



Brownies of the 1st Bitterne Troop scattered primroses in front of the bride and bridegroom at the wedding of Captain F. Ellis and Miss E. Gordon, at Bitterne Parish Church, last evening. ["Echo" photo]

PRIMROSE PATH FOR BITTERNE BRIDE

Members of Bank Staff Married

Two former members of the staff of the National Provincial Bank, High-street, Southampton, were married at Bitterne Church yesterday.

The bridegroom was Captain Raymond Ellis, of the Royal Corps of Signals, son of Mr. and Mrs. Craven Ellis, of Oxford, and the bride Miss Ethel Gordon, daughter of Mrs. E. E. Gordon and the late Lieutenant Gordon, M.V.O., R.N., of Stoddard-avenue, Bitterne.

A guard of honour was formed outside the church by the 3rd Itchen Scouts and Cubs and the 1st Bitterne Guides and Brownies, and members of the March Hall Guild. The bride was for many years prominently connected with these movements. The Brownies strewed primroses in the path, and the bride was presented with two bunches of white heather by the Cubs.

The bride, who was given away by Dr. N. P. Pritchard, M.C., wore a dress of cream satin and Brussels lace, with an old family Brussels lace veil. Both dress and veil were worn by the bridegroom's mother at her wedding. She carried a shower bouquet of cream roses.

Miss Joan Love, the bridesmaid, wore a dress of eggshell blue spotted muslin, with cyclamen trimmings. She carried a bouquet of anemones and had a headress of anemones. She wore a string of pearls, presented to her by the bridegroom.

Flight-Lt. John Ellis, R.A.F., the bridegroom's brother, was best man.

The service was conducted by the Rev. B. S. Aldwell, a former Vicar of Bitterne. Mr. W. Cross was at the organ and the hymn "Lead us, Heavenly Father" was sung.

A reception was held at the Polygon Hotel, Southampton.

THE NAVY GREET *THEIR* GRACIE.

'LUNCHEDED WITH AN ADMIRAL AN' ALL, I DID'

AFTER she had sung for (and with) 1,700 officers and men of the Navy at a West of Scotland port yesterday afternoon, Gracie Fields sat in the wings to watch the rest of the show.

She was tired and spoke in a whisper:

"I came to entertain the Navy, but I think they've entertained me. I had lunch with an admiral an' all I did."

She kissed some of the "lads" an' all the rest.

Her own part of the show lasted three-quarters of an hour. Then she jumped down from the flag-decked platform among the "lads."

They gave her a couple of bouquets while she stood among them, so she took a pink carnation and presented it to young George Cope and wished him a happy New Year.

That started it. Leslie Eckert, from Manchester, gave her his hat to put on as she sat among them in the front row.

NICE WORK

She kissed him, and others, crying. "Nice work if you can get it."

She christened Able-Seaman Tom Andrews the "Robert Taylor" of the Navy. She had to promise to appear again before they would let her go.

She kept her promise. At the end of the show she clasped hands with the "lads" and sang "Auld Lang Syne."

Gracie arrived at the port at 6.30 a.m. by train from London. She had left France and the troops for a while to see Scotland and the Navy.

She lunched with the admiral aboard a warship.

Her show last night was for another 1,700 Navy men. The Duke of Kent motored 100 miles to be there.

Fresh Fields To Conquer



KISSED— BY GRACIE!

Gracie, who has been entertaining the soldiers, sought fresh fields to conquer yesterday.

She entertained the Navy in a Scottish part. The boys subscribed for a bouquet for her, and to the one who made the presentation Gracie presented a kiss (as you see here).

If you look closely, behind, you'll see that during the kiss another sailor has lifted a flower from the bouquet.

SEVERAL sailors were kissed by Gracie Fields during a concert given last night to sailors "somewhere in Scotland."

George Gope, a Southampton sailor, blushed furiously when she kissed him and wished him a Happy New Year.

A Manchester sailor, George Eckart, also received kisses in exchange for bouquets of red white and blue flowers, which Gracie scattered among the sailors.

Crowd Breaks Cordon

A great crowd which gathered outside the hall where the concert was given broke through the police cordon, reached Miss Fields's car and stopped

People climbed on the running

GRACIE HAS SONGS
(AND KISSES) FOR
THE SAILORS . . .



THE NAVY GREET *THEIR* GRACIE.

**'LUNCHEd WITH
AN ADMIRAL
AN' ALL, I DID'**

Gunnery Specialist

Vice-Admiral Holland, a gunnery specialist, was rear-admiral in the Second Battle Squadron, Home Fleet, before the war, having previously been Assistant Chief of the Naval Staff. He has been also Commodore in command of the Royal Naval Barracks, Portsmouth, and Deputy Director of the Naval Staff College from 1931-32.

He was head of the British Naval Mission to Greece, and later commanded the battleships Revenge and Valiant in the Mediterranean. He was gunnery officer of the battleships Hindustan and Royal Oak and experimental officer at Whale Island during the last war. A few years ago he was a naval A.D.C. to the King.

He carried out experiments in gunnery some years ago, and was the inventor of important improvements in anti-aircraft fire control.

Captain Ralph Kerr entered Osborne College as a cadet in May 1904 and became a lieutenant in February 1914. During the greater part of the last war he served in the battleship Benbow and afterwards commanded a patrol boat and a destroyer.

In 1935 he took command of the 21st Destroyer Flotilla, which was his first command as a captain, to which rank he was promoted in June of that year. He was in command of the flotilla during the Mediterranean crisis, and in 1936 he assumed command of H.M.S. Caledon and ships of the Reserve Fleet at Devonport.

Captain Kerr was appointed to H.M.S. Hardy in 1938, and succeeded to the command of the Second Destroyer Flotilla Mediterranean Fleet.

The Hood had a normal complement of 1,341 officers and men. She was fitted with eight 15in. guns, 12 5in. guns, and other armament.

She was begun on September 1, 1916, launched on August 22, 1918, and completed on March 5, 1920.

She had also four 21in. torpedo tubes above water in pairs and one aircraft.

In all-out exercises she attained a speed of more than 30 knots.

Her 15in. guns weighed 97 tons each, and fired a shell of nearly 2,000lb., their extreme range being 17 miles. Three times round Hood equalled one mile.

Fought At Oran

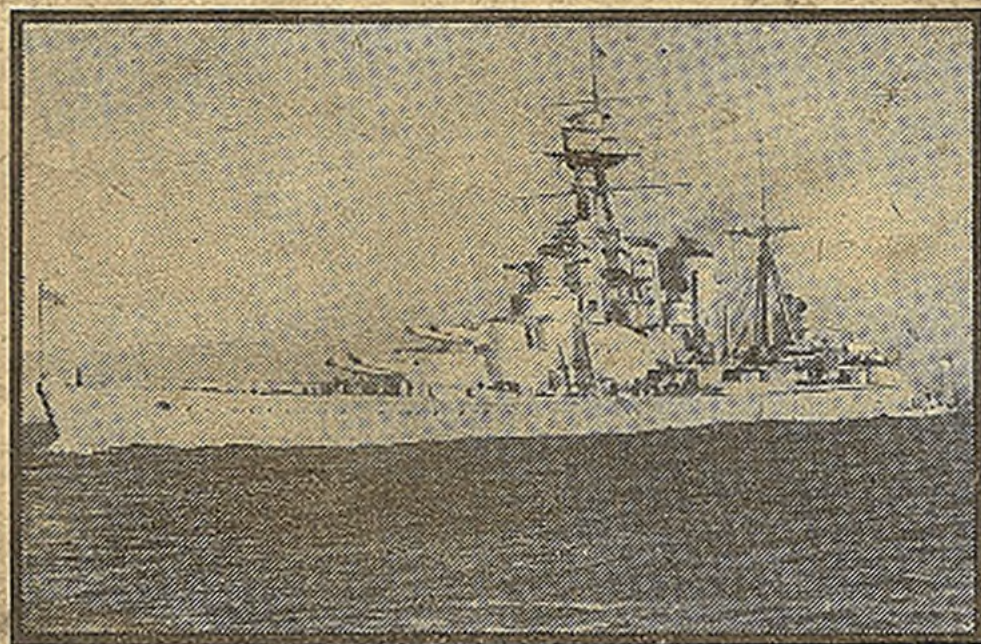
Hood took part in the Battle of Oran.

The Bismarck—a 35,000-ton battleship—was launched in Hitler's presence in 1939. It has an armament of eight 15in. guns, twelve 5.9in. guns. It carries four aircraft and had a speed of 30 knots.

First news came in a special announcement by the German High Command broadcast by the German wireless last night. It said:—

“A German naval formation operating in the Atlantic under the command of Admiral Luetjens encountered strong British naval forces in waters off Iceland.

“The German battleship Bismarck destroyed an



The Battle-cruiser Hood.

English battle-cruiser, probably H.M.S. Hood. Another British battleship was forced to retire.

“The German naval forces are continuing their operations without having suffered damage worth mentioning.”

MAY 25, 1941.

H.M.S. Hood Sunk In Gre Battle : German Fleet

SHELL FROM BISMARCK HITS WORLD'S BIGGEST WARSHIP

THE ADMIRALTY ANNOUNCED LAST NIGHT THAT THE BATTLE-CRUISER HOOD, THE WORLD'S LARGEST WARSHIP, BLEW UP IN A FIGHT OFF THE COAST OF GREENLAND WHEN BRITISH FORCES MET THE NEW NAZI BATTLESHIP BISMARCK.

The Bismarck (35,000 tons) was damaged in the battle and is being pursued.

These details were revealed in an Admiralty communique last night which stated:—

“ British naval forces intercepted early this morning off the coast of Greenland German naval forces, including the battleship Bismarck.

“ Enemy were attacked, and during ensuing action H.M.S. Hood (Captain R. Kerr, C.B.E., R.N.), wearing flag of Vice-Admiral L. E. Holland, C.B., received an unlucky hit in a magazine and blew up.

“ Bismarck has received damage, and pursuit of the enemy continues.

“ It is feared there will be few survivors from H.M.S. Hood.”

battle with Greenland

*BY SHELL THAT
HIT MAGAZINE*

Raider damaged, chased

H. M.S. HOOD, BRITAIN'S 42,100-TON BATTLE-CRUISER, LARGEST WARSHIP IN THE WORLD, WAS LOST YESTERDAY IN A NAVAL BATTLE OFF THE COAST OF GREENLAND.

She received a hit in the magazine and blew up. It is feared, said the Admiralty last night, that there will be few survivors.

The Bismarck, one of Germany's two new 35,000-ton battleships, reported in action for the first time, was damaged in the battle, "and the pursuit of the enemy continues," said the Admiralty.

It was the Bismarck, according to Berlin last night, which scored the hit on Hood's magazine.

This was the Admiralty communique:—

"British naval forces intercepted early this morning, off the coast of Greenland, German naval forces, including the battleship Bismarck.

EVENING BATTLE

"The enemy were attacked, and during the ensuing action H.M.S. Hood (Captain R. Kerr, C.B.E., R.N.), flying the flag of Vice-Admiral L. E. Holland, C.B., received an unlucky hit in a magazine and blew up.

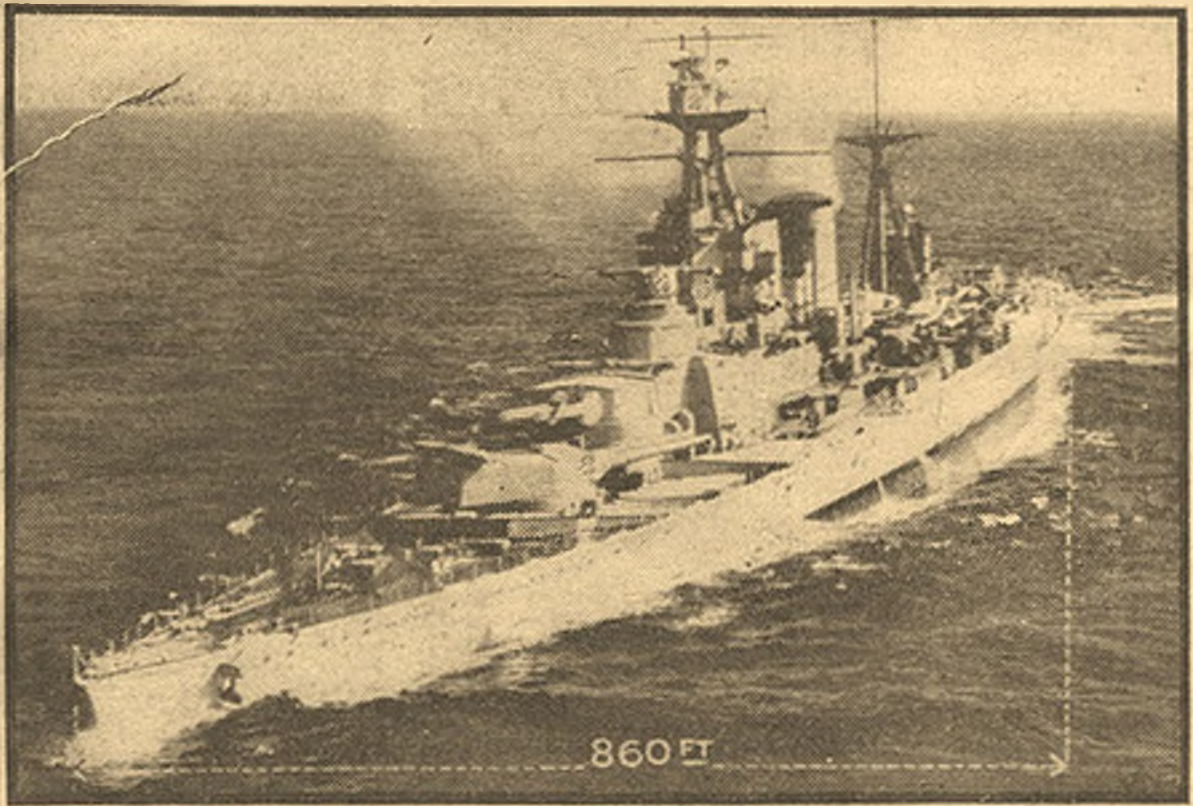
"The Bismarck has received damage, and the pursuit of the enemy continues. It is feared there will be few survivors from H.M.S. Hood."

The Bismarck was very powerful.

Hood sunk in Bismarck off

**Largest in
the world**

BLOWN UP



THE BATTLE-CRUISER HOOD
Launched 1918, Completed 1920.

**Hood cost
£5,000,000
BUILT AFTER
JUTLAND**

NAVAL BATTLE IN NORTH ATLANTIC

BRITISH FORCES IN PURSUIT OF ENEMY

H.M.S. HOOD BLOWN UP

British naval forces in the North Atlantic are pursuing the German warships which were engaged in the action near Greenland on Saturday, when H.M.S. Hood was sunk by an unlucky hit in the magazine, and when the German battleship Bismarck was damaged.

The Admiralty announced last night that our naval aircraft had attacked the German ships and scored at least one torpedo hit. Operations are continuing.

ENEMY ATTACKED IN FLIGHT

A HIT BY AERIAL TORPEDO

From Our Naval Correspondent

New details of the action off Greenland in which H.M.S. Hood, engaged with the new German battleship Bismarck, was blown up by an unlucky penetration of her magazine, were given last night in the following Admiralty statement:—

After the engagement yesterday in the North Atlantic the enemy force made every effort to shake off the pursuit.



Later in the evening our attack by naval aircraft resulted in at least one torpedo hit on the enemy.

Operations are still proceeding with the object of bringing the enemy force to close action.

The first news of the action—the first news of the war—was received in the following statement from the Admiralty:—

British naval forces intercepted early on Saturday morning off the coast of Greenland German naval forces, including the battleship Bismarck.

The enemy were attacked and during the ensuing action H.M.S. Hood (Captain R. Kerr, C.B.E., R.N.), wearing the flag of Vice-Admiral L. E. Holland, C.B., received an, unlucky hit in a magazine and blew up.

The Bismarck has received damage, and the pursuit of the enemy continues.

It is feared there will be few survivors from H.M.S. Hood.

be expected for a time. And it should not be forgotten that the waters to be searched are wide as well as foggy. The torpedo damage received by the Bismarck on Saturday evening, however, should make it more difficult for her to get away.

For many years the Hood was the world's largest warship. She was 42,100 tons, and was armed with eight 15-inch guns and twelve 5.5-inch, besides the usual complement of A.A. guns. Her speed was 31 knots, and for that reason she was classified at the time she was built as a battle cruiser, though her armour protection was fully up to battleship standard. She was laid down in 1916 and launched in 1918, but not completed until 1920, so that all the experiences of the last War were taken into account in her construction. Every British naval officer considered her fully the match of any battleship afloat—as indeed she would have been but for the unlucky chance.

The Bismarck was one of Germany's two new battleships, alleged to be of 35,000 tons, armed with eight 15-inch and twelve 5.9-inch guns. She was laid down at Blohm and Voss's yard in 1936, launched in 1938—Hitler attended the launch—and was reported to have been completed last year.

WAR NEARER TO AMERICA

EFFECTS IN WASHINGTON

FROM OUR OWN CORRESPONDENT

WASHINGTON, MAY 25

News of German naval and air action in the region of Greenland and Iceland blazed into prominence with the tidings of the loss of the Hood and the continuing pursuit of the enemy raiding squadron. It brings the war nearer to the American doorstep and draws to high tension a feeling that the time is past for anything but

There seems to be no doubt anywhere that President Roosevelt on Tuesday night will baldly declare why and how action must be taken. Even those who have been doubtful now see that his words at this crisis of the war cannot be other than determinative. They admit that the United States cannot retreat or stand still, and they now expect the summons to go forward. This is not because members of the Cabinet have spoken in such forthright terms in recent days but because—with whatever searching of heart—the President himself has made up his mind to tell the American people what the national decision should be in their own vital interest. All else here will be of minor importance until his voice is heard.

It would be difficult to exaggerate the degree to which the obvious readiness of the Vichy Government to go beyond the armistice terms has contributed to harden the President's mind. The speeches of Marshal Pétain and Admiral Darlan blew away the hopes which were held until the moment of their utterance and revealed starkly the presence of a new danger intimately related to the security of the American hemisphere and threw upon the United States Government the choice between meeting it firmly and allowing a serious loss of respect in countries to the south of the border. In Pan-America, as well as in Europe and Asia, the President's words on Tuesday will be determinative for good or ill.

* A dispatch from our New York Correspondent on the state of public opinion in the United States in relation to defence and intervention appears on p. 5.

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GERMANS CLAIM ESCAPE WITHOUT LOSS

The sinking of H.M.S. Hood was announced by Germany in special statements on Saturday, and these were followed up by yesterday's official announcement, which stated:—

“The German naval squadron commanded by Admiral Lütjens encountered heavy British naval forces in the waters of Iceland. After a short, sharp fight the battleship Bismarck sank the British battle-cruiser Hood, the largest battleship of the British Navy.

“Another battleship of the George class was damaged and forced to withdraw. The German naval forces suffered no losses.”

Saturday's announcements stated that the German ships suffered “no damage of any consequence, and resumed their operations.”

RAIDER OUTWARD BOUND

Since there has been no suggestion in the last few weeks of either of the two new German battleships, Bismarck or Tirpitz, being in the Atlantic—as the Scharnhorst and Gneisenau were before they took refuge in Brest towards the end of March—it may be presumed that the Bismarck was on her way outwards, bent on attacking British convoys. The engagement, of which the first phase has had a result so fortunate to the enemy, was evidently the outcome of a successful intercepting movement by Admiral Tovey's fleet, of which the chief function is to bring to action any of the enemy's heavy ships that may try to interfere with British sea communications.

German gunnery has always been good, and it was to be expected that any ship engaged with a German man-of-war would receive hits as well as give them. But even so, for a shell to ignite the magazine would be an exceedingly unlikely occurrence, for a ship might be hit a hundred times without that happening. It is impossible, of course, to produce the invulnerable ship, and all that can be done in designing a ship of the line is to provide protection as far as possible against damage to the ship's vitals. Yet it is equally impossible to forecast the course that every enemy-shell may take after hitting, and the most carefully designed protection may, as in this instance, fail to safeguard that most vulnerable part of the ship, the magazine, against every conceivable hit.

There is no need to assume the invention by the enemy of some wonderful new gun or projectile. Even if he had produced such a thing, it would be no more possible for him to ensure reaching the magazine of a ship engaged than it was before. Three British ships were destroyed at the Battle of Jutland in 1916 by magazine explosions, but that was due to a defect in the design of their ammunition trunks which made it possible for a cordite fire in a gunhouse—a common result of an enemy's gunfire—to spread through the waiting charges to the magazine. That defect was remedied directly afterwards, and no British ship has since been liable to destruction from that cause. In this case, an enemy shell must actually have reached the magazine, in spite of the Hood's substantial and well-designed protection. It was just an instance of the one chance in a hundred or more occurring in the enemy's favour.

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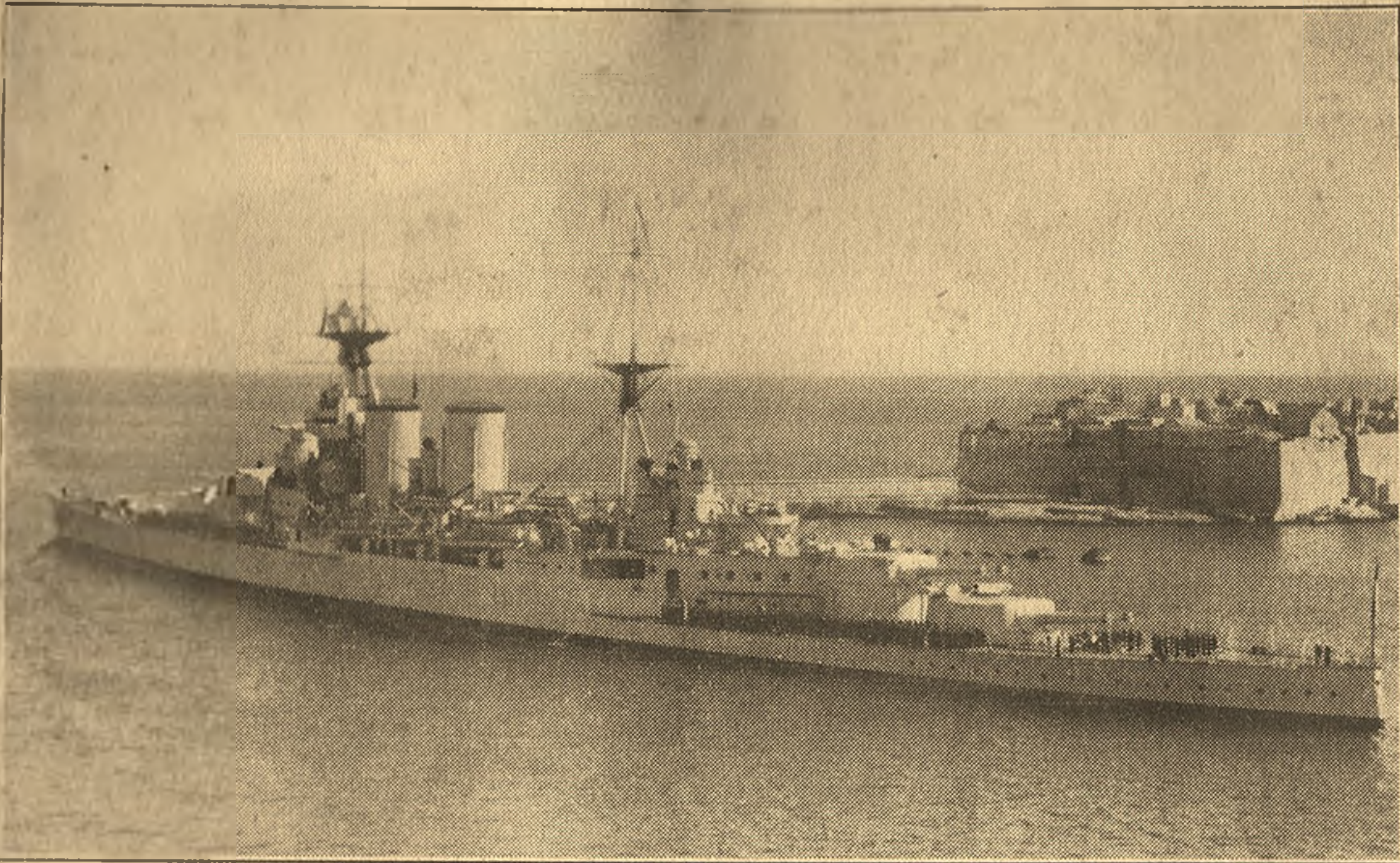
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the enemy's favour.

GALES AND FOGS

The enemy's good fortune seems to have held in other respects as well. The Admiralty statement announces that "the pursuit of the enemy continues," and the success of that pursuit must depend to no small extent on the weather. There is always the possibility that Admiral Tovey's ships may lose touch with the enemy, whose chief object, of course, is evasion; and the gales and fogs that are common in Greenland waters would assist him in achieving it. If touch were lost, it would, of course, be necessary for all ships engaged in the search to keep wireless silent, so that no more news could

THE LOSS OF H.M.S. HOOD



H.M.S. HOOD, which received a hit in a magazine and blew up in an action with German naval forces off the coast of Greenland. A battle-cruiser with a displacement of 42,100 tons, the Hood was the world's largest warship and carried a complement of 1,341.

meets

Cruiser-bank; was laid down in 1916, and was launched in August 1918. She was completed in March 1920. Her armament was eight 15in guns, 12 5.5, and eight 4in anti-aircraft guns.

She had a speed of more than 32 knots. Other ships of her class were the Anson, Howe, and Rodney.

The outstanding feature of the Hood was the huge area covered by heavy armour. She cost over £5,000,000.

In May 1929 she was taken out of commission for repairs and reconstruction at a cost of £637,674, and was not commissioned again until March 1931.

Among the changes made in her during that time was the installation of a catapult for launching aircraft.

During the Spanish civil war she was engaged on patrol work off the Spanish coast and helped to convey British subjects from Barcelona before the city was captured by General Franco's forces.

In October 1918, while at Gibraltar, the German pocket battleship Deutschland paid a three-day visit to the Rock, and visits were exchanged between the officers of the two ships.

She was one of four ships laid down in 1916 after Jutland, and was designed with a regard for the lessons of that battle.

She was unofficially classified as a "pocket" battleship. The ship was so honeycombed with water-tight compartments that she would be able to endure extreme punishment by gunfire, torpedoes, and mines.

The Hood and Tirpitz were the first battleships—other than the "pocket" battleships—to be built after the outbreak of the Grand Fleet at Scapa Flow in 1919.

BENBOW MAN

Captain BARRY KERR, in command of the Hood, entered Osborne college as a cadet in May, 1904, and became a lieutenant in February 1914. During the earlier part of the last war he served in the battleship Benbow, and afterwards commanded a patrol boat and a destroyer.

In 1935 he took command of the 21st Destroyer Flotilla, which was his first command as a captain, to which rank he was promoted in June of that year. He was in command of the flotilla during the Mediterranean crisis.

In 1936 he assumed command of H.M.S. Caledon and ships of the Reserve Fleet at Devonport.

Captain Kerr was appointed to H.M.S. Hardy in 1938, and succeeded to the command of the Second Destroyer Flotilla Mediterranean Fleet.

Sixteen years ago, when Captain Kerr was commanding H.M.S. Witch, a report of his death was circulated following the sinking of a motor-boat outside Malta harbour. It was announced that those on board had been drowned, but in fact the boat was only temporarily abandoned.

HEADED MISSION

Vice-Admiral Holland, a gunnery specialist, was rear-admiral in the Second Battle Squadron Home Fleet before the war, having previously been Assistant Chief of the Naval Staff. He has been also commodore in command of the Royal Naval Barracks, Portsmouth, and deputy director of the Naval Staff College.

From 1931-32 he was head of the British naval mission to Greece, and later he commanded the battleships Revenge and Valiant in the Mediterranean. He was gunnery officer of the battleships Hindustan and Royal Oak and experimental officer at Whale Island during the last war.

A few years ago he was a naval A.D.C. to the King.

He carried out experiments in gunnery, and invented important improvements in anti-aircraft fire control.

RUSHBURY

A CONCERT organised by Nurse Kinneer and Miss Parkinson, of Gretton, in aid of the Russian Red Cross, took place in the Village Hall on Jan 9. Cardington Players and the Severn Valley Cabaret Band took part in a programme of 22 items which comprised band selections and two plays. "Neighbours in Gooseberry Court" and "Mary's Sister John", the actors being Mesdames J. Jones, J. Speake, Evans, Hotchkiss, Stocken, Miss Hobson, Messrs. R. Norris and J. Puttock, Plaish. A Sailor's Hornpipe and Highland Fling were given by Miss Parkinson, and others who contributed were Mrs. Davis (songs), Miss Kempton (toe dance) and Mr R. Taylor (harmonica solo). A troupe of Broseley girls gave a display of tap dancing, and there were dances by Cardington girls, troupe drills, scenas and accordion selections. The comedians were Messrs. Oliver and Gardner, and the concert ended with the spectacular finale "Britannia". The pianist was Mrs. F. Griffiths, The Gilberries. The amount realised was £50.

Naval 'Planes in Atlantic Chase

GERMAN WARSHIP IS HIT BY TORPEDO

AN Admiralty communique last night stated that naval aircraft are taking part in the chase of the German ships involved in Saturday's action off Greenland, which led to the sinking of the battle-cruiser Hood.

"After the engagement yesterday in the North Atlantic the enemy forces made every effort to shake off the pursuit," it was announced. "Later in the evening an attack by naval aircraft resulted in at least one torpedo hit on the enemy.

Operations are still proceeding with the object of bringing the enemy forces to close action."

The Germans say that a battleship of the new King George V. Class also took part in Saturday's battle.

They claim that this vessel was "damaged and forced to retire." The only two of these 35,000-ton super battleships known to be in commission are the King George V., which took Lord Halifax to the United States, and the Prince of Wales.

Three more, the Duke of York, Jellicoe, and Beatty were, however, laid down only a few months behind the others.

Americans Staggered

The loss of the Hood, world's largest warship, with a displacement of 42,100 tons, staggered Americans.

The announcement gave them their first real intimation that Germany's newest capital ships are operating so near their coast.

The Press emphasizes that the Bismarck was at least 40 hours from her home bases, implying a hazardous return journey through powerful British naval forces.

Determination in Washington to give Britain increased naval assistance in the crucial Battle of the Atlantic, even to transferring United States warships to the British for convoy duty, is stated by A.P. to have been reinforced by the reverse.

Was Biggest Warship



H.M.S. Hood.



Give Them Battleship

A Colorado
speech to Presi

£15,000-A-YEAR MAJOR'S SUIT

A decree nisi was granted by Mr. Justice Henn Collins in the Divorce Court to Major Douglas John Vaughan, of Field House, Clent, near Stourbridge, who alleged the adultery of his wife, Mrs. Betty Charles Vaughan, with Captain Arthur Cecil Quinby Taylor.

Leave to apply for a compassionate allowance to Mrs. Vaughan was granted. Major Vaughan, it was said, had an income of £15,000 a year gross and his wife had one of £99 net.

gunnery examination.

BOTLEY LOSS

Signalman Gibson was the son of Mr. and Mrs. George Gibson, of the Grange Stores, Botley. For seven years he was a choirboy at All Saints' Church, Botley, and was very keen on all kinds of sport, especially football.

He joined the Royal Navy as a boy, and had been in the Service for three years. He served in the Renown in the Battle of Narvik.

Other victims whose homes were in the neighbourhood of Southampton were:

Signalman John Harry Gibson, aged 18, of The Grange Stores, Botley; and

Ernest Alfred Simmons, of Alexandra-road, Hedge End.

MARRIED ON LEAVE

John McAllen was the elder son of Mrs. Victoria McAllen. He was married during leave last August to Miss Edna Palmer, of Ivy-road, St. Denys. John attended St. Denys School. He was employed as a baker's roundsman at Swaythling until he volunteered for the Royal Navy last July. He joined the Hood early this year.

On Saturday his **STOKER McALLEN** mother received his last letter, written just before he left port for his first—and last—naval engagement. On Monday arrived the Admiralty telegram informing Mrs. McAllen of her son's presumed death.

MARSH, Eric.—The beloved brother
of Arthur and May Marsh and uncle, of
Muriel, reported missing, presumed
killed in action on H.M.S. Hood.

'Rest in peace.'

Southampton and District Casualties

SCOTONIANS serving in the battle cruiser Hood who have been reported "missing, presumed killed,"

a result of the action with the German battleship Bismarck, include: Stoker Victor Page, aged 29, of 116, Dean-road, Bitterne.

A.B. Eric Marsh, aged 19, of 37, Dean-road, Bitterne.

Boy George Roy Cope, aged 17, of 31, Merry Oak-road, Bitterne.

Stoker John Frederick Thomas William McAllen, of 114, St. Denys-road.

A.B. Reginald George Waterhouse, aged 19, of Oaktree-road, Bitterne Park.

A.B. Kenneth Blann, aged 18, Newton-road, Bitterne Park.

Waterhouse and Blann were school chums, who were intensely keen on going to sea. Waterhouse was the eldest son of Mr. and Mrs. C. W. Waterhouse, and Blann only son of Mr. and Mrs. Arthur Blann, of the addresses stated above.

Both boys attended Bitterne Park School, and present day scholars there honoured their memory by standing to attention.

Waterhouse joined the Navy when he left school, and was trained in the St. Vincent. After serving in the Iron Duke he was transferred to the Hood about two years ago. He was attached to one of the 15in. guns.

Mr. Waterhouse is employed full time in the A.R.P. service, and he and his wife have two younger sons.

Blann went to sea in the Merchant Navy when he was 14, his first ship being the Empress of Australia. He served in the Asturias later, and when he was 16 he joined the Royal Navy. He was trained in the St. Vincent, and joined the Hood about a year ago. He was one of the youngest A.B.'s in the ship, and was captain of an A.A. gun. His first warship, a cruiser, was mined, but managed to reach port.

Blann joined Hamble Sea Scouts when he was 12, and was also a member of the Jellicoe Sea Cadets at Southampton.

Both Waterhouse and Blann had expected to be made Leading Seamen shortly.

Blann's father is a factory policeman.

A.B. Marsh was born at Upham, near Bishop's Waltham, and later went to live at Southampton. At Ludlow-road boys' school he won a scholarship to Taunton's School, which he left at the age of 16 to enter H.M.S. St. Vincent, the naval training establishment.

He remained there for one and a half years, and then joined H.M.S. Hood shortly before the outbreak of war. While in the Hood he



A.B. MARSH
(Photo: Swift Studios)

THREE DAYS BEFORE BIRTHDAY

First-Class Stoker Page, son of Mr. and Mrs. J. H. Page, joined the Navy two days before his 29th birthday and was killed three days after his 29th birthday.

The Hood was his first ship. When he came home on leave a few months ago he brought his mother a fine photograph of the vessel. The photograph hangs on the kitchen wall of Pages' home.



Stoker Page served in the Em. Photo: Nellie G. Press of Australia Smith, So'ton, in the confectionery dept. He

was then 17. Previously he had been employed by a printing firm in Southampton and at an hotel in Bournemouth.

A keen footballer, he played for Bitterne school and for the Empress of Australia team. He was also a fine swimmer.

Mr. and Mrs. Page have two other sons. Eric, aged 31, is a dispatch rider in the South African Army. He is married. Roy, aged 19, has volunteered for the R.A.F. and is now waiting for his papers.

Mr. Page served throughout the last war in the merchant service. He was torpedoed. When he was 14 he was in a transport taking troops from Southampton to South Africa for the Boer War.

BOY GRACIE KISSED

Cope was the sailor boy whom Gracie Fields kissed in front of 2,000 naval men during a concert in Scotland. She left the stage, put her arms round him and kissed him, commenting: "Nice work if you can get it, boys!"

Then she led him on to the stage among the chorus girls and made him join in the singing of "Auld Lang Syne."



George Cope

Gracie gave George a carnation from her bouquet. He sent it home to his mother, who has preserved it.

Boy Cope was the son of Mr. and Mrs. G. W. Cope, of the address stated above, and he had been in the Navy since he was 15.

He attended Sholing Boys' School and, later Merry Oak Senior School. He was so keen on the Navy and so

(Continued in Next Column).

MANSH, Eric.—The beloved brother of Arthur and May Marsh and uncle of Muriel, reported missing, presumed killed in action on H.M.S. Hood. "Rest in peace."

determined that he should not be turned down on the grounds that he was not an expert swimmer that he made swimming his chief sport and won three certificates.

After serving in the St. Vincent at Gosport, George went to sea last May. He was home on leave as recently as March.

BROTHER AT GIBRALTAR

Cope's father is an ex-Service man. He went to France in 1914 and was wounded on Christmas Day that year. Mr. and Mrs. Cope have another son, Private William Cope, serving at Gibraltar, where he has been for over two years.

Only on Saturday last Mrs. Cope received a birthday greetings card from George. He enclosed with it a sprig of heather for luck.

BITTERNE FLIGHT SERGEANT'S

FUNERAL

Deep sympathy is felt with Mr. and Mrs. W. H. Pook and family, of 8, Thornhill Park-road, Bitterne, in the death, whilst serving his country, of their only son, Flight-Sergeant Stanley William Pook, who was 21.

Flight-Sergeant Pook received his education at Westend School and Eastleigh Secondary School. He afterwards joined the staff of the Southampton Co-operative Society (gentlemen's outfitting department). He was a keen cyclist, and had been connected with the Woodcraft Folk.

Joining the R.A.F.V.R. on September 11, 1939, when he was not quite 19, his part in a number of successful sorties over enemy territory earned him promotion to flight-sergeant. Lately he had been engaged in instructional operations.

At the funeral service in Bitterne Congregational Church, where he worshipped with his family, a large congregation bore witness to the affection and esteem in which he was held. The Rev. C. W. Wall (minister) conducted the service and the hymns "Fight the good fight" and "Blest is the tie" were sung. In addition to the family mourners, the Southampton Co-operative Society, Westend Parish Council and Thornhill A.R.P. services were represented and among many beautiful wreaths were tributes from the commanding officer and staff officers, pilot officers, flight-sergeants and all ranks at the various R.A.F. stations from which Flight-Sergeant Pook had operated.



FLT-SERGT. S. W. POOK

Mr. and Mrs. D. H. Pook wish to thank all neighbours, friends, members of Bitterne Congregational Church and Guild, and Southampton Co-Op Society for sympathy and kindness in their great sorrow, and for so many beautiful flower tributes.

Mr. and Mrs. D. H. Pook wish to thank all neighbours, friends, members of Bitterne Congregational Church and Guild, and Southampton Co-Op Society for sympathy and kindness in their great sorrow, also for so many beautiful floral tributes.

GERMAN BOMBS DID THIS



Mutenburg



White Hill



White Hill

Two Neighbouring Sharply Raided

CASUALTIES IN BOTH PLACES

Residential Property Suffers Heavily

FIRES EXTINGUISHED Young Heroine of Shelter Incident

DURING the shortest night of the year neighbour-
ing towns in a southern area had their longest
and sharpest raid for many months.

Casualties were heavier in the larger of the
two towns; in the smaller town seven people were
killed.

Both towns were lit up by flares early in the
attacks, which were carried out simultaneously.
Showers of incendiaries were dropped while the
flares were falling, but most of the fires they
started were put out by Civil Defence workers, ably
assisted by street Fire Guards.

Residential districts suffered most severely in the
larger town, several garden shelters were hit. From
one of them six people were rescued alive.

SCHOOL, PARTLY DESTROYED

A big suburban school which was used as a rest
centre was partly destroyed by fire.

It was officially announced to-day that two
raiders were destroyed during the attack, and two
more over their bases.

The Air Ministry states that "some damage
was done in a short attack at Southampton, but
the number of casualties was not large."

A 13 years old schoolgirl, Pamela
Bunn, was the heroine of an "in-
cident" in a residential suburb on
the outskirts of the town. Pamela,
with her mother and father and
other relatives, was trapped in a
reinforced concrete shelter which
collapsed on them when a large
bomb fell at the bottom of their

and three others who were near
the doorway managed to scramble
out, but Mommy and Aunty and
myself were trapped. The people
who were digging us out told me
to sing. They said it would help
them to work better. So I started
to sing. The

BOMB FALLS IN GARDENS

Three Families Lose Their Lives

Eight people were killed by a
bomb which fell in gardens be-
tween two rows of houses. Three
whole families lost their lives—Mr.
and Mrs. S. Wright and their four
years old daughter, Mr. and Mrs.
Webb and their baby daughter,
and Mr. and Mrs. Oliver, who were
married only a short time ago.
**WENT TO ANOTHER SHELTER
—AND ESCAPED**

The Wright family and the
Webb family were in one shelter
which had an almost direct hit.
Two elderly women had a remark-
able escape. They had invariably
used a shelter which was hit, and,
indeed, had gone into it earlier in
the night, but when the raid
started they went to another
shelter belonging to an empty

RESCUE WORK PROCEEDING

Progress is being made in pro-
cess to-day in an effort to
extricate Mr. and Mrs. Mont-
gomery and their daughter, who
were believed to be buried under
the wreckage of their home.
Another daughter, Miss Peggy
Montgomery, is in hospital suf-
fering from shock and other
injuries. She left her parents at
the back of the house to go to
the front door and while she was
away the bomb fell bringing the
house to the ground. A dog was
rescued alive from the wrecked
house after the digging
has been in progress many hours.

SAVED BY SHELTER

A Morrison shelter saved the
lives of Mr. and Mrs. Arthur
Johnson. Their house collapsed
on the shelter and while Mrs.
Johnson was quickly extricated,
Mr. Johnson was trapped for
nine hours. He was given injec-
tions of morphia while rescue
work was in progress and was
conscious throughout the time.

WARDEN KILLED

While in progress in get-
ting Mr. Johnson out he was
very cheerful despite his long
 ordeal," a member of the rescue
service stated.

10. FROM
Newman and his
thoughts.

FLETCHER.—In loving remembrance of Class and Willie, who died June 22, 1941.—From Connie, Mabel, Olive, Cecil, Tom and Betty. Gone but not forgotten.

GAMBLIN.—In loving memory of Leonard, beloved son of George and brother of Hettie and Phyllis, who passed away June 22, 1941. "Remembered always."

HUNT. In loving memory of a dear husband, Tom, who died June 21, 1941.—From his wife. "Sadly missed."

JONES.—In loving memory of my dear Mother, who fell asleep June 22, 1941.—From her daughter, Mag. In God's garden there is a picture. To me it is dearer than gold; it's a picture of my dear Mother, whose memory will never grow old.

McCARTHY.—Treasured memories of dear Phyllis, who died June 22, 1940.—From Dad, Mum, Charlie and family. "Ever in our thoughts."

McCARTHY.—In loving memory of dear Phyllis, who passed away June 22, 1940. — Bob. "Memory clings."

NEWMAN.—In loving memory of dear Harold, killed by enemy action June 22, 1941.—From his beloved family.

DELL.—In loving memory of my dear Mother, who died June 22nd, 1940.—From her loving daughter Dorothy. "Always in our thoughts."

SIMS.—In loving memory of my dear daughter Lily, Douglas and baby, killed enemy action June 22, 1941.—Her loving Mother, Grandmother and little daughter Sonya. God called them.

VARE.—In loving memory of dear Maurice and Rita who were killed by enemy action, June 22, 1941.—From Ida and Alan. "Ever in our thoughts."

VARE and BARTHOLOMEW. — Memories of Maurice, Rita, Norman and Mona, who passed on together through enemy action. — Will, Norah and Marlon.

VARE and BARTHOLOMEW. — In loving memory of Maurice and Rita, Norman and Mona killed by enemy action, June 22, 1941.—From Eric and Marjorie, Roland and Eva.

The
copy of the ~~book~~
as a memento, said he was particularly glad to open the exhibition as he was an old cyclist. About 36 years ago he did what was then considered a good performance. He rode from Edwin Jones' to the Brighton Aquarium in four hours and a quarter. They might not consider it so good in these modern times, but they had to remember that then the roads had a gravel surface.

ON THE ROAD

Cycling to-day was much more pleasant, and he had no doubt that they were thinking that soon there would be even fewer motors on the roads. He wished them all joy on their outings, and their group all success.

If at any time members of their organisation were stranded in Southampton and could not find a place to sleep, the Mayoress and he would be prepared to give accommodation to one or two at their home at Chelworth.

Miss Mary Lander, liaison officer, Y.H.A., thanked the Mayor for his kind offer, and for opening the exhibition. Southampton was to be congratulated, she said, for including in the plans provision for a hostel in their proposed youth centre.

Mrs. Bessant presented a bouquet to the Mayoress, who wished the members success in all their runs.

The exhibition will remain open until June 27.

Brave Young So'ton Nurse

IGNORED PERSONAL PERIL TO CALM TRAPPED YOUTH

HERE is another example of bravery during a Southampton air raid. It is the story of a young nurse who, despite the danger of falling debris and the escape of gas from a fractured pipe, descended into a hole in the ruins of a house to minister to a youth trapped by the angles in an almost upside down position, while rescue workers laboured strenuously to release him.

For more than an hour, half sitting and half crouching, she remained near the anguished youth, imparting courage and comfort by her presence and words.

Eighteen years old, Assistant Nurse Mary Sybil Joyce Newman, of the Hollybrook Homes Hospital, was off duty and spending the day with her parents in Magnolia-road, Bitterne.

Early in the evening enemy planes began a concentrated attack on the town, and Mary, true to the traditions of the profession of which she is so young a member, decided without hesitation that it was her duty to go out "just in case she might be of some service somewhere."

BRAVED THE BOMBS.

So, braving the bombs, Mary left home on her mission of mercy.

A few minutes later she arrived at the scene of an incident. Her arrival was providential.

Mr. D. G. Andrews, C.Q.M.S. in the Home Guard, was badly in need of assistance. He had just lifted a man from the debris in the front of a house wrecked by a high explosive bomb.

SON IN THE HOUSE.

The man had been injured and was also suffering from shock, but was able to murmur to his rescuer that his son was in the house.

Mr. Andrews realized that immediate help was essential if the son was to be saved. Having extricated the man Mr. Andrews had made him as comfortable as possible when Nurse Newman appeared. She was able to take charge of the man while Mr. Andrews summoned help.

She dressed the man's injuries before sending him to hospital in an ambulance. Then she offered her aid in the rescue of the man's son.

LAD LOCATED.

Meanwhile Mr. Andrews had obtained the help of colleagues of the Home Guard and the search for the lad began. Cries from the wreckage were heard and despite the darkness and the debris the lad was soon located.

To extricate him was difficult;

the rescuers were handicapped by lack of tools. Working with their hands, however, they cleared a hole in the debris by which to approach the youth, and into this hole Mary Newman crept.

The youth by a miracle had escaped serious physical injury, but was badly affected by shock and concussion.

IGNORED DANGER.

For over an hour Nurse Newman crouched in the little cavity near the youth, and her coolness and comforting words imparted courage and calmness to him. She maintained her vigil despite the danger of a collapse of debris and the peril of being overcome by gas. Indeed,



NURSE MARY NEWMAN

on several occasions she was on the verge of collapse through the gas fumes, but she refused to give in and remained near the youth until he was freed.

Calmly and efficiently she dressed his hurts, obtained hot water bottles and coffee for him to counteract the shock, and saw him safely to hospital in an ambulance.

RETURNED TO DUTY.

Then Nurse Newman returned for duty at the Hollybrook Homes Hospital—and she carried a little note from a medical services official to explain why she was late!

The youth has been discharged from hospital, fully recovered from his experience; he will not forget the ministrations of Nurse Newman.

Mr. Andrews said of her: "She was really wonderful. Her coolness and courage never failed, although a heavy raid was in progress all the time."

OFF-DUTY HEROINE

THOUGH off duty when Southampton was raided recently, eighteen-year-old Mary Newman, an assistant nurse, went out to help, and crouched for more than an hour at the side of a trapped youth after a hole had been made for her in the debris.

Off duty from the Hollybrook Homes Hospital, she was spending her leisure with her parents in Magnolia-road, Bitterne, Southampton, when, in the light of flares, enemy planes started raining bombs on the town.

In a street nearby she found Mr. D. G. Andrews, a company quartermaster-sergeant in the Home Guard, rescuing a badly injured man from the ruins of his home, which had been struck by a bomb.

Note "Explained"

Nurse Newman dressed the man's injuries while awaiting an ambulance and the man was able to tell her that his son was trapped in the house.

Mr. Andrews and other Home Guards searched the wreckage, and guided by his cries found the trapped youth pinned beneath a pile of debris.

With their hands they cleared a hole through the debris to the youth, who had concussion and shock.

Into the hole crept Mary. Though the heavy raid continued, for more than an hour she crouched in the narrow cavity near the victim, who was in an almost inverted position.

Mary maintained her vigil, reassuring and encouraging the youth, despite the danger of the debris collapsing as the rescuers lolled around her and the peril of being overcome by gas. Though on the verge of collapse through the gas fumes she stayed till he was freed.

Then she suddenly realised that she was late for duty at the hospital. She hurried there with a note from an official of the A.R.P. medical services to explain why she was late.

MR. and MRS. A. ROBERTS and
FAMILY wish to thank all kind
friends and neighbours for sympathy
shown in the sudden great loss of their
dear daughter, Audrey, also for beautiful
floral tributes. They would also like
to thank her dear Girl Friends, the Bit-
terne Girl Guides, and the staff at
"Brownhill House," Nursling.

DEATHS

BLOW.—On April 17th, at 68, Bath-road, Bitterne, Southampton Kats, beloved wife of Alfred Arthur Blow. Service at Methodist Church, 1.30 p.m. Burial in the cemetery.

God has taken one we loved.
To a nobler rest above.

BLOW, Kats.—In loving memory of dear Mum, who passed away April 17th, 1939; late of 68 Bath-road. From her loving Husband and Family.
"Not a day do we forget you,
In our hearts you are always near,
God alone knows how we love you
As it dawns another year."

WHITWELL—SHERGOLD

Church Workers Wed at Bitterne

Bitterne Methodist Church was prettily decorated with tulips and jonquills for the marriage on Easter Monday of Mr. William Percy Whitwell, son of Mr. and Mrs. W. T. Whitwell, of Livingston-road, Portsmouth, and Miss Winifred Mabel Shergold, daughter of Mr. and Mrs. R. B. Shergold, of Dean-road, Bitterne. The young couple are leaders of the lifeboat team associated with the church, and members of the choir.

The bridegroom is also Superintendent of the Sunday School, and is on the teaching staff of Swaythling Junior Council School.

A large congregation attended the service, at which the Rev. E. Greeves (minister) officiated. The bride, who was given away by her father, wore an ivory lace princess dress with train, veil and coronet of orange blossom. She also wore white satin shoes and gloves, and pearl necklace. Her bouquet was composed of tea roses and white heather.

The bridesmaids were Miss Joan Rutlock, cousin of the bride; Miss Winnie Davis, cousin of the bridegroom; and Miss Dora Streater. They were attired in lavender mauve lace dresses of Victorian style; pale mauve shoes and gloves, and wore coronets of mauve flowers and green leaves. Each carried a bouquet of yellow tulips and fern. Mr. W. T. Whitwell was best man.

The hymns "The Voice that breathed o'er Eden," and "O Perfect Love" were sung. A bridal chorus and wedding march were played on the organ by Mrs. P. Goff.

Between 50 and 60 guests attended a reception held at Bitterne Institute. The young couple afterwards left for London, the bride wearing an orange silk dress, with navy gloves, hat and coat. Among numerous wedding presents were a grandmother clock from members of the church; chromium-plated reading lamp from the lifeboat team; tea wagon from teachers and scholars of the Sunday School, and oak standard lamp from staff and scholars of Swaythling School.

MR. E. R. T. HOLMES AND MRS. VAUGHAN

The engagement is announced between Errol Reginald Thordil Holmes, eldest son of Mr. and Mrs. A. C. S. Holmes, of Tandridge Hall, near Oxid, Surrey, and Judith Elyn, daughter of the Rev. F. A. G. and Mrs. Leveson-Gower, late of Harleford House, Tetworth, Oxford.

Ex-Test captain marries

Mr. E. R. T. Holmes, the thirty-three-year-old Surrey cricketer and former Test captain, was married yesterday at Caxton Hall Register Office to Mrs. Judith Vaughan, also aged thirty-three, daughter of the Rev. F. A. G. Leveson-Gower and Mrs. Leveson-Gower, of Tetworth, Oxford.

MRS. LEVESON-GOWER DEATH FEW HOURS AFTER DAUGHTER'S WEDDING

Mrs. Leveson-Gower, of Tetworth, Oxford, wife of the Rev. F. A. G. Leveson-Gower, from 1913 to 1928 rector of Singleton, Sussex, died yesterday. Her death occurred a few hours after the wedding of her daughter, Mrs. Judith Vaughan, to Mr. E. R. T. Holmes, the former Surrey captain and Test cricketer.

Mrs. Leveson-Gower was Cecil Eyre, second daughter of the late Sir Walpole Lloyd Greenwell, and a sister of Sir Bernard Eyre Greenwell. She was married in 1897 to the Rev. F. A. G. Leveson-Gower, who survives her with one son and one daughter.

Through Mrs. Leveson-Gower's death the religious ceremony yesterday at St. Ethelburga's, Bishopsgate, which was to have followed her daughter's marriage on Wednesday at Caxton Hall register office, was cancelled.



Mr. Errol R. T. Holmes, the Surrey cricketer, with his wife and infant daughter after the christening at St. Michael's Church, Chester-square, London.

Statements of workmen's long service have generally been connected with farm workers, mainly because agricultural bodies have offered prizes for long service. The following records of workmen employed on the Duke of Norfolk's Estate are of interest: Messrs. A. Puttock, 62 years; G. Scott, 62; W. C. ...; W. Myerscough, ...; A. Asling, 40.

Thursday of Mrs Annie Puttock, wife of Mr. A. Puttock Bond-street. She was 74, and was a daughter of the late Mr. G. Puttock, of Walberton. Besides the widower, three sons and two daughters survive her. Followed the mass at St. Philip's Neri said by Father O'Neill, the interment took place on Monday at the R.C. Cemetery, where Father Dudley officiated. The family mourners included the widower, Mr. Arch Puttock, Mr. C. Puttock and Mr. W. Puttock (sons), Mrs. J. Butcher and Mrs. M. Farnett (daughters), Mrs. A. Puttock, Mrs. C. Puttock and Mrs. W. Puttock (daughters-in-law), Mr. A. Barnetts (son-in-law), Mr. G. Puttock (brother), Mr. G. Puttock and Mrs. Puttock (brother-in-law and sister-in-law), Mrs. W. Cherryman and Mrs. Kitchener (sisters-in-law), Miss L. and Roland Puttock (grand-children), and Mr. and Mrs. A. Barnett, sen. There were many floral tributes from the family and friends—Mr. A. Puttock and family wish to thank all kind friends for sympathy shown them in their sad bereavement, also for floral tributes.

Miss Zara Deuchar, eldest daughter of Mr. and Mrs. A. G. Deuchar, of Inchdura, North Berwick, and Mr. Malcolm Vaughan, eldest son of Mr. and Mrs. Ernest Vaughan, of the Field House, Clent, Worcester, are to be married very quietly, in London on Friday, **March 31, 1939**.

Mr. Vaughan's former marriage to Miss Judith Leveson-Gower was dissolved.

Both Miss Leveson-Gower and Miss Deuchar were formerly engaged to Sir Thomas Frankland (then Mr. Frankland), elder son of Baroness Zouche, but in each case the engagement was broken off.



Nurse Mary Newman, eighteen-year-old heroine. For an hour she crouched by the side of a youth after a hole had been made for her in the debris which had trapped him during a Southampton raid. She dressed his injuries, encouraged him, until he was freed and taken to hospital.

7.1.41
**Headmistresses
 Retire**

**After Long and Good
 Service at So'ton**

Headmistresses of two departments of Western District School, Southampton, have retired—Miss Margaret K. Paskins, head of the girls' department, and Miss Ellen E. Baverstock, head of the infants.

Miss Paskins, whose home is in St. James'-road, has been a teacher under the Southampton Education Authority since 1901, when she became an assistant at Bitterne Park Girls' School. There she remained for 19 years, until her appointment as first assistant at Northam Girls' School.

In April, 1924, Miss Paskins became headmistress of Central District Girls' Evening School, but in the following September she was appointed head of Sholing Girls' School. This appointment she held until 1935, when she took over the headship of Western District Girls' School.

Miss Baverstock, whose home is at Darlington Gardens, became an assistant teacher at Mount Pleasant Infants' School in 1903, her first appointment under Southampton Education Committee. After nearly two years there she went to Eastern District Infants' School, where she remained until 1926, during the last eight years being first assistant.

For eight years Miss Baverstock was headmistress of Bitterne Manor Infants' School until December, 1934, when she was appointed head of Western District Infants' School.

Miss Mary Sibyl Joyce NEWMAN, infant nurse, Southampton.

When a bomb struck two houses the four occupants of one were killed outright. In the other a man was blown out through the front door into the road. Nurse Newman attended to his injuries. A search was then made of the wrecked house and his son was found suspended almost upside down and held by his ankles. He was in an extremely excitable condition, and while rescue work was being attempted Nurse Newman, in spite of debris falling all around, and in the presence of escaping gas from a fractured main, crawled into the aperture to comfort and quieten the casualty. Several times she almost collapsed in the poisoned atmosphere, but carried on, and the boy was eventually released suffering from severe shock. Nurse Newman then applied first aid until an ambulance took him to hospital.



Top: Two nurses who received the George Medal—Miss Eileen Perkins (left), of Coventry, and Miss Mary Sybil J. Newman, of Southampton.

SO'TON WARDEN'S TRAGIC DEATH

Killed in Trench He Dug

It was revealed to-day that one of the two wardens who were killed in the raid on Southampton on Monday morning met his death in tragic circumstances. The victim was Mr. Edward A. Newman, who was senior warden at the Bitterne and Pear Tree post.

When the raid was at its height he took cover in a slit trench, which he had dug himself outside the post. One of the incendiaries apparently hit him on the back, rendering him incapable of crying for help. A fellow warden at the post found him in the trench burned to death.

KEEN ON HIS WORK

Mr. Newman, who was 47, lived at 70, Magnolia-road, Bitterne. He enrolled in the wardens' ser-



WARDEN EDWARD A. NEWMAN

an "Echo" reporter: "We have lost a fine warden by Edward Newman's death. I can't imagine a keener man. He was ever on the alert, and never shirked his duties in the face of danger."

DAUGHTER A GEORGE MEDALLIST

Mr. Newman is survived by his wife and nine children. Mrs. Newman has been living at Fordingbridge with the younger children since last year. One of the two daughters, Mary, distinguished herself in a Southampton blitz, and was awarded the George Medal. The day on which her father met his death was her birthday.

Mary was awarded her medal on February 22, 1941. The official account of her action stated she had attended to a man who had been blown out of a house. A search was made in this house for the son of the man and he was found suspended almost upside down by the ankles. He was in an excitable condition, and, in spite of debris falling all around, Nurse Newman crawled into the aperture and comforted the boy.

POISONED ATMOSPHERE

Several times she almost collapsed in the poisoned atmosphere due to a fractured gas pipe, and when the boy was eventually released she applied first-aid.

Mr. Newman's chief hobby was art. He was self-taught, and his home is adorned with many fine examples of his work in chalk, water colour and oils.



MARY NEWMAN

vice in January, 1939, and became a full-time warden in September of that year. He was keen on the work, and conscientious attention to his duties and his ability brought him promotion.

He was highly thought of by his colleagues and superiors. Mr. C. G. R. Dyball, Divisional Assistant, East Division, to-day told



THREE giant columns of spray and black smoke pierce the sky as German bombs fall close to the battle-cruiser Hood in a heavy air bombardment.

This picture—one of the last of the mighty warship—was taken by a sailor in another British vessel.

It was in a later action that the Hood went down—her guns firing to the last . . . and then began the great avenging chase by the British Navy that ended the pirate life of Hitler's battleship Bismarck.