, to MARY, wife of W. H. TATHAM—a son.

WADE.—On Aug. 17, 1932, at Red Roof, Bessemer, Doncaster, to NORMAN (née Coke), wife of ROWLAND W. WADE—a daughter.

WALKER.—On Aug. 18, 1932, to ELSEN, wife of ANGUS C. WALKER, Sudan Political Service, of "Easthaven," Caister-on-Sea, Norfolk—a daughter.

WIKLER.—On Aug. 29, 1932, at Feathercombe, Hambledon, near Godalming, to BETTY, wife of CAPTAIN LESLIE WIKLER, The King's Own Yorkshire Light Infantry—a daughter.

WRAGG.—On Aug. 19, 1932, at Bedford Lodge, Newmarket, to MARJORIE, wife of HARRY WRAGG—a daughter.

DOROTHY MARGARET,
AUGUST 18TH, 1932.

Mrs. Angus C. Walker

returns thanks for kind enquiries

and congratulations.

"Easthaven,"
Caister-on-Sea,
Norfolk.

at Caister
Nov. 1932



F.K.W.
Charles
Ian
M.D.F.
at Eastham



Ian & Dorothy at Easthaven.

1933.



PUZZLE No. 1508

Scene and would that more housewives knew of the delicate lemony flavour, sweet basil, caraway, coriander, dill, fennel, lavender, lovage. What tasty memories do the names conjure up! Trim, box-edged paths—swishing, capable skirts held clear of the dew on a hot June morning—sweet-smelling linen—housewife brews—well-filled store rooms, and always bees. Then there is marjoram and mint, rose-mary — Shakespeare's favourite — sage, savoury, sweet cicely, tansy (do any of my readers, I wonder, remember being forced to drink tansy tea by their grandmother, as I was?). The herb garden offers unlimited opportunities. It cannot be excelled in attractiveness and unique charm. The herbs, for the most part, are hardy perennials, and, when once established, require little care beyond the usual hoeing and weeding. Every gardener should have a herb corner, however small, if only because it means an added zest to life.

DEATH.
BYRNE.—Suddenly, on February 7th, 1933, at 31, Millington-road, Cambridge, Dorothea Byrne.—Funeral on Thursday. Service in St. Mark's Church at 3 o'clock.



Daphne Louden 1933.

Gran, Ian & Dorothy
at Easthaven.

THE LAND AGENTS' SOCIETY

RESULTS OF ANNUAL EXAMINATION

The following candidates have passed the fourteenth annual examination of the Land Agents' Society (Incorporated by Royal Charter), held in London and Edinburgh in March:—

PART I.—G. T. Bailey (Cirencester); *J. W. G. Birkbeck (Norwich); J. E. Charlton (Cirencester); A. H. B. Childs (Cirencester); F. M. Dwyne (Rotherham); P. F. Easto (Barnsley); A. L. Findlay-Wilson (Aberdeen); J. R. F. FitzHerbert (Cirencester); F. R. Ingham (Cirencester); G. J. H. Johnson (Cambridge); R. H. Johnston-Stewart (Whithorn, Wigtownshire); A. J. Langdon (Cambridge); A. Macdarmid (Cirencester); C. A. Martin (Rugby); E. J. Mather (Salisbury); C. G. Morrish (Warwick); *T. P. Douglas Murray (Dundee); G. T. A. Ogilvie (Canonbie); E. F. Hyde Parker (Hertford); B. E. Peacock (Cirencester); B. J. S. Proud (Newcastle-on-Tyne); C. H. S. Radout (Cirencester); T. B. Stephens (Hertford); J. W. Weld (Arundel); D. R. Whitaker (Biggleswade); E. R. M. White (Woodbridge); W. R. Wing (Fiskerton).

PART II.—L. C. Borthwick (Cromer); P. A. Broke (Impington, Cambs.); J. M. Burr (Dundee); H. A. Chalcraft (Winchester); K. A. Clark (Haltwhistle); J. F. Croome (Wooler); F. G. Eaton Evans (Lincoln); H. A. Edwards (Maidenhead); R. M. H. Evans (Lincoln); W. D. D. Evans (Bangor); F. W. S. Evans (Leeds); W. J. S. Field (Basingstoke); C. M. Floyd (Winchester); C. E. Fodgett (Eastbourne); J. F. N. Grange (Woldingham); C. Gray (Skelmorlie); N. K. Green (Shrewsbury); T. H. Ives (Harrogate); E. S. Jubb (Manchester); R. G. Kirkwood (Bath); R. A. Langford (Alcester); J. C. Lyddon (Chester); *P. A. Luxmoore May (Maidenhead); J. Milne-Redhead (Warwick); J. C. Ponsonby (Lymington); J. Sample (Morpeth); G. S. Sandwith (Hull); R. Thompson (Wareham); R. W. Todd (Maidenhead); *W. M. Fletcher Vane (Penrith); T. H. Walker (Wakefield); J. White (Parkgate, Dumfriesshire); J. P. de M. Wilkinson (Skelmorlie).

* Society's President.
† Percy Wilkinson Prize-man (first in order of merit).

March 1934.

Agent at Skipton

Captain C. E. Fordyce, whose engagement is announced below, is the newly-appointed land agent to the Vetricont Estates Company, which manages the estates of Lord Hothfield. He succeeded Mr. R. B. Barrett, at Skipton Castle, a few weeks ago.

Most of Skipton Castle is at present uninhabited, and is open to the public, one wing only being kept private for the land agent. So that when Lord Hothfield visits his Skipton estates he does so in the rather



CAPTAIN C. E. FORDYCE,

late of the Seaforth Highlanders, only son of the late Mr. B. E. Fordyce and Mrs. Fordyce, late of Cambridge, whose engagement is announced to Miss Violet Hennessy, daughter of Major Sir George Hennessy, vice-chairman of the Conservative Party, and Lady Hennessy, of Belgrave Square, London, S.W.

curious position of guest to his agent. Lord Hothfield's other Northern estate is that of Appleby Castle, which is kept in full commission. But here also the grounds are open on most days to the public, and are responsible for quite a respectable sum being raised annually for local charities.

Lord Hothfield also owns Hothfield House in Kent, and a London house in Chesterfield Gardens. He comes of the French family of Tufton, naturalised in 1849 on the inheritance of Richard Tufton to the estates of Henry, eleventh and last Earl of Thanet.



[LENARE.]

MISS VIOLET HENNESSY, second daughter of Sir George and Lady Hennessy. Her engagement to Captain C. E. Fordyce was recently announced.

WEDDING**CAPTAIN C. E. FORDYCE AND MISS V. E. M. HENNESSY**

The marriage took place yesterday at St. Mary's, Cadogan Gardens, of Captain Charles Elphinstone Fordyce, late The Seaforth Highlanders, only son of the late Mr. B. E. Fordyce and of Mrs. Fordyce, of Cambridge, and Miss Violet Ethel Mary Hennessy, second daughter of Major Sir George and Lady Hennessy, of 32, Belgrave Square, S.W. Father W. Anderson officiated, assisted by Father J. E. Woodruff.

The bride, who was given away by her father, wore a gown of gold lamé with a train of old Brussels lace. Her tulle veil was held in place by a coronet of orange-blossom, and she carried a bouquet of auratum lilies and white heather. She was attended by six children—Ian Walker, Marie-Louise Hennessy, Rosemary and Joan Tabrum (nieces of the bridegroom) and Moylena and Diana North (nieces of the bride)—and by two grown-up bridesmaids—Miss Kathleen Hennessy (sister of the bride) and Miss Sheila H. Hennessy (cousin of the bride). The page wore Highland dress with the Forbes tartan, and the little girls had Victorian frocks of pale mauve tulle with poke bonnets trimmed with violets under the brim. They carried posies of violets. The older maids also wore dresses of mauve tulle over taffeta, with sashes of deep violet velvet.

(Continued at foot of next column)

A Bunch Of Violets

A "BONNIE PRINCE CHARLIE" kilt with white silk blouse and the lace jabot, will be worn by another little bridal page, Master Ian Walker, who attends Miss Violet Hennessy, daughter of Sir George and Lady Hennessy at her wedding on April 28.

Captain Charles Elphinstone Fordyce, late Seaforth Highlanders, is the bridegroom and this ceremony will take place at St. Mary's, Cadogan-street.

To accompany the page will be Miss Marie-Louise Hennessy in an early Victorian frock of pale lavender chiffon with a bonnet trimmed with violets beneath its demure brim. She will carry a posy of violets.

Peacock's Tail Train

WITH her dress of gold lamé, Miss Hennessy will wear her mother's Brussels lace veil, and her skirt evolves into a wide train fashioned after the spreading peacock's tail.

Her bridal retinue consists of six bridesmaids in addition to the children, Miss Kathleen Hennessy, Miss Sheila Hennessy, Miss Rosemary and Miss Joan Tabrum, the Misses Moylena and Diana Norton. They too will wear tulle frocks in the pale parma-violet shade, with darker bonnet-brimmed hats, and bouquets of the two shades of violets.

They had mauve straw hats and carried bouquets of violets. Captain James Hughes-Hallett, The Seaforth Highlanders, was best man. Lady Hennessy afterwards held a reception at 32, Belgrave Square, and then the bride and bridegroom left for their honeymoon in the South of France. The bride travelled in a two-piece suit of dark blue with a white jabot, and a navy-blue and white straw hat.

Among those present were:—

Mr. and Mrs. Michael Bull, Captain and Mrs. J. Hennessy, Mr. Robert Hennessy, Miss Hennessy, Commander and Mrs. W. F. G. North, Mrs. Roderick Hennessy, Mr. and Mrs. Ashley Tabrum, Mrs. Angus Walker, Mr. and Mrs. Bartle Bull, Mr. William Bull, Mr. Thomas Bull, Lord and Lady Seisdon, Lady Swaythling, the Hon. Lady Croft, Mr. C. McNabb, Captain R. St. G. Ransome, Mrs. Hughes-Hallett, Mrs. Acland-Hood, Lady (Herbert) Samuelson, Mrs. Julian Day, Mrs. R. Cotter, Mrs. Matheson, Baron and Baroness de Luze, the Hon. Mrs. Hillery, Lieutenant-General Sir Herbert and Lady Cooke, the Hon. Mrs. Henry Tufton, the Hon. Peter Tufton, Lady Martineau, the Hon. Mrs. George Cooper, the Hon. Mrs. George Hewitt, Mrs. E. A. Mackenzie, Mrs. Algernon Fry, Captain Troubridge, Major and Mrs. Liddell, and Mrs. Campbell Browning.

CAPTAIN C. E. FORDYCE AND MISS V. HENNESSY

Sir George Hennessy, Bt., gave away his second daughter, Miss Violet Hennessy, at her marriage to Captain Charles Elphinstone Fordyce, late Seaforth Highlanders, the only son of the late Mr. B. E. Fordyce, M.B., and Mrs. Fordyce, which took place yesterday at St. Mary's Church, Cadogan-gardens. The Rev. W. Anderson and the Rev. J. E. Woodruff officiated.

A gown of gold lamé, with a train of old Brussels lace (her mother's wedding veil), was worn by the bride. A coronet of orange flowers held her tulle veil.

Her train-bearers were Ian Walker, wearing Highland dress of the Forbes tartan, and Marie-Louise Hennessy, in a Victorian frock of pale mauve tulle, with a poke bonnet trimmed with violets.

Four little girls—Rosemary and Joan Tabrum (nieces of the bridegroom) and Moylena and Diana North (nieces of the bride)—and Miss Kathleen Hennessy (sister of the bride) and Miss Sheila Hennessy (her cousin) completed the retinue. Their dresses, of mauve tulle, draped over taffeta to match, had sashes of deep violet velvet and were worn with mauve straw hats. They carried bouquets of violets. Captain James Hughes-Hallett, of the Seaforth Highlanders, was best man.

Others at the ceremony and at the reception (held at 32, Belgrave-square) included:

Lady Hennessy, Mrs. Angus Walker, Captain and Mrs. James Hennessy, Mr. and Mrs. Michael Bull, Mr. and Mrs. Maurice Hennessy, Mr. and Mrs. Ashley Tabrum, Captain Richard Hennessy, Lieutenant-Commander and Mrs. W. F. G. North, the Comtesse Hocquart.

Mr. and Mrs. Douglas Hacking, Captain and Mrs. Cyril Cubitt, Lord and Lady Selsdon, Mr. Hubert Manley, Mr. and Mrs. Donald MacLaren, Lieutenant-General Sir Herbert and Lady Cooke, Mrs. Willoughby Pemberton, Sir Robert and Lady Kindersley, Sir Thomas and Lady Devitt, Commander and Mrs. Guy Harris.

Sir George and Lady Cooper, Mrs. Washington Singer, Mrs. R. Mackenzie, Sir William and Lady Martineau, Mr. and Mrs. Charles Broadbent, Captain C. R. Wombwell, Mr. and Mrs. Roland Burke, Baron and Baroness R. de Leize, Mr. and Mrs. Ian Hilleary, Lady Heathcote, Mrs. Acland Hood.

Colonel and Mrs. Heseltine, Mr. and Mrs. Julian Day, the Hon. Horace Woodhouse, the Hon. Peter Tufton, Captain Leo Keith, Captain and Mrs. Edward Stevenson, Mr. and Mrs. Duncan Mackintosh, the Hon. Mrs. Wilson-Fox, Mr. Osbert Whittick, Major Alan Murray, Sir Reginald and Lady Leeds, Mrs. Dunning and Miss Dunning, Mr. and Mrs. Bartle Bull, Colonel and Mrs. Butchart, Mrs. Kenneth Hunter.

General Sir William and Lady Heneker, Mr. and Mrs. Harold de Pass, Lord Hothfield, the Hon. Mrs. Roger North, Colonel and Mrs. John Laurie, Captain J. E. McConnell, Lady Dance, Captain Stephen Van Neck, Major and Mrs. L. A. Jackson, Captain and Mrs. John Mansfield, Mr. and Mrs. Grotrian and Miss Grotrian, Mrs. Frank D'Arcy, Mr. and Mrs. Gunnery, and Mr. and Mrs. Clayton.



The marriage of CAPTAIN CHARLES ELPHINSTONE FORDYCE, late of the Seaforth Highlanders, only son of the late Mr. B. E. Fordyce and of Mrs. Fordyce, to MISS VIOLET HENNESSY, second daughter of Major Sir George and Lady Hennessy, took place at St. Mary's, Cadogan Gardens.

FORDYCE.—On Sept. 13, 1936, at Skipton Castle, Skipton, Yorkshire, to VIOLET (née Hennessy), wife of CAPTAIN CHARLES FORDYCE—a son.

—The Week-End—



LINGAY FEN. 1939-40.



Bill, Betty
& Anabel Ross
(Shendi Sudan)

"He who", "She", & "It"

BRITISH ATTACK IN ERITREA

ITALIAN FORCE ROUTED

WILD RUSH INTO WOODS

FROM OUR CORRESPONDENT

CAIRO, JUNE 21

A most successful attack from a new quarter was carried out yesterday when British mechanized units from the Sudan raided strong enemy posts across the Eritrean frontier, according to a message from Khartoum. The engagement resulted in the almost complete rout of the enemy force, which consisted of native troops under Italian officers; the enemy fled into the woods after suffering many casualties. In their wild rush for safety the enemy discarded their rifles, many of which were recovered by our troops.

The operation was carried out in difficult country, in sultry heat. The frontier in this region consists of the succession of rocky, isolated hills interspersed with belts of thorn-



The launch of the North Carolina, New York. Governor Hay describes the language that even a c

bush and heavy forest. The British force located a powerful concentration of enemy troops, who were strongly entrenched and supported by a number of strongly defended machine-gun posts.

Meanwhile, a fighting patrol encountered a battalion of enemy infantry led by Italian officers. A brisk encounter followed and rapidly developed into a rout. Several prisoners were taken, including one Italian. The British suffered no casualties and the moral of the troops is naturally high.

RAILWAY STATION HIT

The R.A.F. were active again yesterday on the various fronts and achieved their usual success, the objectives being attained without loss. The raids extended from Dire Dawa, in Abyssinia, to El Aden and El Gubbi, in Libya.

Two raids were carried out by bombing aircraft on Dire Dawa, where direct hits were obtained on the railway station and on workshops near it; the aerodrome was also attacked and fires were started. In spite of attempts at interception by enemy aircraft the raids were carried to a successful conclusion and all our machines returned safely.

An Italian three-engined aircraft was brought down inside our lines in the Western Desert and the crew of six were captured. Direct hits were registered on objectives at El Aden and El Gubbi.

BRITISH RAIDS IN ERITREA

ITALIAN CAVALRY DISPERSED

1,200 ROUTED BY TWO PATROLS

From Our Correspondent

CAIRO, JUNE 30

Another dashing raid by British mechanized units took place across the Eritrean frontier, in the neighbourhood of Kassala, on Saturday, according to a message from Khartoum. It resulted in the complete rout of a large troop of cavalry.

An unofficial statement which has been issued here states that patrols of our mechanized units continue to harass enemy concentrations with marked success, according to another message from Khartoum. In the Kassala area, where there is difficult country fringing the border of Eritrea, two of our light-armoured fighting patrols encountered two groups of enemy cavalry, 1,200 strong. Advancing towards the enemy, our patrols opened fire with machine-guns and the enemy gave way to panic and scattered in all directions, taking cover in the adjoining hills and leaving 50 casualties. In the same area small detachments of mechanized units have repeatedly entered Eritrean territory, where they encountered enemy patrols and inflicted casualties, without suffering any losses themselves.

FIGHT OVER TOBRUK

After a slight lull during which reconnaissance flights had been carried out and many valuable photographs obtained, the R.A.F. resumed its attacks on the Italian possessions on Friday, according to a *communiqué* issued on Saturday. Further successful raids took place on Saturday. The balance of the two days' operations was greatly in favour of the R.A.F.; extensive damage was done to the Italian

1940.

THE DAILY MIRROR

June 22nd - 1940

Page

The Hope of Mankind!**WITHDRAWAL FROM
THE SOMME****HEROIC FIGHTING BY THE
HIGHLAND DIVISION**

Further details of the withdrawal of British troops from the Somme in June have now been made public. They concern chiefly the Highland Division, which had been holding a sector of the Maginot Line in Lorraine and was rushed across France to relieve French troops on the Somme front next to the sea.

On May 28, while the division was moving up to establish contact with the enemy, the British Armoured Division, which was also in this area, and French tank units attacked the German bridgeheads over the Somme. The bridgeheads were reduced, but the Armoured Division suffered heavy casualties to its tanks and all of it with the exception of one brigade had to be ordered back to Rouen to refit. The French made a further effort to straighten out the bridgeheads on May 30, but did not succeed in doing so.

It was, therefore, decided that a further attack should be carried out on June 4, three days after the Highland Division had taken over a frontage of no less than 18 miles on the Somme, and that British infantry and artillery should take part on either flank, the French attacking in the centre. This assault was launched at 3.30 a.m. after half an hour's artillery preparation. Most of the French tanks were knocked out by unlocated anti-tank guns and mines, a remarkable tribute it must be confessed to German thoroughness, as there had not been much time for the enemy to prepare the position.

In these circumstances the Scottish infantry continued to advance, and, despite heavy losses in almost every case, succeeded in reaching their objectives or at least in approaching them closely, and in maintaining their position until ordered to retire owing to the failure of the main attack in the centre. Next morning the front was withdrawn to a line five or six miles south of the Somme. This was held throughout June 5; another withdrawal was carried out that night; and on the following night the division withdrew behind the Bresle, having blown the bridges.

THE FIRST RESPITE

Next evening, June 7, it was learnt that hostile tanks had broken through the French on the British right and were making for Rouen, then our base for supplies. Arrangements were therefore made to procure supplies from Havre, and on June 8 the division fell back to the River Béthune, which enters the sea at Dieppe, this line being occupied soon after daylight on June 9. That day provided the division with its first respite for a long period. As retreat in the direction of Rouen was now out of the question, it was arranged to evacuate the whole French IX Corps, of which the Highland Division formed part, from Havre. One brigade group was dispatched to hold a covering position round the port.

Then came the tragedy which has already been recorded. German movement northward from Rouen cut off the division from Havre and made it necessary to attempt an evacuation from Saint-Valéry. But during June 11 German assaults on the perimeter established round the little port, supported by dive-bombers, though repulsed in the British sector, broke through that of the French. As is now well known, fog prevented the Navy from giving its wonted aid to the cornered troops, and except for a handful who managed to escape to Veules-les-Roses, this portion of the Allied force was captured. Meanwhile the brigade group at Havre (the 154th Brigade, two field regiments, and three field companies) enabled all the British and French forces in that district to be evacuated safely before it was itself withdrawn. The Highland Division emerged, a handful in numbers but with no little glory, from a very cruel trial.

THURSDAY, MARCH 7, 1940. Head Office: Kemsley House, W.C.1. Phone: TERminus 12



Reception for Runciman Ambulance Corps, Stockholm, on way to Finland. Host, Lieut.-Col. Sutton-Pratt (right).

1940

July

THE TIMES TUESDAY JUNE 18 1940

M.P.s Train

AN AIRMAN TO HIS MOTHER

THE FIGHT WITH EVIL

"MY EARTHLY MISSION IS FULFILLED"

Among the personal belongings of a young R.A.F. pilot in a Bomber Squadron who was recently reported "Missing, believed killed," was a letter to his mother—to be sent to her if he were killed.

"This letter was perhaps the most amazing one I have ever read; simple and direct in its wording but splendid and uplifting in its outlook," says the young officer's station commander. "It was inevitable that I should read it—in fact he must have intended this, for it was left open in order that I might be certain that no prohibited information was disclosed."

"I sent the letter to the bereaved mother, and asked her whether I might publish it anonymously, as I feel its contents may bring comfort to other mothers, and that every one in our country may feel proud to read of the sentiments which support 'an average airman' in the execution of his present arduous duties. I have received the mother's permission, and I hope this letter may be read by the greatest possible number of our countrymen at home and abroad."

TEXT OF THE LETTER

Dearest Mother,—Though I feel no premonition at all, events are moving rapidly, and I have instructed that this letter be forwarded to you should I fail to return from one of the raids which we shall shortly be called upon to undertake. You must hope on for a month, but at the end of that time you must accept the fact that I have handed my task over to the extremely capable hands of my comrades of the Royal Air Force, as so many splendid fellows have already done.

First, it will comfort you to know that my role in this war has been of the greatest importance. Our patrols far out over the North Sea have helped to keep the trade routes clear for our convoys and supply ships, and on one occasion our information was instrumental in saving the lives of the men in a crippled lighthouse relief ship. Though it will be difficult for you, you will disappoint me if you do not at least try to accept the facts dispassionately, for I shall have done my duty to the utmost of my ability. No man can do more, and no one calling himself a man

can do less. I have always admired your amazing courage in the face of continual setbacks; in the way you have given me as good an education and background as anyone in the country; and always kept up appearances without ever losing faith in the future. My death would not mean that your struggle has been in vain. Far from it. It means that your sacrifice is as great as mine. Those who serve England must expect nothing from her; we debate ourselves if we regard our country as merely a place in which to eat and sleep.

History resounds with illustrious names who have given all, yet their sacrifice has resulted in the British Empire, where there is a measure of peace, justice, and freedom for all, and where a higher standard of civilization has evolved, and is still evolving, than anywhere else. But this is not only concerning our own land. Today we are faced with the greatest organized challenge to Christianity and civilization that the world has ever seen, and I count myself lucky and honoured to be the right age and fully trained to throw my full weight into the scale.

For this I have to thank you. Yes, there is more work for you to do. The home front will still have to stand unflinched for years after the war is won. For all that can be said against it, I still maintain that this war is a very good thing; every individual is having the chance to give and dare all for his principle like the martyrs of old. However long the time may be, one thing can never be altered—I shall have lived and died an Englishman. Nothing else matters one jot nor can anything ever change it.

You must not grieve for me, for if you really believe in religion and all that it entails that would be hypocrisy. I have no fear of death; I only a queer notion. . . . I would have it no other way. The universe is so vast and so useless that the life of one man can only be justified by the measure of his sacrifice. We are sent to this world to acquire a personality and a character to take with us that can never be taken from us. Those who just eat and sleep prosper and procreate, are no better than animals if all their lives they are at peace.

I firmly and absolutely believe that evil things are sent into the world to try us; they are sent deliberately by our Creator to test our metal because He knows what is good for us. The Bible is full of cases where the easy way out has been discarded for moral principles.

I count myself fortunate in that I have seen the whole country and known men of every calling. But with the final test of war I consider my character fully developed. Thus at my early age my earthly mission is already fulfilled and I am prepared to die with just one regret, and one only—that I could not devote myself to making your declining years more happy by being with you; but you will live in peace and freedom and I shall have directly contributed to that, so here again my life will not have been in vain.

Your loving Son,



Mr. Patrick Munro, M.P., left, Lord of the Treasury, and Sir James Edmondson, M.P., Vice-Chamberlain of the Household.

MAY 4 1942

MR. P. MUNRO, M.P.

POLITICS AND RUGBY FOOTBALL

Mr. Patrick Munro, Conservative M.P. for Llandaff and Barry, Glamorgan, collapsed and died at the Houses of Parliament early yesterday morning during a Home Guard exercise. In 1937 he became a Junior Government Whip, but resigned last March.

He was a private in the Palace of Westminster Home Guard, and was acting as a runner. With two fellow members of the company he was in the Liberal Whips' room when he suddenly fell to the floor and died before he could be taken to a first aid post.

Born on October 9, 1883, fifth son of the late Mr. P. Munro, Patrick Munro was educated at Leeds Grammar School and at Christ Church, Oxford, where he won an open scholarship for history. He graduated with second class honours in history. In 1903 he was given his blue for Rugby football and two years later, when he was captain of the side, he first appeared for Scotland, which he represented in 1905, 1906, 1907, and 1911, in the last two years being captain. At Oxford in 1906 he got his athletics half blue for the high jump, and he was president of Vincent's. In 1919 he was president of the Scottish Rugby Union.

After leaving Oxford Munro, in 1907, joined the Sudan Political Service and was Governor of Darfur Province from 1923 to 1924 and Governor of the Khartoum Province from 1925 to 1929. In 1919 he was mentioned in dispatches and 10 years later received the Order of the Nile.

Munro entered the House of Commons in 1931 and in 1935 was Parliamentary Private Secretary to Captain Euan Wallace when he was Under-Secretary of State, Home Office; and when he was Secretary of the Overseas Trade Department. In 1911 he married Jessie Margaret, daughter of the late Mr. E. P. Martin.

1940.

July

A CITY POSTER

TO THE EDITOR OF THE TIMES

Sir,—I wonder if many readers also noticed a recent placard chalked up by a news vendor in the City, "Latest War News. Italians win the Boat Race." I do not detect much defeatism by that man in the street.

Your obedient servant, ASKWITH,
5, Cadogan Gardens, S.W.3.

*'Times' July 13th/40
Italian Navy dashed to port—*

TWO BRITISH OFFICIALS IN
SUDAN KILLED

RUN DOWN BY TRAIN

Two high officials of the Anglo-Egyptian Sudan, Mr. M. A. B. Harrison, Chief Justice of the Northern Province, and Mr. J. N. Richardson, District Commissioner for the Northern Province at Shindi, were killed by a train at Atbara, near Khartoum, yesterday (says the British United Press). The Governor of the Northern Province, Mr. M. S. Lush, was severely injured. Mr. W. E. Crawford, Deputy Governor of the Northern Province, was unhurt.

The four men were apparently walking along the Atbara railway bridge when the train unexpectedly came upon them.

HARRISON.—On July 22, 1940, killed in an accident on Atbara Bridge. MAXWELL ANTHONY BUCHANAN HARRISON, Judge of the High Court, Northern Province, Sudan, and of Dinnington Hall, near Sheffield, Yorks, dearly loved husband of Phyllis Harrison (née Athorpe), aged 40. No black clothes, please.

RICHARDSON.—On July 22, 1940, as Atbara, Sudan. JOHN NOEL RICHARDSON, beloved husband of Betty, of Gar House, Leiston, Suffolk, and son of the Rev. and Mrs. G. F. Richardson, of 4, Springfield-road, Parkstone, Dorset.



*3 Carpenter Rd., Edgbaston, Bham.
Autumn 1940.*

MR. R. TORDIFF JOHNSTON AND MISS BREDIN
The engagement is announced, and the marriage will take place shortly, between Mr. Robert Tordiff Johnston, late Sudan Political Service, son of the late Mr. John Tordiff Johnston and Mrs. Johnston, Brackenrigg, West Chiltington, and Eileen Mary, daughter of the late Dr. Richard Bredin, of Valparaiso, and Mrs. Bredin, 23, Queen's Gate Gardens, S.W.7.

August.

ITALIAN BOMBS ON
OMDURMAN

CHILDREN KILLED

FROM OUR CORRESPONDENT 1940
CAIRO, AUG. 25

British G.H.Q. to-day issued the following communiqué:—

Enemy aircraft carried out indiscriminate bombing of the town of Omdurman, in the Sudan. Three Sudanese children were killed and six other persons wounded.

On other fronts there is nothing to report.

A communiqué issued on Saturday night stated:—

An enemy working party about 100 strong was observed and raided in the Fort Capuzzo area by a small officer's patrol. A detached portion was surprised and rushed with bayonets. Ten were certainly killed and probably 10 more. Seven prisoners were brought back. We had no casualties.

On August 23 an ineffective raid was carried out on the outskirts of Khartoum, in the Sudan, by a single aircraft. There was one civilian casualty.



*August C. Walker. Home Guard.
Autumn 1940. Edgbaston, Bham*

MARRIAGES

JOHNSTON & BREDIN.—On Oct. 26, 1940, at St. Andrew's Church, West Kirby, ROBERT TORDIFF JOHNSTON to EILEEN MARY BREDIN.

FLETCHER & CHAMBER.—On Sept. 14, 1940, at Ham Common, Surrey, Lieut. MICHAEL ERNEST FLETCHER, R.E., younger son of the late Sir Chester E. Fletcher and Mrs. Hubert Taylor, to CELIA PATIENCE CHAMBER, second daughter of Colonel and Mrs. CHAMBER.



Established 1822
LONDON, SEPTEMBER 15, 1940

Time

LATE EDITION



Clearing away the debris from the front of Buckingham Palace, near the main gates

MORE RAID DAMAGE AT BUCKINGHAM PALACE

NAZIS DEFIED BY DUTCH

APRIL, 1940.
Whereabouts Unknown

NOTHING is yet known of the whereabouts of many of our Scandinavian diplomats. This morning I spoke to an Englishman who was one of the last to leave Copenhagen before its capture. He was without news of most of his English friends.

Among them, only Major R. Sutton-Pratt, military attaché in Oslo and Stockholm, is known to be at liberty. He is in Stockholm. Major Sutton-Pratt is a vigorous personality, who enlivens Scandinavian diplomatic circles by his pranks.

Not long ago he issued to one of the Legation staffs a memorandum marked confidential and very secret. It was a burlesque of a German High Command communiqué.

ITALIANS AMBUSHED IN SUDAN

DASH OF FRONTIER FORCE

FROM OUR SPECIAL CORRESPONDENT

CAIRO, Nov. 3

The whole of the Middle East Command is enthusiastic over the dash and efficiency shown by mechanized detachments of the Sudan Frontier Force during recent patrol actions on the Sudan frontier. Everywhere that they have encountered the Italians they have immediately established an ascendancy and inflicted heavy casualties with little or no loss to themselves.

Among their most recent successes has been the complete rout of Italian detachments which attempted to thrust down the Blue Nile. Details are now available of another brilliant operation which was carried out to the east of Kassala last week. A Sudanese patrol got right behind the Italian positions at Kassala and removed nearly three-quarters of a mile of telegraph wire and poles along the road from Kassala towards Sabderat. The Italians substituted a military cable line, but this was also removed on the following night. The patrol then moved five miles eastward towards Sabderat and laid an ambush, and one large and two smaller lorries, filled with troops, fell into the trap. Caught in the machine-gun fire of the Sudanese 15 enemy, including two Italian officers, were killed and six taken prisoner. Two lorries were destroyed.

These successes, combined with the systematic and destructive raids by the R.A.F. on Italian aerodromes and supply depôts in East Africa, are having a heartening effect on the Abyssinians, who are now becoming confident of a British victory. These repeated blows to the Italians are certainly reducing their strength for offensive action, and probably also for defence.

OCTOBER 2 1940



AWARDED THE G.C.—Lieutenant Robert Davies, who has been awarded the George Cross. He was in charge of the party which recovered the bomb which fell near St. Paul's Cathedral.

THE GEORGE CROSS

FIRST AWARDS

ST. PAUL'S BOMB SQUAD HONOURED

The King has been pleased to approve the award of the George Cross to the following:—

ALDERSON, Thomas Hopper, Part-time Worker (Detachment Leader), Rescue Parties, Bridlington.

For sustained gallantry, enterprise, and devotion to duty during enemy air raids.

A pair of semi-detached houses at Bridlington was totally demolished in a recent air raid. One woman was trapped alive. Alderson tunnelled under unsafe wreckage and rescued the trapped person without further injury to her.

Some days later two five-storey buildings were totally demolished and debris penetrated into a cellar in which 11 persons were trapped. Six persons in one cellar, which had completely given way, were buried under debris. Alderson partly effected entrance to this cellar by tunnelling 13ft. to 14ft. under the main heap of wreckage and for three and a half hours he worked unceasingly in an exceedingly cramped condition. Although considerably bruised he succeeded in releasing all the trapped persons without further injury to themselves.

The wreckage was unsafe and further falls were anticipated; coal gas leaks were of a serious nature and there was danger of flooding from fractured water pipes. Despite these dangers and enemy aircraft overhead, the rescue work was continued.

On a third occasion some four-storey buildings were totally demolished. Five persons were trapped in a cellar. Alderson led the rescue work in excavating a tunnel from the pavement through the foundations to the cellar; he also personally tunnelled under the wreckage many feet into the cellar and rescued alive two persons (one of whom subsequently died) from under a massive refrigerator, which was in danger of further collapse as debris was removed.

A wall, three storeys high, which swayed in the gusty wind, was directly over the position where the rescue party were working. This was likely to collapse at any moment.

Alderson worked almost continuously under the wreckage for five hours, during which time further air raid warnings were received and enemy aircraft heard overhead.

By his courage and devotion to duty without the slightest regard for his own safety, he set a fine example to the members of his rescue party, and their team work is worthy of the highest praise.

DAVIES, Temporary Lieutenant Robert, Royal Engineers.

Lieutenant Davies was the officer in charge of the party detailed to recover the bomb which fell in the vicinity of St. Paul's Cathedral.

So conscious was this officer of the imminent danger to the Cathedral that regardless of personal risk he spared neither himself nor his men in their efforts to locate the bomb.

After unremitting effort, during which all ranks knew that an explosion might occur at any moment, the bomb was successfully extricated.

In order to shield his men from further danger, Lieutenant Davies himself drove the vehicle in which the bomb was removed and personally carried out its disposal.

WYLIE, Sapper George Cameron, Royal Engineers.

Sapper Wylie was a member of the Bomb Disposal Section engaged upon the recovery of the bomb which fell in the neighbourhood of St. Paul's Cathedral.

The actual discovery and removal of the bomb fell to him. Sapper Wylie's untiring energy, courage, and disregard for danger were an outstanding example to his comrades.



The King and Queen during another tour of the site. The King is seen shaking hands with a demolition worker off duty and is apologizing for the state of the site.

March 28th 1941
Ian's Godfather. Hubrand Ronilly.

Churchill's Cousin Led an Army

From Daily Mail Special Correspondent March 28th

KHARTUM, Friday.

A "SPARE-TIME soldier," a cousin of Mr. Winston Churchill who has been known for years to the Italians as "the Hyena," played the key part in the capture of the Italian post of Gambela, 70 miles inside Abyssinia from the Southern Sudan border.

Regular units which advanced in the centre of the attack on it were drawn from East African and Belgian regiments. On their right were a force of Sudanese police.

But the force on the left wing, whose men were among the first to enter Gambela, were the creation of the "spare-time soldier."

He had a distinguished military record in the last war; since then he has been a Sudan district commissioner.

With no outside prompting he raised an irregular force from the naked Nuer tribesmen whom he administers.

Their commander spent every moment he could spare drilling and training his army.

When the signal for action was given he justified his nickname, given by the Italians in peace time because "you never know where you'll find him next."

Where the Italians found him this time was much too near Gambela.

Call for Revolt

THE radio call to people of Iraq to throw over Raschid Ali was voiced by Mr. S. Hillelson, who is in charge of the Near East section of the B.B.C.

Hillelson went to the Sudan Civil Service after Balliol. He speaks Arabic, Persian, Turkish and several European languages.

The Near East service of the B.B.C. employs native announcers and it was an Iraqi who introduced Mr. Hillelson at the microphone.

Cabinet to Fighters

THE Air Minister, Sir Archibald Sinclair, has sent this telegram to the Air Officer Commanding-in-Chief Fighter Command, Royal Air Force, Air Marshal W. S. Douglas: *Shall be*

"I am charged by the War Cabinet to convey to you and to your squadrons engaged in last night's operations, their congratulations on their outstanding success.—Archibald Sinclair."

may 9th 1941
GROUP CAPTAIN O. R. GAYFORD AND MRS. TWISTON DAVIES

The marriage of Group Captain O. R. Gayford, C.B.E., D.F.C., A.F.C., and Mrs. Twiston Davies took place on Tuesday at the Church of St. Ethelburga, Bishopsgate.

KRT
1928

may 9th 1941



Miss Compton Collier
THE HON. MRS. CHARLES FORDYCE AND HER CHILDREN

OCTOBER 10 1942

Sudan 1938

November 1st 1941 1941

DAUGHTER OF CLERK TO CAMBS. COUNCIL



Photo

Eastern Press Agency

Marriage of Miss Joan Tabrum WEST AFRICAN ARTILLERY 'GROOM

THE marriage took place at the Church of St. Giles, Cambridge, on Saturday, of Mr. John Dick Livingston Booth, West African Artillery, Royal West African Frontier Force, only son of Mr. and Mrs. J. Livingston Booth, of Barden, Etchingham, Sussex, and Miss Joan Ashley Tabrum, twin daughter of Mr. Ashley Tabrum (clerk to the Cambridgeshire County Council) and Mrs. Ashley Tabrum, of 48, Storey's Way, Cambridge.

The officiating clergy were the Rev. W. H. Alan Cooper, of Farnham, Surrey, and the Rev. Paul Osborn, vicar of St. Giles.

The bride wore a graceful gown of chiffon velvet and a plain tulle veil held in place by sprays of orange blossom. She carried a bouquet of white chrysanthemums and was attended by her twin sister, Miss Rosemary Tabrum, who wore a dress of pale yellow moire silk, trimmed with velvet of a deeper tone. She carried a bouquet of golden chrysanthemums.

Mr. Paul Cleminson acted as best man.

A reception was held at 48, Storey's Way, and later Mr. and Mrs. J. D. Livingston Booth left for their honeymoon, to be spent in Devon.



aged 2 months.



Timothy Livingston Booth.
May 3rd 1943.

1942

ARMY AWARDS

Times 24/1/42

MIDDLE EAST AND SOUTH-
WEST PACIFIC

The King has approved the following awards in recognition of gallant and distinguished services in the Middle East:—

D.S.O.—Capt. (temp. Maj.) W. L. Newell, R.A. (Co. Donegal, I.R.A.).

M.C.—Capt. (temp. Maj.) G. J. Kidston, R.A.C. (Lancers) (Drayton St. Leonards, Berks); Capt. (temp. Maj.) S. I. Derry, R.A. (Newark); Sec.-Lt. (actg. Capt.) J. Mackenzie, R.A. (Dundee); Lt. M. H. C. MacDermot, R.A. (Boyle, Co. Roscommon, Eire); Lt. F. D. Morrison, R.A. (Essex); Lt. (temp. Capt.) P. M. J. Harrison, R. Sussex Regt. (Hove); Lt. D. W. Gaylard, R. Sussex Regt. (S. Croydon); Sec.-Lt. J. R. Oliver, Sherwood Foresters (Notts and Derbyshire Regt.); Capt. L. Bapty, M.B., R.A.M.C. (Victoria, British Columbia); Subedar Ghulam Rasool, 16th Punjab Regt., I.A.

D.C.M.—Lt. Sgt. F. A. Hickling, R.A. (Sutton-in-Ashfield, Kent); Gunner R. V. G. Redington, R.A. (W. Croydon); Cpl. A. W. Taimy, R. Sussex Regt. (Brighton).

M.M.—Tpr. H. A. Cave, R.A.C. (Yeomanry) (Rode Common, near Bath); Bombr. J. D. Bell, R.A. (India); L. Bombr. T. F. McQueen, R.A. (Wellington, India); Sgt. E. Conroy, R. Sussex Regt. (Northampton); Pte. J. Cunningham, R. Sussex Regt. (Southwick); Pte. S. H. Young, R. Sussex Regt. (Lewes); Pte. K. T. Low, Argyll and Sutherland Highls. (Princess Louise's) (Bulawayo); L. Cpl. C. Warford, New Zealand M.F.

Sept 2

FORTHCOMING MARRIAGES

MR. C. F. C. SIMMONS AND MISS R. M. TABRUM

The engagement is announced between Second Lieutenant Charles Fitzmaurice Creighton Simeons, R.A., elder son of Mr. and Mrs. C. A. Simeons, of Home Close, Heronsgate, Hertfordshire, and Rosemary Margaret, twin daughter of Mr. and Mrs. Ashley Tabrum, of 48, Storey's Way, Cambridge.

OCTOBER 5 1942

LIEUTENANT H. W. SABIN, R.N.V.R., AND MISS J. E. NOBLE

The engagement is announced between Howard Westcott, eldest son of Mr. and Mrs. J. H. Sabin, of The Castle House, Deddington, Oxfordshire (late of Edgbaston), and Joan Eunice, elder daughter of Dr. and Mrs. R. A. Noble, of 17, Brooklands Avenue, Cambridge.

McCALL.—On Oct. 5, 1942, at Worthing Hospital, after an operation, MARGARET, wife of Dr. H. DUNN, McCALL, of 5, Broadwater Road, Worthing, and third daughter of the late Mr. and Mrs. W. B. Pritchard, of Eitham Road, Lee.

ROBINSON.—On Oct. 5, 1942, suddenly, FRANK ROBINSON, M.D., D.P.H., of 8, St. Paul's Road, Cambridge. Funeral service at Great St. Mary's Church, to-morrow (Thursday), at 2.30 p.m., to be followed by cremation at Cambridge and Counties Crematorium, No. 10, Rowers.

THE TIMES SEPTEMBER 16 1942

DAME MARGARET
GREVILLE

HOSTESS AND FRIEND

The Hon. Dame Margaret Greville, who died in London early yesterday morning, was long known as Mrs. "Ronnie" Greville among a large circle of friends. She was a lady of strong character and practical ability, and it pleased her to use the great wealth which she inherited for the purposes of a wide but discriminating hospitality.

A sagacious judge of men and women, her friendships were many and various. With members of the Royal Family, including King George V, she was intimate, and the present King and Queen spent the first part of their honeymoon at her historic seat of Polesden Lacy, near Dorking. The King and Queen of Spain were also among her friends, while she was well known in the worlds of politics and business, and indeed among people of the most diverse capacity and achievement.

Margaret Helen Anderson was the daughter of the Right Hon. William McEwan, M.P., the founder and maker of the great brewery company which bore his name. His eldest sister, Janet, married James Younger, brewer, of Alloa, and he was thus uncle of the late Lord Younger of Leckie, of the late Mr. William Younger, managing director of McEwan and Co., and of Lord Blanesburgh. The tie of affection between father and daughter was close, and when he died in 1913, at the age of 85, it was found that he had left her the bulk of his fortune, valued at over £1,500,000. Some years before his death he had given Polesden Lacy to his daughter and her husband.

Her marriage to Captain the Hon. Ronald Greville, 1st Life Guards, the elder son of the second Lord Greville, took place in 1891. He had left the Army for politics, and sat as Unionist member for East Bradford; but ill-health compelled him to retire and he died in 1908. There was no issue of the marriage. Captain and Mrs. Greville, before moving to Polesden Lacy, lived at Reigate Priory, and there and in London their parties were notable events of the season.

In 1922 Mrs. Greville was created a Dame of the Order of the British Empire. She was shrewd and wise, had a natural capacity for business, knew everything that was going on in the world, and had travelled widely before a crippling disablement debarred her from physical movement. But her courage never failed and was conspicuous during the worst of the bombing attacks on London.

met (officially) at Wadi Halfa. 1939

OCTOBER 5 1942

ECCLESIASTICAL NEWS

THE BISHOP OF RIPON

The Bishop of Ripon, Dr. Lunt, with the permission of the Archbishops of Canterbury and York, will be away from his diocese from October until next April, for special duty with the troops. During his absence the Bishop of Knaresborough, 19, Rutland Road, Harrogate, will be in charge of the diocese, and correspondence should be addressed direct to him.

THE ROLL OF HONOUR

ROYAL AIR FORCE

The Air Ministry regrets to announce the following casualties on various dates. The next-of-kin have been informed.

Casualties "in action" are due to flying operations against the enemy; "on active service" includes ground casualties due to enemy action, non-operational flying casualties, fatal accidents, and natural deaths.

KILLED ON ACTIVE SERVICE

Beavis, Sgt. P. A.; Boisson, Flt. Sgt. J. R.; Bowman, Flt. Sgt. B. W.; Botting, Flt. Off. J. W. L.; Brand, Ldg. Acm. F. J.; Buxton, Flt. Off. G. C.; Cant, Acm. 1st cl. W.; Calt, Sgt. A. R.; Clark, Flt. Off. A. G.; Cooper, Ldg. Acm. S.; Dale, Cpl. A.; Fairbairn, Sgt. K.; Forrest, Flt. Sgt. C. E.; Goyen, Flt. Lt. F. McK.; Gross, Ldg. Acm. D. M.; Hales, Ldg. Acm. J. W.; Hannah, Acm. 2nd cl. B. A.; Jessett, Sgt. J. W.; Jones, Flt. Sgt. W. R.
Kent, Air Cdre. H. R. H. Duke of, K.G., K.T., G.C.M.G., G.C.V.O.; Lewis, Flt. Sgt. C. N.; Morris, Flt. Off. P. S.; Moseley, Wg. Cdr. T. L.; Newerdine, Flt. Sgt. E. J.; Robinson, Wt. Off. H.; Salter, Wt. Off. L. C.; Saunders, Flt. Off. G. R.; Seale, Flt. Off. G. E. C.; Snashall, Cpl. R. B.; Sweet, Sgt. L. E.; Walton, Sgt. F.; Weller, Flt. Sgt. W. H.; Williams, Flt. Sgt. D. J.

FOREIGN DECORATIONS

OCTOBER 14 1942

The King has granted unrestricted permission to wear the ribbon of the following appointment to the Order of the Yugoslav Crown made by King Peter of Yugoslavia for services in the Mediterranean:—

COMMANDER OF THE ORDER OF THE YUGOSLAV CROWN.
—Capt. S. M. R.W., C.B.E., R.N.

Trinity College
Camb. Univ.

1919-

A PRACTICE ROW

The British destroyer H.M.S. Viscount, senior ship of a Norwegian-escort group, was proud of her boats' crews. She was challenged to a pulling race by the Norwegian destroyer H.M.S. Lincoln. The Norwegians won it and a return match and a third race. When the two commanding officers met, the British officer referred to the result. "Oh, I forgot to mention," said the Norwegian, "our boats' crews pulled from Norway to England."

"Times". Oct. 15. 1942

MRS. ROOSEVELT'S POSTSCRIPT

TO THE EDITOR OF THE TIMES

Sir,—Mrs. Roosevelt's words must have warmed the hearts of the women of England, for praise, even when unexpected, is welcome; and I am sure our visitor included in her commendation the many thousands whose task it is to remain at home and do double and treble work to free others for wider activities. The mistress who is now doing the work of her former maids, the maid who is now doing singlehanded what used to be done by two or three, the housewife who is catering and caring for several "billetees" in addition to her own family—these do not come into the limelight, but their work, hard and continuous, is an essential contribution to the war effort. When peace comes, these women will surely be able to feel that their inconspicuous labours have had a share in the final victory.

I am yours faithfully,

EVA RICHMOND.

Master's Lodge, Downing College, Cambridge, Nov. 10. 1942.

THE SPECTATOR, SEPTEMBER 25, 1942

THE VICTORIAN AGE

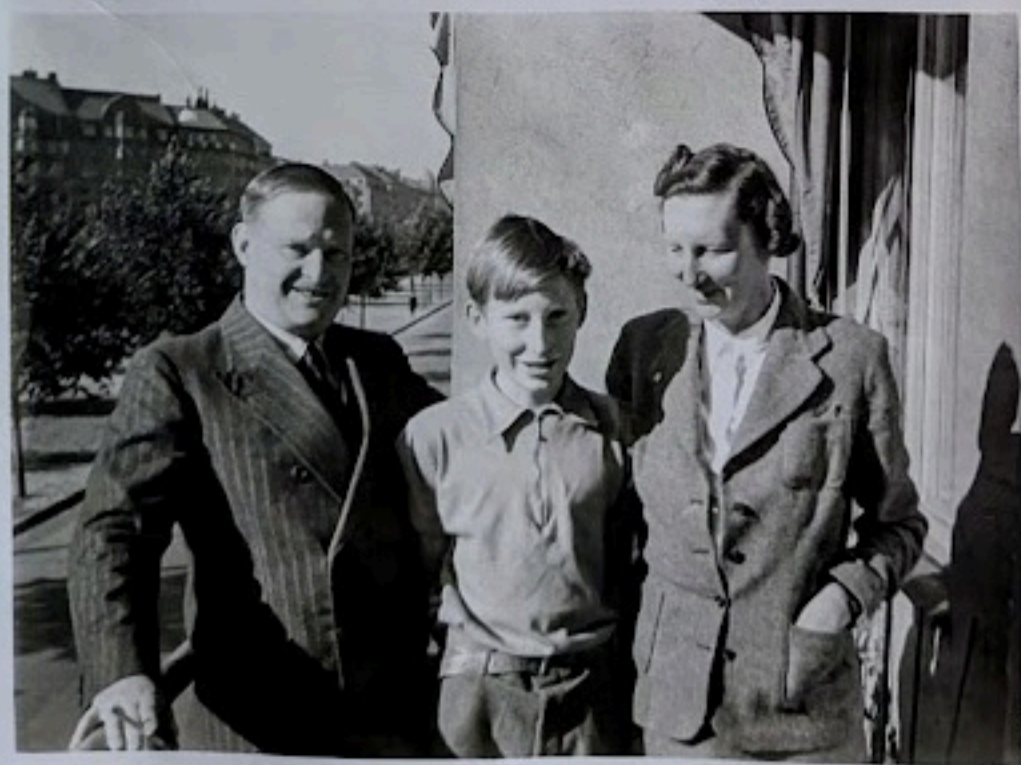
Sir,—I have read the usual cry from one of your correspondents against the Victorian Age, "for whose foibles and complacency we are still paying." We are paying, however, for the foibles and complacency of a generation to which your correspondent no doubt belongs, 1900 to 1939, the forty years of England in the wilderness: ignorant and foolish people, who despised Victoria, and despised Disraeli, and despised Kipling and Rhodes and Chamberlain, who were ashamed of the word empire, and besmeared the glorious pride of the past with sham modesty and real degradation. We are paying for the moral cowardice of politicians which the people chose themselves, who were afraid to tell us the truth when they knew it (at least one Prime Minister has owned it), but mostly were too bemused with prejudice to see any truth at all. They saw only votes, and the voters wanted only more wages and less work. We surviving Victorians have been humiliated to see our country throwing away its influence, afraid of its duties, ready to lick the boots of a Japanese or the toes of a Gandhi or the breech of a Hitler.

It is a great encouragement to see now the trade union leaders, most of them at least, learning a few elementary truths at middle age, but still I see strikes and clutchings after more and more wages. We Victorians have to do with less and less wages, and more and more grabbing at anything we may have, but we submit in the public interest.—I am, yours faithfully,

W. H. D. ROUSE.

Histon Manor, Cambs.

THE TIMES MONDAY SEPTEMBER 21 1942



Stockholm 1943.

Reggie Michael & Mary Sutton Pratt

1943.

BIRTHS

LIVINGSTON BOOTH.—On May 3, 1943, at the Brunswick Nursing Home, Cambridge, to JOAN (née Tabrum), wife of CAPTAIN J. D. LIVINGSTON BOOTH, R.A.—a son (JOHN TIMOTHY).

Birthday Honours June 2nd 1943.

SATURDAY FEBRUARY 6 1943

ON ACTIVE SERVICE

WALKER.—At British Military Hospital, Meerut, India, from typhoid fever, RENTON PALMER WALKER, Captain, Royal Norfolk Regt., attached R.I.A.S.C., of Morton Manor House, Holt, Norfolk, aged 25.



BACK IN CAIRO.—Mr. Churchill photographed in Cairo after his visit to Turkey and Cyprus. He is seen with Air Chief Marshal Sir Sholto Douglas, Air Officer Commander-in-Chief, Middle East.

GIRL GUIDES ON PARADE



Lady Baden Powell, the Chief Guide, taking the salute in Victoria Square at Saturday's parade.

Dorothy Walker, 76th Birmingham, 1st Edgbaston.

MR. G. M. CRICK AND MISS K. F. LIND

A marriage has been arranged, and will shortly take place, between Lieutenant Graham Minden Crick, The Shropshire Light Infantry, eldest son of Mr. and Mrs. L. G. M. Crick, of Disley, Cheshire, and Katherine Frances (Jean) Lind, youngest daughter of Colonel and Mrs. A. G. Lind, Woodstock, Oxfordshire.

Sept.
BER 15 1943

BATTLE OF BRITAIN CELEBRATION

SIR J. ANDERSON ON A MARVELLOUS YEAR

In celebration of the Battle of Britain a luncheon was held at the Simpson Services Club, Piccadilly, yesterday, at which most of the guests were pilots who took part in the fighting or the chiefs who directed them.

Among those who attended were Sir John Anderson, Lord President of the Council, who was Home Secretary and Minister of Home Security at the time of the battle, Lord Trenchard, "father" of the R.A.F., Air Chief Marshal Lord Dowding, Air Officer Commanding-in-Chief Fighter Command, 1940, and Air Marshal Sir T. Leigh-Mallory, the present Air Officer Commanding-in-Chief, Fighter Command. Dr. S. L. Simpson, president of the club, presided.

SIR JOHN ANDERSON, proposing the toast of "The Battle of Britain Pilots," commended the part they played in the following quotation from Dryden's *Annus Mirabilis*:

Never had valour, no not ours, before
Done ought like this upon the land or main,
Where, not to be overcome was to do more
Than all the conquests former kings did gain.

That, said Sir John Anderson, might have been written yesterday, and of the Battle of Britain. Surely there never was such a marvellous year as 1940, witnessing as it did those absolutely shattering events in the space of a few weeks. As a nation we found ourselves in that testing time. Those who from necessity or choice left these shores at that period had something to regret. We lived throughout in a state of physical and spiritual exaltation.

Surely there never was a greater battle, never one on which more stupendous issues depended. The fate of our Empire was at stake, and with it the liberties of all free nations. Likewise there was never a battle more decisively won. Before the enemy had to admit defeat he had lost no fewer than 2,400 machines in some 10 weeks.

AIR CHIEF MARSHAL LORD DOWDING, replying for the Fighter Command, said he always felt uncomfortable when nice things were said about him and the Battle of Britain for two reasons. The people who won the Battle of Britain were not sitting in headquarters rooms. They were at their stations; they fought, and saved the country. They waited, never despairing, always with a little jest on their lips.

GROUP CAPTAIN A. G. MALAN, replying for the fighter pilots, said they came into far more than their share of the glamour and glory, some of which should go to the executive and ground staffs.

Sept. 1943.



Barth & Timothy



E. with Great nephew.

22/12/43. THE TIMES

FORTHCOMING MARRIAGES

COLONEL C. F. K. MARSHALL AND MRS.
N. E. MACPHAIL

A marriage has been arranged, and will shortly take place quietly in London, between Colonel C. F. K. Marshall, D.S.O., M.C., and Nora Elaine, widow of Douglas Ross Macphail, C.B.E.

Sept. 1943.



A GREAT ROWING COACH

Mr. Arthur Everard Kitchin, a house-master at Shrewsbury School from 1925 to 1943, who died at Harlech on Monday after a long illness, was one of the leading rowing coaches in the country.

The only son of the Ven. Archdeacon Arthur Kitchin, he was born in 1887 and educated at Tonbridge, where he distinguished himself as an oarsman. In 1905 he won a classical exhibition to St. John's College, Oxford. He rowed three times in the college boat at Henley—in 1909 he rowed six in the crew which won the Ladies' Plate—and he was in the winning trial eight at Oxford in 1907 and 1908. In the latter year he rowed number four in the Oxford crew against Cambridge. He graduated B.A. in 1910 and at once took up an appointment as an assistant master at Shrewsbury.

After a few years at Shrewsbury he took charge of the school rowing, which under his coaching attained a remarkably high level. In 1919 Shrewsbury won the Elsenham Cup (the temporary substitute for the Ladies' Plate at Henley) and in 1924 and 1932 Shrewsbury crews won the Ladies' Plate itself. In 1931 Shrewsbury reached the final. Kitchin's reputation as a coach was now widespread, and he was several times called on to coach the Oxford crew. In January, 1927, *The Times* published a photograph of the Oxford crew at work on the Severn, having travelled to Shrewsbury to row under Kitchin's guidance. This was a new departure in preliminary training for the boat race, and was a high compliment both to Shrewsbury and to Kitchin.

As a coach Kitchin was distinguished for his extreme clarity of explanation. An exponent of the old classic style, he strove to obtain a combination of great body swing with leg drive. He had a flair for picking crews and knew exactly what he wanted of them, and, being a man of imposing personality and physique—his school nickname was "The Bull"—he usually succeeded in getting what he wanted. He commanded the school O.T.C. during the 1914-18 war.

Kitchin married Miss Ruth Snow and they had two sons. There will be a memorial service in the Shrewsbury School Chapel on Monday at 2.30 p.m.

Feb. 1944.



The Tons Generations

FORDYCE.—On March 3, 1944, at 48, Storey's Way, Cambridge, MABEL DAKEYNE, widow of Dr. B. E. Fordyce, late of Cambridge.

MR. F. T. PRIOR

Mr. Frederick Thomas Prior, formerly for many years an assistant master, and house-master of Mr. Moser's house, at Shrewsbury School, died at Kingsland, Shrewsbury, yesterday. As he was one of the outstanding personalities at the school during the last half-century, the news of "Freddie" Prior's death will be heard with regret by thousands of Old Salopians; they will remember him especially as the singer and author for so many years of the Old Salopians' Song (sung at the annual concert) in praise of the school's achievements during the year. The funeral will be in the school chapel on Saturday at 11 a.m.

WALKER.—On April 6, 1944, at Edgbaston, very suddenly, ELLEN MARGARET, dearly loved wife of ANGUS WALKER and mother of Ian and Dorothy.

WALKER : MAITLAND.—On Feb. 14, 1945, ANGUS CAMPBELL WALKER, M.C., late Sudan Political Service, to ELLA JOYCE, widow of DR. FRANCIS GEORGE MAITLAND.

AUGUST 1954 — MARRIED 14th OCTOBER 1954 IN COLOMBO

MR. I. A. WALKER AND MISS P. R. HALLIGAN
The engagement is announced between Ian Angus Walker, of Chundale, Wynad, South India, only son of the late Mr. and Mrs. A. C. Walker, of Cambridge, and of Horning, Norfolk, and Patricia Rose, youngest daughter of Mr. and Mrs. W. P. Halligan, of Didsbury, Manchester.

Charges to pay
s. d.
RECEIVED
At 3/10m x 23.1
From TS 15
By 929 TSA564 COLOMBOSUB 14 14 1300 =
DLVR 15TH
OFFICE STAMP
CAMBRIDGE
15 OCT 54

GLT = WALKER 48 STORES WAY CAMBRIDGE =

CHAMPAIGNE FLOWING LOVE TO ALL = PAT AND IAN +

CT 48 DLVR 15TH

For free repetition of doubtful words telephone "TELEGRAMS ENQUIRY" or call, with this form at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope. B or C

EASTERN DAILY

Yacht Racing 6/9/46 HORNING WEEK OPENED

Under Full Sail in Spite of Gusts

For the opening of the Horning Week on Wednesday the weather was unseasonable, but it was not quite as bad as it threatened to be early in the day. Many of the holiday yachts which passed up the river were reefed, but, although there was a gusty wind, which changed twice during the day, most of the racing craft were under full sail, the main exception being in the cruiser class. The meeting was under the direction of Horning Sailing Club. Results:
Yare and Bureas, for Dore Cup (7 starters).—1 Corydon (T. Morgan), 11-44-30; 2 Swallowtail (F. H. Olorenshaw), 11-48-44; 3 Golden Copper (R. H. Pitt), 11-50-20.
Watermen's Race (5 starters), corrected times.—1 Kallima (H. Southgate), 11-41-30; 2 White Admiral (C. Freestone), 11-41-30; 3 Kana (Walter Woods), 11-41-30.
Norfolk 14-ft. Dinghies (3 starters).—1 Goldfish (R. H. Pitt), 11-37-44; 2 Grebe (Mrs. Malet), 11-37-44; 3 Kallima (H. Southgate), 11-37-44.

Cruisers (5 starters), corrected times.—1 Goldfish (R. H. Pitt), 2-28-37; 2 Vagabond (F. H. Olorenshaw), 2-35-28; 3 Tombo (A. K. Johnston), 2-38-14.
All-Comers (15 starters), corrected times.—1 Corydon (T. Morgan), 3-28-19; 2 White Myth (E. H. Farrington), 3-29-28; 3 Swallowtail (F. H. Olorenshaw), 3-29-58; 4 White Beauty (F. Sewell), 3-31-8.
Juniors' Race, for Bullard Challenge Cup (5 starters).—1 Pluto (T. J. Whelpton), 4-40-14; 2 Kis Lilk (R. Tillet), 4-45-35.
Ladies' Race (6 starters).—1 Mrs. Malet (Corydon), 4-59-37; 2 Mrs. Angus Walker (Pimpernel), 5-2-35; 3 Mrs. H. G. Whelpton (Silver Washed), 5-3-1.

Regatta's 133 Entries

For the popular open regatta yesterday there was a good breeze and quite a lot of sunshine. Most of the entries ran into double figures, the largest being 32 in the class for any rig or rating. Altogether the entries totalled 133. Results:
One-Designs (18 starters).—1 Scarce Copper (Philip Pank), 10-37-15; 2 Swallowtail (F. H. Olorenshaw), 10-37-53; 3 Meadow Brown (L. K. Smith), 10-38-1; 4 Adonis (T. S. Whelpton), 10-38-6.
Watermen's Race (11 starters), corrected times.—1 White Damsel (Walter Woods), 11-41-27; 2 Dotterel (G. Moore), 11-44-30; 3 Kallima (H. Southgate), 11-48-53.
12-ft. National Dinghies (6 starters).—1 Hayoc (Mrs. Malet), 11-54-35; 2 Stint (P. G. Smith), 11-57-41; 3 Joby (Mrs. Laing), 11-57-51.
Juniors' Race for Water Babies' Challenge Cup (7 starters).—1 Adonis (T. S. Whelpton), 12-48-39; 2 Corydon (R. Morgan), 12-48-13; 3 Ragged Robin (J. Baker), 12-50-14.
Cruisers (10 starters), corrected times.—1 Goldfish (R. H. Pitt), 2-25-11; 2 Sabrina III (R. Halfhead), 2-33-8; 3 Vagabond (F. H. Olorenshaw), 2-33-42; 4 Tombo (V. E. Harrison and A. K. Johnston), 2-34-16.

Norfolk 14-ft. Dinghies (7 starters).—1 Grebe (Mrs. Malet), 5-42-55; 2 Jimba (R. H. Stevenson), 5-43-16; 3 Cockle (P. Smith), 5-44-8.
Any rig or rating, except cruisers, for Horning Challenge Cup (52 starters), corrected times.—1 Loro II (A. K. Johnston), 4-40-26; 2 Angel Wings (H. B. Cundall), 4-40-30; 3 White Admiral (J. C. Newman), 4-40-42; 4 Corydon (T. Morgan), 4-41-40.
Ex-Service crews, any rig or rating, for Commander Brathwaite Cup (22 starters), corrected times.—1 White Damsel (M. Mackay), 5-34-2; 2 Carborina (J. C. Newman), 5-34-15; 3 Corydon (T. Morgan), 5-35-27; 4 White Myth (W. Mory), 5-35-45.
Consolation Race (20 starters), corrected times.—1 Angel Wings (A. Cundall), 6-23-41; 2 Pimpernel (R. Halfhead), 6-24-7; 3 Meadow Brown (L. K. Smith), 6-24-8; 4 Pamphilon (B. Bush), 6-24-26.

Horning Club's Progress

The club supper and meeting of Horning Sailing Club were held in the Swan Pavilion on Wednesday.
The Rev. H. W. Benson (commodore) who presided, retired from office. Dr. D. G. Shields (commodore), Mr. L. R. Ramus (vice-commodore), and Col. D. Scott (rear-commodore) were elected.
Dr. Shields said that the meetings at Thurne Mouth proved a great success, with seldom less than 40 starters, and on occasion 50 or 60.
Mr. V. E. Harrison (hon. secretary) reported that since last season the membership had increased from 209 to 285.
On the retirement of Mr. Harrison, Mr. Angus Walker was appointed hon. secretary.

July 1945.



Rosella Dorothy



Arthur Dicker
 Rosella Ann
 ? Dicker Dorothy

SEPTEMBER 4, 1947

CONGESTION AT BUOY

HORNING ENTRY OF 32 ALL-COMERS

FROM OUR SPECIAL CORRESPONDENT

Horning Sailing Club had more starters, but even less wind than there was on Monday for its day of Horning Regatta yesterday.

In regattas of this sort the All-comers' race assumes a place of importance, usually carrying the chief prize of the day, so different from its normal position as a sort of consolation race at the end of the day.

Yesterday's all-comers, for the Stracey Plate brought out an entry of 32 and again there was a lot of congestion at the start and four boats were over the line. However, the trouble at the start was nothing to that which arose at the top buoy where some of the leading boats were caught by a squad of the others advancing in a solid rank, stretching almost from one bank to the other, and were, by these, marched firmly back past the buoy again.

Two Yarmouth One-designs, Pimpernel and Prairie Flower, were leading when the boats came in sight, followed by Gentle Jane, which, after a bad start, had picked up a lot, partly through being astern of all the trouble at the buoy. For the same reason the boats which were recalled at the start finished quite well up. Gentle Jane passed Prairie Flower, but could not catch Pimpernel, sailed by R. Halfhead.

The Juniors' dinghy race was won by Graham Broom, in his Lark, but as he is not a member of the Horning Club the Bullard Cup goes to Miss M. Shields, who finished second, on corrected time, in Snipe.

Walter Woods repeated his last year's success in the waterman's race, winning by nearly three minutes, and Mrs. E. P. Whelpton scored an easy win in the Ladies' race to win the Mary Cup.

Yare and Bure O.D. (Start 10.30.) (12 starters.) 1 round.—1 Meadow Brown (L. E. Smith) 11-8-14; 2 Lysons (Miss Moore), 11-12-18; 3 Wood White (H. Farrington), 11-14-12.

Waterman's Race. (Start 11.20.) (6 starters.) 1 round.—1 White Damsel (W. Woods), 12-6-48; 2 Pimpernel (R. Gourbold), 12-11-1; 3 Prairie Flower (W. May), 12-11-8.

National Dinghies. (Start 12.) (46 starters.) 1 round.—1 Pigaro (R. Tillet), 12-47-55; 2 Tiger (H. Nichols), 12-48-20; 3 Scud (J. Addison), 12-50-13.

Norfolk Dinghies. (Start 12.5.) (6 starters.) 1 round.—1 Grebe (Mrs. J. H. Ellingham), 12-54-22; 2 Jimba (R. H. Stevenson), 12-54-28; 3 Coot (T. Whelpton), 12-57-33.

Cruisers. (Start 2.0.) (8 starters.) 1 round.—1 Goldfish (A. C. Pitt), 2 Blue Peter (The Rev. H. W. Benson), 2-47-11.

All-comers. (Start 2.45.) (32 starters.) 1 round. (Corrected times.)—1 Pimpernel (R. Halfhead), 3-9-42; 2 Gentle Jane (W. Johnson), 3-10-54; 3 Prairie Flower (P. Sewell), 3-12-26.

Dinghies (Juniors) Race. (Start 3.40.) (8 starters.) 1 round.—1 Kila Lark (G. B. Broom), 4-27-54; 2 Snipe (Miss M. Shields), 4-29-4; 3 Greenoak (E. Edwards), 4-30-6.

Yare and Bure O.D. (Ladies' Race.) (Start 4.45.) (11 starters.) 1 round.—1 Scotch Angus (Mrs. E. P. Whelpton), 2 Oidren (Miss D. Whelton), 3 Ansel Wings (Mrs. Ellingham).

SEPT. 5th 1947

OPEN REGATTA AT HORNING

NEED FOR A NEW HANDICAP SYSTEM

FROM OUR SPECIAL CORRESPONDENT

The rain, promised by the B.B.C., did not arrive, so Horning's open regatta went off very well yesterday, there being 168 starters.

The wind had gone round to the south-east, but it was still very light, and all the morning races were of one round only. It freshened a bit at lunch-time and the afternoon produced the best wind of the regatta. With this wind, the value of the free cutting carried out by Horning Sailing Club could be appreciated.

Forty boats started in the All-comers' for the Horning Challenge Cup and, had the committee allowed it, there would have been more. The punt, Curlew, and Purple Emperor got the best of the start, and the former held her position throughout to win easily from the Yarmouth One-design, White Damsel, with the Regent's Park boat, Gentle Jane, third. The handicap for this race was on the old 15 seconds per foot per round basis. While this has the great benefit of simplicity, it is surely not beyond the wit of somebody to devise a more satisfactory system for these open regattas. Racing of this sort is not taken very seriously, and no one would wish it to be, but it is not an ideal state of affairs for three-quarters of the entries to know before they start that they have no chance of winning.

The Yach Builders' Cup for the Watermen's race went, as last year, to Walter Woods, and Goldfish had another easy win in the Cruiser race, her third in successive days. This was the first race of the day to be of two rounds, and Goldfish lapped about half of her opponents.

M. Baker sailing Ragged Robin, won the Water Babies' Cup for juniors and so will have his name inscribed on the cup, which the commentator kindly, but, I think, wrongly, informed us carried the names of yachtsmen who had since acquired international reputations. Had the cup been available in the far off days when Colin Newman was eligible to compete, a name of international fame would doubtless appear on it. This famous helmsman made one of his very rare appearances at a Broadland regatta, when he sailed a boat in the All-comers' race yesterday.

The Braithwaite Cup for ex-Service crews was won by Pimpernel, sailed by R. Halfhead, and the Consolation race provided yet another success for the Yarmouth One-designs, this time Prairie Flower.

Pimpernel was run into by a motor boat in the All-comers' race and her gear broken, but her crew contrived to lash it together in time to compete in and win the next race.

The flag officers and committee of Horning S.C. were in charge of the racing. Dr. Shields was officer of the day, assisted by Mr. H. T. Percival, Mr. V. Harrison and Commander E. Whelpton.

Results

Mixed O.D. (Start 10 (17 starters). 1 round.
—1 Lysons (Miss M. Moore), 10-34-28; 2 Corrydon (T. Morgan), 10-34-46; 3 Scotch Angus (T. Whelpton), 10-35-6.

Watermen's Race. Start 11.10 (12 starters). 1 round.—1 White Damsel (W. Woods), 11-39-29; 2 Prairie Flower (A. Moore), 11-42-34; 3 Red Devil (J. Nunn), 11-43-46.
National Dinghies. Start 11.20 (7 starters). 1 round.—1 Tiger (H. Nichols), 11-55-36; 2 Havor (P. Smith), 11-57-56; 3 Pigaro (R. Tillet), 11-58-8.

Mixed O.D. (Juniors). Start 12 (9 starters). 1 round.—1 Ragged Robin (M. Baker), 12-59-19; 2 White Admiral (Miss M. Shields), 12-41-1; 3 Scotch Angus (Miss P. Harrison), 12-41-20.

Cruisers. (10 starters). 2 rounds.—1 Goldfish (A. C. Pitt), 2-38-7; 2 Achievement (A. Ames), 2-41-44; 3 Blue Peter (The Rev. H. W. Benson), 2-47-11.

Norfolk Dinghies. Start 3 (10 starters). 2 rounds.—1 Grebe (Mrs. Ellingham), 2 Jimba (R. H. Stevenson), 3 Windy (H. T. Percival).

All-Comers' Start 4 (40 starters). 2 rounds (corrected times).—1 Curlew (T. Whelpton), 4-35-40; 2 White Damsel (W. Mackay), 4-37-19; 3 Gentle Jane (W. Johnson), 4-38-28.

Ex-Service Race. Start 5 (51 starters). 2 rounds (corrected times).—1 Pimpernel (R. Halfhead), 5-34-15; 2 Prairie Flower (W. May), 5-34-36; 3 White Damsel (W. Mackay), 5-35-39.

Consolation Race. Start 5.45 (21 starters). 1 round.—1 Prairie Flower (P. Sewell), 2 Meadow Brown (L. E. Smith), 3 Purple Emperor (S. Bushell).

Horning S.C. Officers

At a meeting of Horning Sailing Club, held after the club supper on Wednesday at the Swan Pavilion, Dr. D. G. Shields was re-elected commodore. The vice-commodore, Mr. L. R. Ramuz and the rear-commodore, Col. D. Scott, were also re-elected. The hon. treasurer, Mr. S. G. Farmer, reported that membership had risen to 400.

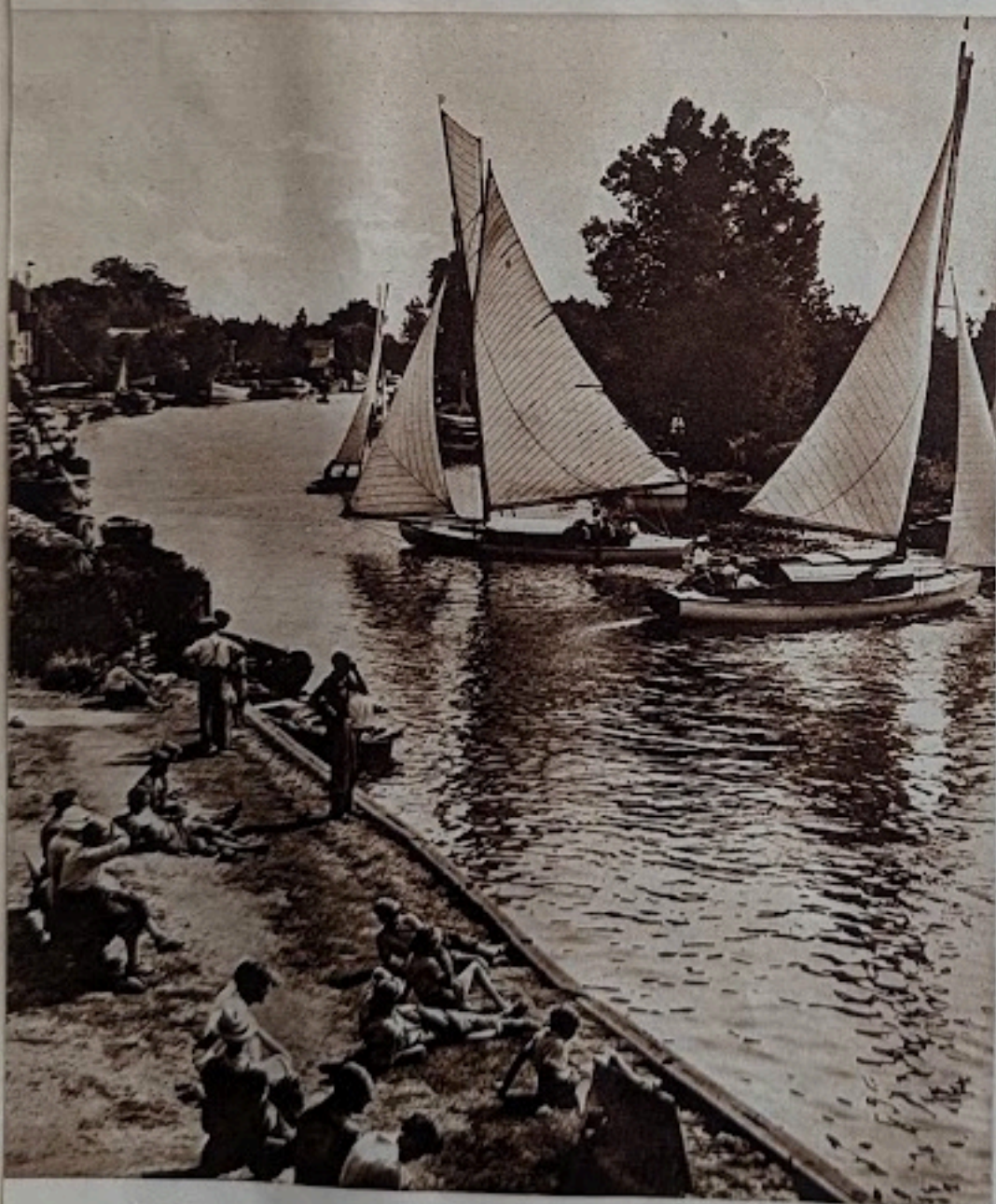


THE COURSE ABOVE HORNING: Here the River Bure is about 50 yards wide and the regatta course is 600 yards long. Boats sail two rounds, except in a light wind, when only a single round can be sailed. One of the turning buoys can be seen.

The Broads-Horning Regatta

Small-Boat Racing in Narrow Waters

SEPT. 5th 1947.



SPECTATORS seated on the Swan Hotel lawn watch the small cruisers maneuvering for position before their race. The picture shows the woodlands along the river, which make sailing difficult in light winds. "Goldfish" (A. C. Pitts) was an easy winner. The wind had freshened by the afternoon, and this race was sailed over two rounds.

Sport & Country, 26.9.47



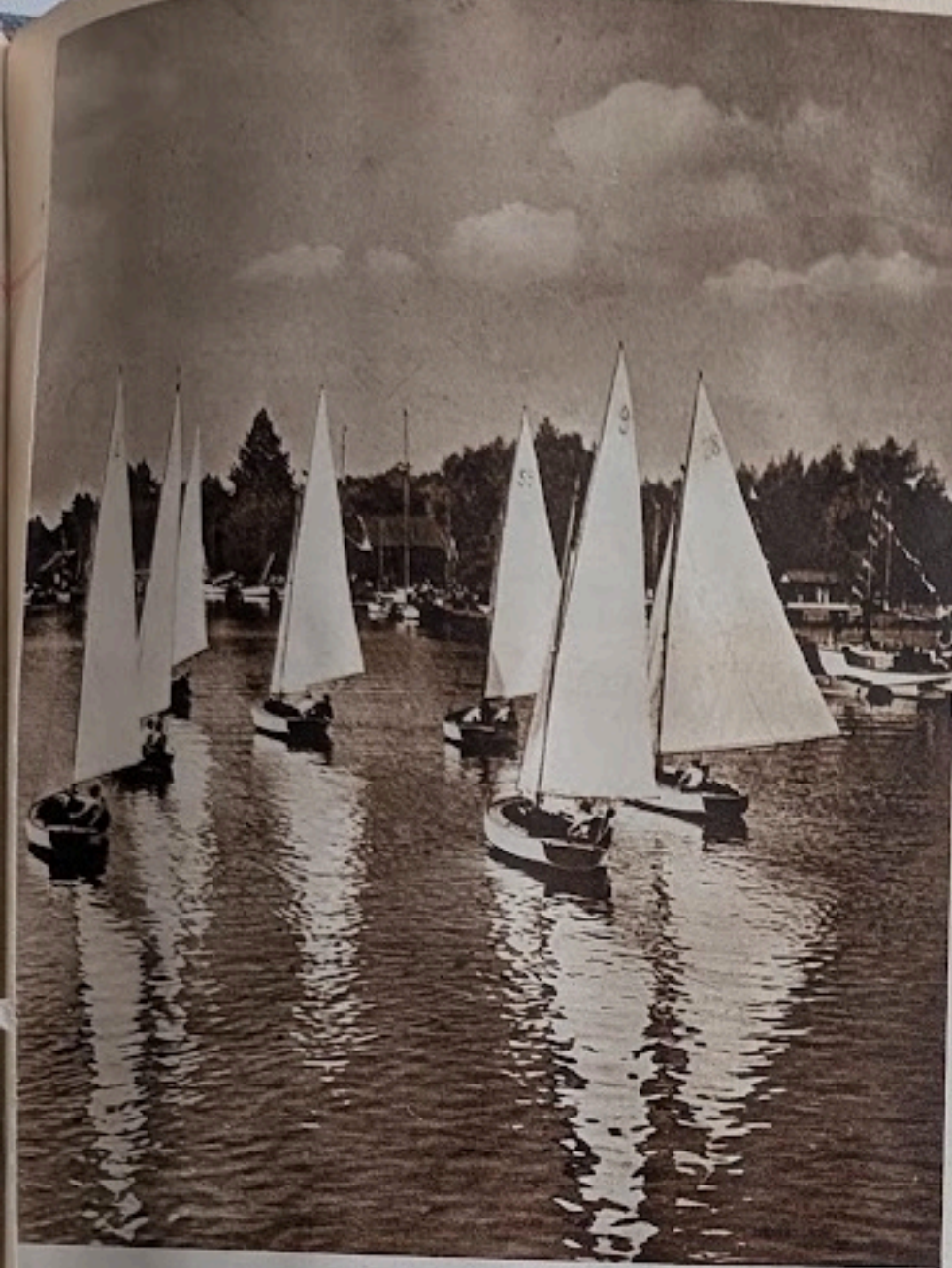
THE START OF THE WATERMEN'S RACE: The and are going up to the first buoy, where a close jam

THE Norfolk Broadland, with its 200 miles of navigable waterways, has for many years been a favourite holiday resort for those who appreciate the opportunity of sailing on pleasant inland waters. But long years before the first visitors came down to stay at the inns on the banks of the five main rivers, the inhabitants had been sailing experts from childhood.

Goods and local produce were carried in a vessel known as a keel, with the mast stepped amidships, but this was ousted later by the large and dignified wherry—the finest cargo-boat for narrow waters ever evolved. The wherry, alas! is a rare sight to-day—train and lorry have largely taken over their trade. Smaller cargoes were carried in light boats or in the large flats propelled by a pole. Pleasure and business journeys were made in small, speedy sailing-craft made in the riverside villages, and the native Broadman preferred his boat to the rough and often flooded roads. Even to-day, when land communications are quick and convenient, most waterside householders own a sailing-craft for



AN EXCITING MOMENT in the Norfolk Dinghies race, where the starters were well jammed. The leading boat—B47—was just over the line at gun-fire and was recalled to cross it again. "Grebe" (Mrs. Ellingham) was the winner.



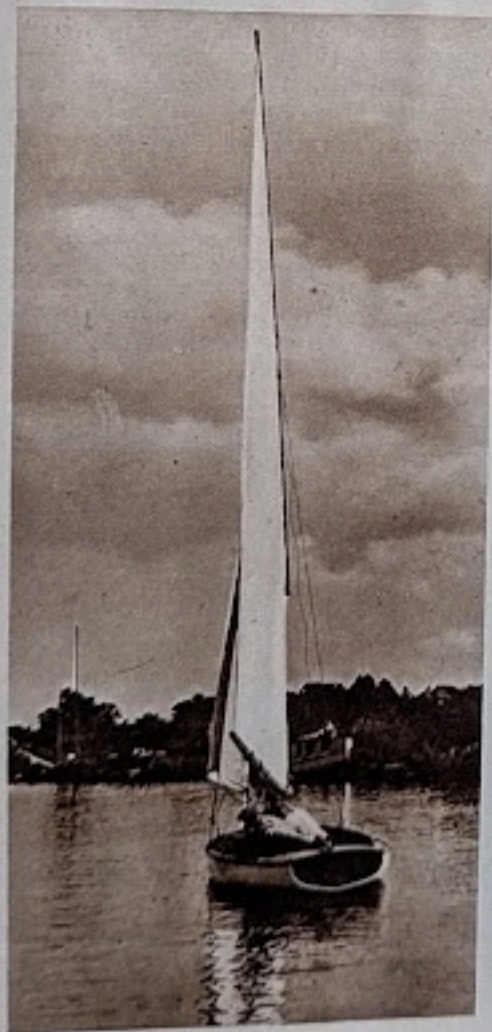
twelve competing boats have just crossed the starting-line of boats made for fine sailing and bright conversation.

business as well as pleasure. The larger towns and villages maintained an annual water-frolic—a combination of fair and regatta—but the latter term only came into use about 100 years ago.

There is no sport so democratic as small-boat sailing, and races were keenly contested by all classes at these meetings, which still exist as the present-day regatta. The introduction of the more modern rigs—balanced lug, cutter and Una—has enormously improved the racing capacities of local craft and the Broadman can hold his own with the best. Many well-known yachtsmen had their first experience of sailing on the Norfolk Broads and rivers.

The pictures on these pages show the racing at one of the best-known Broadland fixtures—the Horning Town Open Regatta. Sailing was over one of the most difficult courses on the Broads, a half-mile reach on the Bure above Horning, where the river is about 130 ft. wide. A helmsman who in crowded, narrow water can comply with both the rules and the spirit of racing has little to learn in ability or sportsmanship.

In the day's programme were events for Yare and Bure one-designs; waterman only; 12-ft. national dinghies; juniors (helmsmen and women under eighteen); small cruisers handicap, for boats under 30 ft.; Norfolk 14-ft. dinghies; any rig or rating handicap; any rig or rating (ex-Service crews); and a consolation race. Cups and prizes were presented by Mrs. Walker.



THE WINNING BOAT IN THE WATERMEN'S RACE: "White Damsel," sailed by W. Woods, running down to the finishing-line, which she crossed to win easily by more than four minutes.



ROUNDING THE BUOY in the Juniors' race for the "Water Babies Challenge Cup." "Ragged Robin" (M. Baker) was first; "White Admiral" (Miss M. Shields, daughter of Dr. Shields) second, and "Scotch Argus" (Miss Pat Harrison, daughter of the Hon. Secretary) third.



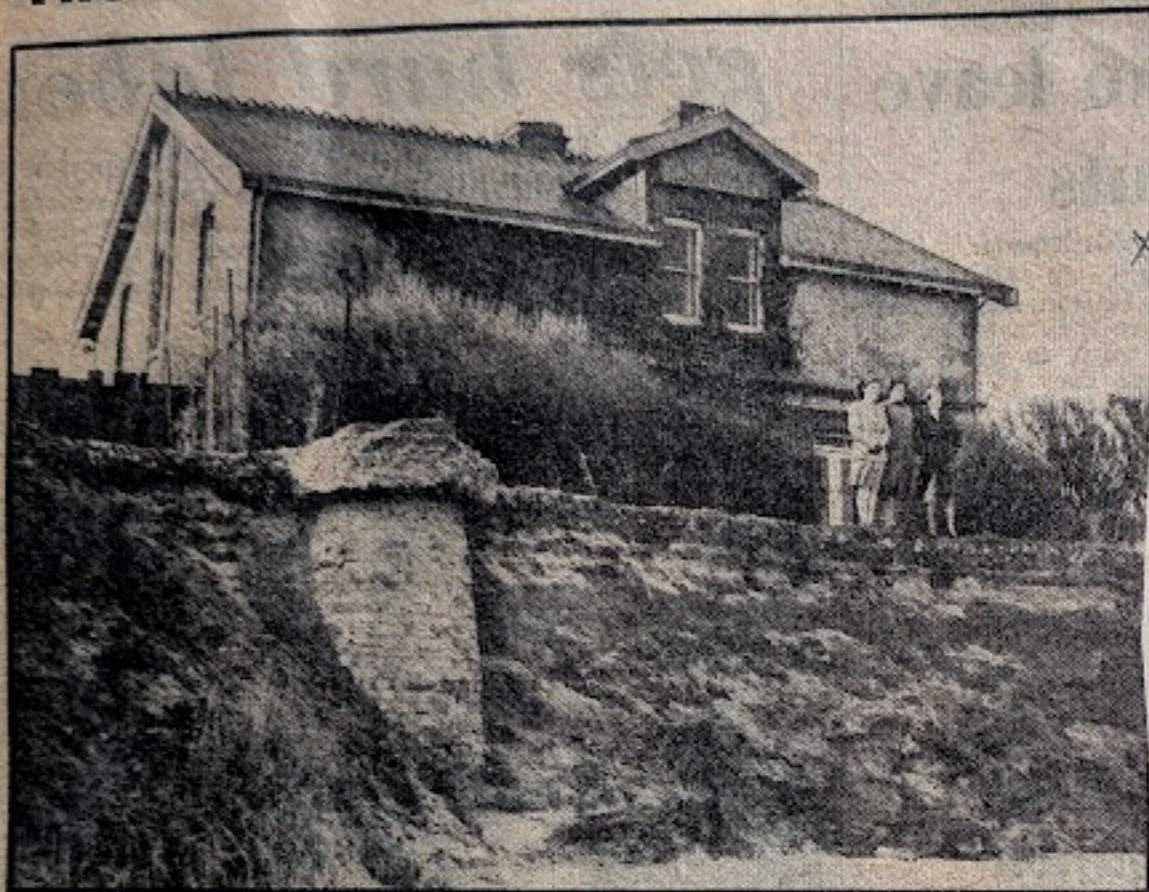
YARE AND BURE ONE-DESIGN: "Lycæna" (sailed by Miss M. Moore) rounding the home buoy and beating "Corydon" (Mr. T. Morgan) by eighteen seconds in a well-contested race.



FLAG OFFICERS AND COMMITTEE: Left to right, Standing: Messrs. S. T. Blink (Timekeeper), T. Whalton (Hon. Treasurer), Messrs. S. G. Farmer, Mrs. Blink, V. E. Harrison (Hon. Secretary), V. Lunt, T. Beck, F. Sims (Timekeeper), Messrs. A. K. Jonston, V. Lunt, T. Beck, F. Sims (in charge of gun). Sitting: Dr. Shields (officer of the day), Colonel D. Scott, Messrs. A. C. Walker and L. Ramus.

DAILY GRAPHIC. DEC. 4th 1947.

The sea comes to number 13



ONLY five yards from the edge of a crumbling sand cliff stands No. 13, The Warrens, last survivor of an estate of houses at Caister, Norfolk. The other 12 homes have all fallen victims to sea erosion.

But Mr. and Mrs. Hugh Williams, the occupants of No. 13, say: "We paid a good price for the house a few years ago, and we intend to stay."

As the sea encroaches ever nearer to the village, Caister's 3,000 inhabitants are appealing for help.

Letter to The Queen

"We must have a big sea wall to save us," said Miss Gertrude Haylett. Now 200 women have signed a letter to the Queen, which Miss Haylett has been taking from door to door.

Mr. Jack Chase, a parish councillor, added: "The erosion averages 10 feet a year, but sometimes it is 10 feet a night. The village has been appealing for defences for 20 years, but the buck seems to have been passed from department to department. Now we are told it is the Ministry of Health's responsibility."

Mrs. Hugh Williams (centre) shows two friends how the high tides are slowly eating away the front garden of No. 13, The Warrens.



Miss Gertrude Haylett (left) receives the signatures of Mrs. E. Brown and Mrs. E. Farrow (right) for her petition.

Bishop in pyjamas chased burglars

THROWING a dressing-gown over his pyjamas the Bishop of Salisbury, Dr. Geoffrey Lunt, chased two burglars in his garden early on Sunday.

Dr. Lunt, who is aged about 60, was roused by one of his maids. She heard the men clambering along a ledge near the house which stands in the cathedral close.



Dr. Lunt

The bishop saw two men hiding in the bushes at the end of the garden, which is separated from the main street by a high wall.

He ran out and followed sounds of rustling, but was unable to catch up with the men and called the close constable.

Shortly afterwards the men were heard scrambling back over the wall.

Salisbury City Police were called, but the men got away.

The bishop's secretary said last night: "The weather was extremely cold, but the bishop does not appear to have suffered any ill-effects."

The real built, as told by the Bishop is that the police went to the wrong house!



IOHANNES CAIUS M.D.
 (From the Picture in the College Hall)

GONVILLE & CAIUS COLLEGE
SEXCENTENARY GATHERING

23 June 1948

PLAN OF TABLES

GALLERY (AT THE OPPOSITE END OF THE HALL)

Mr S. R. Dennison, C.B.E. (1945)
(Tutor)

Rev. E. W. Heaton (1945)
(Dean)

- Mr P. Goodall (1945)
- Mr W. M. Holland (1946)
- Mr B. J. Hughes (1946)
- Mr D. H. Shinn (1939)
- Mr J. F. Wilkinson (1943)
- Mr J. M. Lock (1944)
- Prof. P. A. S. Hadley (1938)
- Mr J. Gibson (1944)
- Mr D. Freeman (1945)
- Mr C. E. McWilliam (1947)
- Mr S. S. V. Hough (1947)
- Mr C. G. C. Nickel (1941)
- Mr C. H. Peto (1946)

- The Dean of Chichester (1898)-
- Dr H. B. McCaskie (1896)-
- Mr J. P. Stott (1895)-
- Mr J. Hullah, C.S.I. (1895)-
- Col. H. A. H. Newington, D.S.O. (1895)-
- THE MASTER (1895)-
- The Vice-Chancellor (1904)-
- Rev. Canon J. H. Srawley (1888)-
- Dr J. Blomfield (1888)-
- Dr J. B. Christopherson, C.B.E. (1887)-
- Prof. Sir F. W. Keeble, K.B.E., F.R.S. (1889)-
- Mr L. Tubbs (1889)
- Mr C. H. Reid (1896)
- Mr C. H. J. Fagan, O.B.E. (1897)
- Mr T. W. N. Dunn (1898)
- Hon. Mr Justice H. A. Brown (1898)
- Prof. S. A. Cook, F.B.A. (1891)
- Brig.-Gen. E. W. Costello, V.C. (1924)
- Adm. Sir Herbert Fitzherbert K.C.I.E., R.N. (1921)
- Dr D. Pennington (1893)
- Rev. W. R. Menzies (1894)
- Rev. T. E. Wilson (1894)

Prof. R. C. Punnett, F.R.S. (1894)

Mr E. K. Bennett (1914)
(President and Senior Tutor)

Mr E. P. Weller, C.B.E. (1929)
(Bursar)

Sir A. D. McNair, K.C.,
C.B.E., F.B.A. (1906)

Prof. F. J. M. Stratton,
D.S.O., F.R.S. (1901)

The Bishop of Bendigo, A.M.F., C.B.E. (1906)	-Sir H. D. Gillies, C.B.E., F.R.C.S. (1901)	-The Bishop of Truro, M.C. (1906)	Prof. R. A. Peters, F.R.S. (1908)	-Sir J. C. F. Fryer, K.B.E., F.R.S. (1904)
Mr E. P. Reynolds, M.C. (1906)	-Mr C. C. Brinton (1901)	-Mr T. H. Oliver (1906)	Prof. H. M. Fox, F.R.S. (1908)	-Mr G. E. Aeron-Thomas (1904)
Mr W. C. C. Gell, C.B., D.S.O. (1907)	-Mr J. P. Hall (1901)	-Prof. I. De B. Daly (1911)	Dr G. F. S. Bailey (1900)	-Mr J. R. A. D. Todhunter (1904)
Mr G. Day, M.C. (1907)	-Mr C. Stagg (1901)	Rev. Prebendary M. F. Page (1905)	Mr G. P. Norton, D.S.O. (1900)	-Mr W. A. Gray (1904)
Sir W. H. Lewis, K.C.S.I., C.I.E. (1907)	-Mr K. M. Walker, F.R.C.S. (1901)	-Capt. J. H. Hughes-Hallett, R.N. (1922)	Mr R. J. Vernon (1899)	-Mr C. E. Benthall (1904)
Mr J. C. Russell, D.S.O., M.C. (1907)	-Dr C. B. Heald, C.B.E. (1902)	-Sir W. L. McNair, K.C. (1911)	Mr P. Frere-Smith (1899)	-Mr F. P. Winterbotham (1904)
Prof. G. W. Robinson, F.R.S. (1907)	-Dr A. H. Gosse (1903)	-Mr R. E. Threlfall (1910)	Rev. Canon J. A. Little (1904)	-Dr J. Needham, F.R.S. (1918)
Prof. R. A. Fisher, F.R.S. (1907)	-Mr G. G. Alderson, F.R.C.S. (1903)	-Mr R. L. Ashcroft, M.C. (1911)	Mr K. J. Lowson (1904)	-Mr J. H. Grummitt (1919)
Prof. F. Debenham (1913)	-Col. C. G. Blaikie, R.A.M.C. (1903)	Capt. G. A. Marriott (1911)	Brig. H. Pawle (1904)	-Mr M. J. Oakeshott (1920)
Prof. G. C. Steward (1915)	-Rev. T. Marsden (1903)	+ Mr A. C. Walker, M.C. (1911)	Mr P. T. Bauer (1934)	-Mr G. S. Conway, M.C. (1919)
Dr T. P. Hughes (1932)	-Mr W. F. Blackadder, D.S.O. (1931)	Mr J. Gutch (1924)	Prof. J. R. Hicks (1935)	-Rev. H. K. P. Smith (1919)
Mr D. R. S. Bailey (1935)	-Dr J. F. Stokes (1931)	Lord Stamp (1924)	Dr R. I. N. Greaves (1935)	-Mr B. G. Whitfield (1919)
Mr I. S. Scott-Kilvert (1936)	-Mr E. O. Roberts, M.P. (1931)	Mr D. F. Jones (1924)	Surg.-Comdr. J. J. Keevil, D.S.O. (1919)	-Rt. Hon. W. Mabane (1919)
Mr G. R. E. Naylor (1939)	-Mr J. Mervyn Jones (1931)	Mr G. M. Balfour (1924)	Prof. E. C. S. Wade (1919)	-Dr H. B. Stallard (1919)
Mr G. D. Magub (1935)	-Mr E. C. Ryder (1933)	Mr J. E. Cameron (1924)	Mr H. M. Abrahams (1919)	-Dr V. B. Wigglesworth (1919)
Mr A. B. Smith-Masters (1934)	-Dr D. Daube (1933)	Mr E. W. Russell (1923)	Mr A. E. Maschwitz (1919)	-Mr C. B. Goodhart (1937)
Mr E. A. Blackall (1933)	-Mr J. D. Higham (1932)	Prof. H. D. Kay, C.B.E., F.R.S. (1923)	Mr E. L. E. Wheatcroft (1919)	-Sir A. Moir, Bart. (1913)
Mr H. K. Matthews (1936)	-Mr I. D. McFarlane (1947)	Mr G. A. C. Hamilton (1923)	Dr W. S. C. Copeman (1919)	-Mr J. Ryan, M.C. (1913)
Mr A. G. Firebrace (1936)	-Mr A. A. Parker (1927)	Mr W. E. Tucker (1922)	Mr R. Cove-Smith (1919)	-Dr C. M. Billington (1913)
Dr D. Shoenberg (1947)	-Mr J. A. Plowman (1927)	Mr N. B. Sherwell (1922)		
Dr T. E. Allibone, F.R.S. (1926)	-Mr M. Lloyd (1927)	Mr G. B. Cooke, D.F.C. (1921)		
Dr H. R. Hulme (1926)	-Dr L. C. Martin (1928)	Mr J. T. Webster (1921)		

Mr G. T. Griffith (1926)
(Steward)

Mr H. T. Deas (1921)
(Tutor)

Mr H. E. Tunncliffe (1917)
(Tutor)

Grace and Anthem after Dinner

(Set to Music by CHARLES WOOD, Mus.Doc.
Fellow of the College 1894-1926)

V. Gratias Deo agamus pro Collegio dilectissimo:

R. Et pro omnibus Benefactoribus nostris.

V. Memoria iustorum in sempiternum durabit;

R. Nec metuet unquam maledicentium rumores.

V. Dominus vobiscum;

R. Et cum spiritu tuo.

AGIMUS tibi gratias, omnipotens Deus, pro omnibus beneficiis tuis, pro Fundatoribus nostris EDMUNDO GONVILLE, GULIELMO BATEMAN et JOHANNES CAIO, et pro omnibus Benefactoribus nostris, qui vivis et regnas Deus per omnia secula.

Deus ecclesiae suae concordiam et unitatem concedat, GEORGIUM Regem nostrum regiamque prosapiam conservet, et pacem regno universo atque omnibus Christianis largiatur. Amen.

Ps. cxxii. 6, 7. Precamini felicitatem ipsi Ierusalem, ac bene sit iis qui diligunt eam. Sit pax intra tua oppugnacula et prosperitas in palatiis tuis. Amen.

Carmen Caianum

(Set to Music by CHARLES WOOD)

Celebremus, celebremus
Domum nostram ut debemus,
Gloriamque memoremus
Temporis praeteriti:
Grandes simul et pusilli
Nomen canimus Gonvilli
Fundatoris: O quis illi
Laudem neget meriti?

OMNES Laudem ex amore
Dignam fundatore
Caianorum more
Uno demus ore.

Horum memores virorum
Et tot ante nos doctorum
Vita, fama, praeclarorum
Exultemus aemuli.

Omnes beneficiorum
Non obliti nos tantorum
Carmen volumus sonorum
Dare plenum gaudii.

Laudem ex amore etc.

B. H. DRURY

President of the College 1868-1894

GONVILLE & CAIUS COLLEGE



1348—1948

WEDNESDAY, 23rd JUNE, 1948

TOAST LIST

THE KING

OUR FOUNDERS—IN MEMORIAM

THE MASTER

THE NON-RESIDENT MEMBERS OF THE COLLEGE

To propose PROFESSOR F. J. M. STRATTON

To reply THE BISHOP OF BENDIGO

THE BACHELORS AND UNDERGRADUATES

To propose PROFESSOR R. C. PUNNETT

To reply MR. J. M. LOCK

M E N U

Ruppertsberger
Hofstück 1934

Mayonnaise de saumon Escoffier



Krug 1937

Pintade rôtie Sauce madère

Cos d'Estournel
1924

Petits pois

Pommes de terre nouvelles



Crème brûlée

Glace à l'américaine



Croft 1924

Dessert

Ch. Ausone 1928



Café

E.D.P. 27/8/48

Future of the Broads—I.

THE Report of the Ministry of Town and Country Planning recommending that Broadland should become the National Park of London and the Midlands and suggesting the development needed to provide "holidays each season for the equivalent of a million 'person days,'" emphasised that the most serious threat is "the encroachment of aquatic vegetation on the open water." So far no steps appear to have been taken to carry out the development or to meet the encroachment, and little has been done to consider the conflicting and apparently irreconcilable demands of the different parties immediately concerned. The coastal traders require a dredged and deepened waterway, free from mud banks, to give access to Cantley and Norwich for their heavy cargoes of coal, grain, timber, and cement. Sound arguments have been put forward for the revival of extensive transport on the inland waterways where a seasonal traffic of beet for Cantley is already important, but is capable of extension and improvement.

The sailing people are more concerned with broads, with the river reaches and the water byways, that with their soft mud banks provide "a perfect nursery for the yachtsman. The fitful winds and narrow channels test and develop his skill."

This is the first of three articles in which two authorities on land utilisation and geology, Dr. J. E. G. Mosby and Mr. J. E. Sainty, discuss the future of the Broads with special reference to recent suggestions for the construction of a lock at Yarmouth.

They ask also for access to the closed "private broads." The angler needs to have his favourite reaches protected from the sudden influx of salt water, that kills the coarse fish, and also from the even more deadly effect of sewage pollution. Yarmouth is anxious both for its fresh water supply and its sewage disposal; whilst the Catchment Board is concerned with its embankments and pumps. The naturalists—bird, insect and plant lovers alike—recognising the unique nature of their domain, fear that any drastic change may irretrievably ruin its peculiar charm.

However, all alike are concerned with the encroachment of aquatic vegetation which has, even within living memory, drastically reduced the area of open water, and all agree that "something ought to be done." Recently a writer in "Country Life," after enumerating the conflicting claims, has recommended as a panacea the construction of "a water lock at Yarmouth to control the flow of the tides."

* * *

It is quite clear that conditions are not static, but changing; within historic times the Hickling area, formerly draining through the Hundred Stream at Horsey, has had its drainage reversed, to be pumped to the Thurne and Breydon; the Bure no longer flows out to the north of Yarmouth, but its mouth together with that of the Yare has been diverted southwards to Gorleston; the Waveney, instead of following its eastward course through Oulton Broad and Lake Lothing, turns north to Breydon. Therefore before deciding on the remedy it would be well to consider the fundamental facts underlying the formation and continued existence of the Broads and to form some idea of the future course of events if no drastic action is taken.

A. Jennings's recent work has shown that the immediate cause of the formation of the Broads themselves was an influx, 3000 years ago, of the sea which deposited a dense bed of clay in the main valley and so cut off the direct access of the side streams: a study of the geological evidence shows that this rise of sea level was not an isolated phenomenon. During the last glacial phase the immense volumes of water, evaporated from the sea and locked up in the ice sheets forming in northern regions, caused a lowering in the actual sea level of

hundreds of feet, converting the bed of the North Sea into dry land. But the weight of the vast quantity of ice pressed down the land to the northward and tilted up the southern areas, bringing further portions above sea level.

* * *

With the melting of the ice sheet, conditions were reversed, the sea level rose rapidly and the ocean swept far inland; the land on the north relieved of the weight slowly rose and the elevated land to the south tended to sink. The vibratory motion so set up has not yet expended itself, and the work of H. Godwin in the Fens has traced the resulting relative land-and-sea levels. By the Bronze Age the sea had risen about two feet above its present level—dropping again to some 15 feet lower at the beginning of Iron Age times. At the opening of our Christian era it had again risen to some ten feet above its level today, sinking to eight feet below by A.D. 700 since when it has been fitfully rising. It is clear that the changes in sea level will ultimately be the decisive factor affecting the future of the Broads, but as the rate of change is at present so small, not exceeding a few inches per century, it would be obviously wrong to neglect necessary precautions to meet immediate dangers. There is besides the possibility that the present slow rise may already be near its climax and that recession may follow, introducing a new series of problems.

J. E. G. Mosby,
J. E. Sainty.

(To be continued)

2/9/48

FATAL 50 YARDS AT HORNING

LEADING BOATS LOSE ON LAST STRETCH

By our Yachting Correspondent

The most difficult part of the course yesterday at Horning, where Horning Sailing Club took over the management of the three-day regatta, was the last 50 yards—from the bottom buoy to the finishing line. At least two races which seemed won were lost in that fatal stretch.

The first was the White Boat race, in which P. R. Pank, in Scarce Copper, led almost all the way, but was "pipped on the post" by L. K. Smith, in Meadow Brown. Pank took the buoy rather sharply and went about almost at once to make sure of keeping well clear of the shallow water on the inside bend of the "Swan Corner." Then he found he could not make the line and had to tack again. Meanwhile Smith, close behind him, hauled his wind and stood on towards the shallows, then tacked as late as he dared and made the line easily to win by 22 seconds.

On the second occasion the all-comers, Miss Pat Harrison, in the Red Devil, had worked out a lead which, though she was giving time to the boat behind her, looked good enough to assure her of first place. Round the buoy she went, and then nothing went right for her. She had to make four tacks, whereas Pimpernel, her closest rival, seemed to have no difficulty at all. Pimpernel had to be content with the second gun, but her handicap was sufficient to give her first place on corrected time. Red Devil had been sailed admirably throughout the race.

The junior race in Norfolk dinghies for the Bullard Cup was rather a tame affair compared with the exciting sailing seen on Tuesday, but there was no doubt about the ability shown by J. Tillett in Dumbo. The Ladies' Race for the Mary Cup was won by Miss Monica Shields, who is doing consistently well on the Horning course.

Results:
Yacht and Bare One-designs, start 10.30—
 1 Meadow Brown (L. K. Smith), 11-03-08;
 2 Scarce Copper (P. R. Pank), 11-05-30;
 3 Copper Captain (J. Baker), 11-04-07. 11 starters.
Watermen's race, start 11.20— 1 White Damsel (W. Woods), 11-55-48; 2 Pimpernel (G. Corbould), 11-58-05; 3 Masurka (W. May), 11-57-18. 6 starters.
National dinghies, start 12.10— 1 Piglet (R. Tillett), 12-50-04; 2 Avenger (P. G. Smith), 12-50-29; 3 Wild Alarm (L. R. Smith), 12-51-32.
Norfolk Dinghies, start 12.30— 1 Grebe (Mrs. Ellingham), 1-0-26; 2 Dumpling (P. R. Pank), 1-02-43; 3 Jinks (R. H. Stevenson), 1-03-01. 12 starters.
Cruisers, start 2.0— 1 Amanda (Arriv), 2-38-24; 2 Goldfish (R. H. Pitt), 2-43-20. 4 starters.
All-comers, start 3.05— 1 Pimpernel (G. Corbould), 3-35-36; 2 Red Devil (Miss P. Harrison), 3-37-07; 3 Curlew (T. Whelpton), 3-37-28. 21 starters.
Junior race for the Bullard Cup, start 4.0— 1 Dumbo (J. Tillett), 4-37-31; 2 Miss Lillie (P. Broom), 4-44-08; 3 Minnie (N. Goodrum), 4-44-38. 7 starters.
Ladies' race for the Mary Cup, start 4.30— 1 White Admiral (Miss Shields), 5-17-20; 2 Copper Captain (Mrs. Whelpton), 5-17-36; 3 Scotch Argus (Miss P. Harrison), 5-19-14. 7 starters.

At the annual dinner of Horning Sailing Club the retiring commodore, Dr. D. G. Shields, drew members' attention to the growing deterioration of the Broads. He pointed out that various committees were examining the whole problem and suggested that it was important that the Norfolk Broads sailing clubs, as such, should be represented among the various authorities interested in Broadland. Mr. L. R. Ramuz was elected commodore of the club.

3/9/48

EASTERN DAILY

WOMAN'S FINE SAILING

CHALLENGE CUP WON AT HORNING

By our Yachting Correspondent

To a landsman the autumnal, end-of-season weather looked unpromising yesterday, when the Horning Town Committee held an open regatta which attracted 112 entries. But to the crews of boats and to the spectators who congregated on the 'Swann inn lawn the gusty westerly wind was just what was needed to provide thrilling racing.

In a day of hard sailing and close finishes two performances were outstanding. Pride of place must go to Mrs. Ellingham, who won the race for Norfolk dinghies to take the challenge cup in a strong "field" of 17 competitors. The other fine piece of sailing was by P. R. Pank in the all-comers' for the Horning Challenge Cup. He established an early lead and kept in front of 27 boats, many of them the fastest and best sailed in Norfolk, by making his Scarce Copper travel its best.

In the Waterbables Challenge Cup, for juniors, G. B. Broom snatched the lead at the start to keep it throughout the race, although chased to a very close finish by Rodney Shields. As Broom took the first gun Shields dropped the helm for a moment to clap him—a sporting gesture typical of the spirit of the Horning regatta.

The Results

Mixed One-designs, start 10 o'clock— 1 Scarce Copper (P. R. Pank), 10-28-29; 2 Meadow Brown (L. K. Smith), 10-28-41; 3 Purple Emperor (J. Chaburn), 10-28-43. 7 starters.
Watermen's race (Yachtbuilders' Challenge Cup), start 11 o'clock— 1 Masurka (W. May), 11-57-16; 2 White Damsel (W. Woods), 11-58-06; 3 Irene (P. Southgate), 11-40-02. 8 starters.
National dinghies, start 11.10— 1 Avenger (P. G. Smith), 11-45-59; 2 Wild Alarm (L. K. Smith), 11-46-08; 3 Piglet (B. Moore), 11-49-21. 6 starters.
Junior race (Waterbables Challenge Cup), start 12 o'clock— 1 Grebe (Mrs. Ellingham), 12-44-25; 2 White Admiral (R. Shields), 12-44-56; 3 Silver Washed (J. Tillett), 12-45-43. 8 starters.
Cruisers, start 2 o'clock— 1 Vagabond (P. R. Ollerenshaw), 2-28-51; 2 Goldfish (R. H. Pitt), 2-28-53; 3 Achievement (A. Ames), 2-29-12. 8 starters.
Norfolk dinghies (Challenge Cup), start 3 o'clock— 1 Grebe (Mrs. Ellingham), 3-41-30; 2 Herewego (M. Smith), 3-43-08; 3 White Wings (W. Mahony), 3-46-20.
All-comers (Horning Challenge Cup), start 4 o'clock— 1 Scarce Copper (P. R. Pank), 4-32-38; 2 Meadow Brown (L. K. Smith), 4-33-08; 3 Masurka (W. May), 4-33-33. 28 starters.
Ex-service crews (Brankswell Challenge Cup), start 5 o'clock— 1 Gentry (J. Chaburn), 5-27-24; 2 Linelight (L. Landamore), 5-29-57. 19 starters.
Consolation race, start 5.45— 1 Curlew (T. Whelpton), 5-07-40; 2 Purple Emperor (J. Chaburn), 5-07-47; 3 Copper Captain (J. Baker), 5-08-35. 11 starters.



ASHLEY TABRUM

1879 — 1952

Holy Trinity Church

Thursday, 18th December, 1952

Hymn

LET saints on earth in concert sing
With those whose work is done;
For all the servants of our king
In earth and heaven are one.

One family, we dwell in him,
One Church, above, beneath;
Though now divided by the stream,
The narrow stream of death.

One army of the living God,
To his command we bow;
Part of his host hath crossed the flood,
And part is crossing now.

E'en now to their eternal home
There pass some spirits blest,
While others to the margin come,
Waiting their call to rest.

Jesus, be thou our constant guide;
Then, when the word is given,
Bid Jordan's narrow stream divide,
And bring us safe to heaven.

Psalm 46

GOD is our hope and strength: a very present help
in trouble.

Therefore will we not fear, though the earth be
moved: and though the hills be carried into the midst
of the sea.

Though the waters thereof rage and swell: and
though the mountains shake at the tempest of the same.

The rivers of the flood thereof shall make glad the
city of God: the holy place of the tabernacle of the
most Highest.

God is in the midst of her, therefore shall she not
be removed: God shall help her, and that right early.

The heathen make much ado, and the kingdoms
are moved: but God hath shewed his voice, and the
earth shall melt away.

The Lord of hosts is with us: the God of Jacob is
our refuge.

O come hither, and behold the works of the Lord:
what destruction he hath brought upon the earth.

He maketh wars to cease in all the world: he
breaketh the bow, and knappeth the spear in sunder,
and burneth the chariots in the fire.

Be still then, and know that I am God: I will be
exalted among the heathen, and I will be exalted in
the earth.

The Lord of Hosts is with us: the God of Jacob
is our refuge.

The Lesson

St. John 14. Verses 23-31.

Hymn

THE King of love my Shepherd is,
Whose goodness faileth never;
I nothing lack if I am his
And he is mine for ever.

Where streams of living water flow
My ransomed soul he leadeth,
And where the verdant pastures grow
With food celestial feedeth.

Perverse and foolish oft I strayed,
But yet in love he sought me,
And on his shoulder gently laid,
And home rejoicing, brought me.