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# MANCHESTER GUARDIAN

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SATURDAY AUGUST 22 1959

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## FLOODS HALT TRAIN SERVICES

Storm damage in many parts of Britain

## LONDON TRAFFIC CHAOS

Thunderstorms which followed the heatwave in many parts of Britain yesterday dislocated London's surface train and Tube services, partly flooded the Mersey tunnel, and left a trail of buildings damaged by lightning.

The storm belt first hit Jersey, putting the island's telephone service out of order, and then moved to Portsmouth, where lightning struck a dancing school and a house.

In London three-quarters of an inch of rain fell in 55 minutes in the central area and floods put many train services out of action.

## MERSEY TUNNEL FLOODED

Two-mile queues

By our Liverpool Correspondent

During thunderstorms in Liverpool last night trains were held up and delayed, the Mersey Tunnel was flooded to a depth of eighteen inches in mid river, sewer manholes were pitched into the air, and many cellars and basements flooded.

In minutes, streets became torrents and traffic in the city centre built up to one of Liverpool's greatest jams. Water rushed down St John's Lane and William Brown Street to surge over the drains at the entrance to the Mersey Tunnel, and swept down the gradient as the tunnel pumps worked overtime.

Although traffic kept moving it was in a stop-start manner and tunnel patrols, knee-deep in water with their trousers rolled up and their shoes off, directed the traffic. Some of the traffic queues stretched for nearly two miles, all heading for the tunnel, and in some parts the queue was four cars wide. Both dock entrances were closed, and the sight on overtime Extra police were drafted into the city to control the extensive traffic jam.

Buses had to be diverted more than a mile, and many streets were blocked through the sets being forced up.

Train 64 minutes late

Because of 12in. floods the 5.15 p.m. diesel Red Rose from Lime Street station only reached Edge Hill station, a mile away, a few minutes before 6 p.m., and left there for London 64 minutes late. Fifteen other trains in and around the area were delayed by flood waters on the track. On the Mersey underground, railway trains were running five minutes late because of slight flooding at Central Low Level.

There was extensive flooding in various parts of the city and at 5 p.m. Liverpool's waterfront at the Pierhead was like a big lake. Rivers were running down Water Street, James Street, and Chapel Street and surging round the city's three main buildings in the Pierhead.

Some families in the Kirkdale area were flooded out and given accommodation by neighbours, and lightning struck a chimney in Hawksworth Street, Toxteth.

When a cottage in Blacklow Brow, Huyton, was struck by lightning the roof was shattered and the cottage caught fire. The owners were on holiday in Blackpool. There was also flooding in the Huyton area, and newly laid pavements in Page Moss and Longview were washed away.

## SEVEN KILLED BY LIGHTNING

Continental storms

Seven people were killed and nine others, including five children, seriously injured when they were struck by lightning during a storm which swept Yugoslavia yesterday.

Thunderstorms, accompanied by hail and high winds, covered many parts of Belgium. Lightning struck the church of St Jacques at Jorval, setting fire to the 12th century Roman-style tower. The church tower h as remained virtually untouched since its construction in the 12th century. The main body of the church was restored at the end of the 18th century.

Heavy thunderstorms caused serious flooding in some parts of Austria. The Bohler iron and steel works at Waidhofen, one of Austria's largest steelworks, was completely flooded, and the workers escaped only at the last minute. Four furnaces were extinguished just before the waters swept into the factory to prevent them from exploding. The factory may be out of operation for about a month.

Austria has not yet recovered from floods which swept a large area of the country in the past fortnight, causing serious damage and eleven deaths—British United Press

## A HOLIDAY FOR THE HARDY



"Pause for Reflection": an uncomfortable looking moment on a caving expedition, entered in our holiday competition by Mr B. Chandler, 1 Gair Road, Reddish, Stockport, Cheshire

## EPSTEIN DIES, AGED 78

"Stamp of genius"

Sir Jacob Epstein, at one time known as the world's most controversial sculptor, died on Wednesday night at his home at Hyde Park Gate, London, at the age of 78.

Sir Jacob's death, from a heart attack, was announced by Lady Epstein, who said she had delayed the announcement because she wished to rest before facing publicity. Sir Jacob, she said, had worked on a group of five figures for the Bowaters building in Knightsbridge throughout Wednesday morning and afternoon and completed them shortly before he died.

Though his work was often strongly criticised—and as strongly defended—Sir Jacob once said that he "never liked controversy." In a tribute to him last night Sir Charles Wheeler, President of the Royal Academy, said Epstein's popular reputation "was based upon only a small facet of his character and would be forgotten while the excellence of his work would remain one of the remarkable achievements of British art in this century."

He had the stamp and remoteness of genius, was austere and kindly, but impatient with Philistines.

Tributes have come from all parts of the world. In a message from New York Mr James Johnson Sweeney, president of the International Association of Art Critics, said the sculptor's death was "a loss to the ranks of those who have the courage to express themselves."

In Berlin, Professor Fritz Greiner, a leading East German sculptor and member of the Academy of Arts, said that for him Epstein would live in his works "in which humanity triumphs over stupid, arrogant and absolutist restrictions."

Sir Alfred Bosson M.P., the international architect and former owner of "Genesis," said Epstein had opened the eyes of people to a new point of view on sacred subjects. "He was a student of the sacred side of art and its interpretation, and this is one of the things for which I think he will be remembered in future."

[Obituary and appreciation, page 3]

THE GUARDIAN

On Monday our title will become "The Guardian." The change is announced in a leading article which appears on page 4.

## Municipal workers support official policy

DECISION ON BOMB REVERSED

BY OUR INDUSTRIAL STAFF

Mr Gaitskell and the authors of the joint T.U.C.-Labour party declaration on the hydrogen bomb can now sleep easily in their beds, dreaming of the defeat Mr Cousins and other passionate critics of their disarmament policy will now certainly suffer at the party conference. Yesterday they became sure of the 650,000 votes of the National Union of General and Municipal Workers.

This important decision, which will go a long way towards neutralising the one million votes of the transport workers, was reached after a debate more remarkable for its feeling than its grasp of dialectics. None the less, Sir Thomas Williamson—supported by only six speakers—persuaded the recalled conference of the N.U.G.M.W. to abandon the policy of unilateral nuclear disarmament and withdrawal from N.A.T.O., which it adopted at Scarborough in June.

It was, however, a hard-fought struggle. The result—194 votes to 139 in favour of the official party document—shows that "unilateralism" has a powerful group of supporters in the trade union movement, and is a force to be reckoned with. Sir Thomas thought the majority was a good one, but added significantly: "We expected a substantial vote against the (T.U.C.-Labour party) declaration, as indeed there was."

Decided by abstainers?

The relative closeness of the decision can be judged from the voting at Scarborough, when the contentious "unilateralist" resolution was passed by 150 votes to 123, with 75 abstentions. Mr L. McNamee, the leader of the unilateralists, thinks that yesterday's reversal was caused chiefly by 'most of these abstainers deciding to vote for the party document.'

Inevitably the debate divided into votes for the universal and the domestic—great heart-searching about the hydrogen bomb and its possession, and bitter words about the democratic rectitude or otherwise of the executive's decision to recall the conference. If anything the second subject received more emphasis than the first.

The president, Mr Jack Cooper, explaining the rule under which the executive could call a special conference, said the executive decided what the subject matter would be. They had received one amendment out of nearly two thousand branches. "It is very much open to question as to whether this amendment is in order, but that is beside the point, because the executive have decided very definitely that there will be no amendment."

He maintained that the Scarborough resolution would have left the union's delegates to the T.U.C. and the Labour party in "an impossibly ambiguous position," being able to vote neither for nor against the official declaration.

Sir Thomas Williamson took up this theme and denied both that the executive had "rigged" the recalled conference. "The T.U.C. and the party had decided to review their joint policy on disarmament before we met at Scarborough," he declared. "The suggestion that they hurriedly met to reconsider policy because of our resolution is just not true, and is mischievous. Later he made a swift jab at those Labour supporters who 'like dissent in the movement and are not satisfied, until they have voted it, always just before a general election'."

Politics and morality

Mr McNamee attacked the leadership for its "undemocratic decision" to recall the conference. He said it was a "rather squalid attempt to bring back what one political correspondent has called the best drilled and tamed delegation in the trade union movement."

In order to consider "this shabby official document brought before us in open defiance of our decision at Scarborough," When the bomb itself was tackled, the debate splintered into two types of argument—"What is politically and morally important?" and "What is morally right?" Sir Thomas and his supporters concentrated chiefly on the first. The joint declaration was, he said, a realistic and courageous document, which, while recognising that "general unilateral disarmament" was the only answer to the horror of the hydrogen bomb, stated that the next Labour Government would give up its nuclear weapons if all other countries except Russia and the United States promised not to manufacture their own.

He repeatedly referred to the coming general election as the key to the Labour party's present policy is the one likely to secure the greatest measure of agreement and one which will commend itself to the vast majority of the electorate. "We can win the next election on a strong union policy, or we can lose it because of our discussions and confusions. . . . Our decision here to-day may away the

[Continued on page 2]

## "STRIKE" BY AIR PASSENGERS

Emergency landings

Fifty of the 93 passengers travelling in an Overseas National DC-6, air liner, signed a petition in the lounge at Shannon Airport last night stating that they would not continue their flight home to New York in the aircraft. The air liner had twice made emergency landings.

The passengers are members of Rheinischer Sangerbund, a German musical society in New York. They were returning from Frankfurt. The aircraft left Frankfurt 30 hours late. It could not land at Shannon because of fog and flew on to Dublin. Later, while on the way to New York the pilot returned to Shannon.

A Pan American Clipper with 69 passengers and a crew of nine, left Shannon yesterday about three hours late after "side-slipping" from the apron and chipping a propeller when taxiing back for replacement of a burst tyre.

Islands ferry boat sinks: 11 saved, 90 missing

Eleven survivors from the 242-ton ferry boat Pinar II, which sank off Palawan Island in the Western Philippines yesterday with more than a hundred people on board, have been picked up by a rescue vessel, the Antonio XII, a Philippines Navy patrol ship. The Pinar II is still searching the area, but has found no more survivors.

Rough seas forced postponement of the sea patrol to-night. The aerial search will continue to-morrow—Reuter.

## A motorist in Moscow

£27 FINE AFTER ACCIDENT

Moscow, August 21.

Mr John Jefferis (25), a London engineer, was fined 300 roubles (about £27 at the official rate of exchange) by a People's court here to-day, after being found guilty of a motoring offence in connection with an accident in which a Russian was injured.

After a hearing lasting more than six hours, Mr Jefferis, heard by a woman Judge, Tamara Vasiljeva, announced that she and her two assessors had found him responsible for the accident on August 8, in which a Moscow pensioner, Isaac Israelovitch Sakson, aged 64, suffered fractures of both legs. Under the Russian Criminal Code he had faced a maximum penalty of one year's hard labour or a fine of 500 roubles.

The car which Jefferis was driving was in collision with Sakson on a pedestrian crossing outside Gorki Park. Four other British tourists and a Russian interpreter were with him.

"Too slow to brake"

Reading the Court's decision, the Judge said Jefferis "did not observe strict driving discipline." On approaching the crossing, he did not take timely measures for safety and, driving at a speed of 45 kilometres (28 miles) an hour, "created circumstances dangerous for pedestrians." She went on: "The pedestrian lost control of himself, started to make hesitating movements, and Jefferis was too late in taking steps to brake."

At the start of the hearing Jefferis told the Court: "I consider myself guilty in that I did not foresee the extraordinary action of the pedestrian. . . . I consider I took the necessary precautions to prevent the accident, adjusted my speed to pass behind him, but then he took the unreasonable and unforeseeable action of jumping back into the path of the car."

Further action?

The lawyer for the victim, Mrs V. Reznikova, said that Sakson intended to file a civil suit against the defendant for the sum of 6,000 roubles. However, that this suit would have to be filed against the owner of the car, which is the Moscow Motor Company. The verdict made no mention of this. The Soviet lawyer appointed by the Court for the defence, Mr Boris Zmoril, said Mr Jefferis's sentence had been comparatively light because the Court took into account the degree of guilt and the honest position of the defendant. Mr Jefferis, a bachelor, had said that he earned £700 a year and that his parents received £900 a year as pensioners—Reuter and British United Press.

## U.S. test of space flight rescue method fails

WASHINGTON, August 21.

The premature firing of a rocket to-day spoiled an attempt to test rescue methods for the American team which will make the first flights into space.

The National Aeronautics and Space Administration said the premature firing sent a full-size capsule crashing into the sea twenty minutes before the main propulsion rocket was to have launched the capsule properly at Wallops Island, Virginia.

The rocket that first test, early was intended to blast the capsule free of the launching rocket in the event of an emergency. The launching area had been cleared of people shortly before the misfire, and there were no injuries. The launching had been planned as the first in a series of tests of the space capsules. After it had been shot to a great height the capsule was to be lowered by automatically opening parachutes. The capsule weighed about 2,000lb. and contained recording equipment and radio to send back data about the flight—Reuter.

## RUSSIANS FOR LONDON SPACE CONFERENCE

A three-day conference on space flight, organised by the British Interplanetary Society, will open at Church House, Westminster, on Thursday. The Americans will present 45 papers to the conference and British seven, but it is not yet known how many the Russians will present.

## OFFERS TO SCRAP 5M. SPINDLES

In sight of target

By our Industrial Staff

It now seems certain that the spinning section of the cotton industry will qualify for assistance under the Government reorganisation scheme. The Cotton Board announced yesterday that applications for now open for scrap 10,144,117 spindles. This shows an increase of slightly more than 2,500,000 over the figure issued seven days ago and it is well in sight of the Government target of 6,000,000.

The situation in the doubling section is not so satisfactory. Here the Government target is 400,000 spindles, but so far applications have been received to scrap only 182,224. This compares with the last week's figure of 115,836. Leaders in the industry are confident that the target will be reached by the end of September, but it seems possible that a number of companies may miss the 5 per cent bonus by not having made their applications by the end of this month.

The Cotton Board announced on Thursday that the target of 45,000 looms had been reached in the weaving section. Yesterday it said that applications to scrap 46,305 looms have been received so far. Yesterday's figures also show that 5,889 carding engines will be scrapped under the scheme. The figure last week was 2,313.

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## FARE OF £18 TO U.S.

Plan for liners to carry 6,000

By our Industrial Staff

In three years' time a ship flying the German flag and carrying 6,000 passengers will transform transatlantic travel if negotiations now going on in New York and Hamburg are completed successfully. There were strong indications yesterday that they would be.

The cost of a one-way ticket on the 90,000-ton liner will vary between £17 17s and £44 11s although meals, which will be served cafeteria-style, will be extra. At present a one-way tourist class ticket on the Cunard line costs £26 in the off season and £71 10s in the summer season.

The originator of the scheme is an American business man, Mr H. B. Cantor, president of Seaboard Travel Lines Incorporated. For almost four years he has wanted to have built two 90,000-ton liners for the Atlantic trade, but until now he has not been able to find a yard to build them. He has now secured a contract with the Deutsche Werft yard in Hamburg to build one vessel by mid-1962 and the second one a year later.

The managing director of the yard, Dr Gustav Scholz, said in Hamburg yesterday that a tentative agreement had been signed, but no final contract.

Four-day crossing

Details of the ships' design have yet to be given publicly, but it is known that they would be built to cruise at 34 knots, making the transatlantic crossing in four days. Mr Cantor, apparently, sees them as "floating hotels." Instead of having stewards, he would have maids to make up the berths each morning in hotel fashion.

It seems possible that the design may be somewhat similar to that favoured by Mr Cantor's rivals in the field, another American group headed by Mr Edward Dewine. Mr Dewine is at present in the Netherlands negotiating for the construction of two other "economy" liners, each of about 100,000 tons, for the Atlantic run.

The designer of his ships, Mr C. Hardy, explained that the ships would carry 8,000 passengers each. Again, passengers would eat cafeteria-style, and the lowest fare would be about £17 10s. In addition, the ships would look like cruise liners, unlike one-carrier or oil-tankers, and extra space would be gained by using extremely powerful machinery, located high up in the hull. Space would also be saved by cutting down on crew members (about one for every four passengers instead of the usual one for each passenger on large present-day liners) and by reducing galley space. Large quantities of deep-frozen pre-cooked food would be used.

Mr Hardy said that passengers would travel in maximum comfort in two and four-berth cabins. Each cabin would have a bath and toilet and radio and television, which would be shown on closed circuit. The cabins would have no porches, but would be fully air-conditioned and ventilated.

## GENERAL SENT TO PRISON

1944 execution

From our own Correspondent

Bonn, August 21.

The former army corps and divisional commander during the Second World War, ex-General Hasso von Manteuffel, was to-day sentenced to eighteen months imprisonment by a Düsseldorf court for the illegal execution of a 19-year-old soldier on the Russian front in January, 1944. Herr von Manteuffel, who made only a short speech in his own defence to-day, is expected to appeal.

Although there has been much sympathy for Herr von Manteuffel, who ordered the execution in the evident belief that the young soldier was guilty of cowardice and desertion, his continued Russian assaults were endangering vital sections of the German front line, a prison sentence was generally expected. But it was thought that it would be less than nine months. This would have enabled the court to put the ex-General on probation, instead of sending him to gaol.

The Court's ruling was based on the undeniable fact that Herr von Manteuffel, while commanding the 7th Armoured Division in the Ukraine in January, 1944, overruled the verdict of a court-martial which constituted a court-martial. Its verdict was that the soldier had not been guilty of cowardice or desertion, but only of dereliction of duty, and the court-martial sentenced him to two years' imprisonment.

As justification for his action, Herr von Manteuffel's counsel cited the "Führer Command No. 7" issued by Hitler in 1943. This gave all commanders the right to carry out summary executions on the spot in order to maintain discipline. Herr von Manteuffel, however, ordered the soldier's execution 30 hours after his alleged act of cowardice and desertion when no state of acute emergency existed.

"To err is human"

In a statement to the court to-day Herr von Manteuffel admitted that his action may have been mistaken, but asked the court to take into account that "to err is human." He maintained that after the execution there was not a single case in the 7th Armoured Division of desertion to the enemy or of insubordination.

The case is likely to have repercussions. It will arouse anger among many ex-soldiers and ex-officers. A former German major said to me this week: "How can judges who never saw the Russian front visualise what conditions were fifteen years ago?"

The Federal Ministry of Defence will hardly welcome this verdict, for it has already encountered trouble enough in recruiting.

Gen. Manteuffel

Gen. Manteuffel

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Gen. Manteuffel

Gen. Manteuffel

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# THE GUARDIAN

Manchester, Monday August 24, 1959

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## DE GAULLE URGED TO MEET MR. K.

Direct contact in Moscow  
or Paris

### QUESTION OF PRESTIGE

BY OUR DIPLOMATIC STAFF

A meeting between General de Gaulle and Mr. Khrushchev either in Paris or Moscow is being suggested in some French Cabinet quarters.

Such a meeting, it is thought, would increase the General's personal prestige and strengthen his hand in the North Atlantic Alliance.

However, apart from bringing him level with Mr. Macmillan (and Dr. Adenauer and the Scandinavians for that matter) he is not likely to be able to accomplish very much towards his alliance objectives. He might nevertheless have a useful exchange of views on German and European security; and the Russians might well welcome the chance to express their views on the French plan to begin testing an atomic weapon.

#### Decision deferred

A second visit to Britain by President Eisenhower after he has seen General de Gaulle on September 2-3 is now considered to be a serious possibility. The President is apparently anxious to spend a day or so in the apartments which are kept for him in Culzean Castle, in Ayrshire. It is also possible that he may want to see Mr. Macmillan after seeing the French. In London yesterday it seemed that no decision would be taken on this question until the visit is well under way and there is some sign of how the work is piling up in Washington in his absence.

The President leaves Washington on Wednesday morning for Bonn and he will have done his tour of the three capitals in eight days. He has a free day on Tuesday, September 1, in London, in which he is expected to give his attention to White House business in the American Ambassador's Regent's Park residence. So the pressure from Washington of other business should not be too great. On the other hand, the visit of Mr. Khrushchev will then be less than two weeks away and a side trip which did not have much bearing on it might appear to be a nuisance.

The decision will obviously be personal. These European meetings among Allies are just as personal between the Heads of Governments as the later meetings of the leaders of the two Great Powers in Washington will be. If Mr. Macmillan has achieved a

particularly influential place in the President's councils—as everything since the Moscow visit suggests—it is possible that the President may want to see him again after exploring fully the thinking of General de Gaulle. The Prime Minister, after spending the week-end at Birch Grove, his Sussex home, will be at Chequers from to-day until Wednesday. Mr. Macmillan will then return to 10 Downing Street in readiness for the arrival of President Eisenhower.

### Soviet Premier to see six big cities

Mr. Khrushchev will visit at least six cities besides Washington during his visit to the United States next month. This was announced at Mr. Eisenhower's farm at Gettysburg, Pennsylvania, yesterday. Mr. Khrushchev will arrive in Washington on September 15 and will leave for home on September 27. During his tour he will be accompanied by Mr. Henry Cabot Lodge, United States delegate to the United Nations, who will be Mr. Eisenhower's personal representative. The visit will begin and end in Washington. He will spend September 15 and 16 there, then tour the country, and return to Washington on the night of September 24. He will remain in Washington until he leaves for Moscow on September 27. Other stops include: New York, September 17 and 18; Los Angeles, September 19; San Francisco, September 20 and 21; Des Moines and Ames, Iowa, September 22 and 23; and Pittsburgh, September 24.—British United Press

## Mr. Khrushchev intervenes Personal letter to Dr. Adenauer

From our own Correspondent

Bonn, August 23.  
Almost on the eve of President Eisenhower's arrival in Bonn, Mr. Khrushchev has sent Dr. Adenauer a letter which was delivered to the Federal Foreign Office by the Soviet Ambassador in Bonn, Mr. Smirnov. The text of the letter, which has not been published, has been forwarded to Dr. Adenauer at his holiday resort of Cadzand in Northern Italy.

The Federal Chancellor is expected back in Bonn on Tuesday evening, and Mr. Khrushchev's thirteen-page letter is likely to be one of the most important points to be discussed with the Federal Foreign Minister, Herr von Brentano and leading members of the Christian Democratic party before President Eisenhower's arrival on Wednesday evening.

Mr. Khrushchev's letter is not the only attempt to influence Dr. Adenauer before his meeting with President Eisenhower. On Friday the East German Government tried to deliver a note to the Federal Government in Bonn. The East German news agency ADN, said that the note protested against the alleged signing of the Bundeswehr with nuclear weapons, and against the creation of a "network of rocket firing bases" on West German soil.

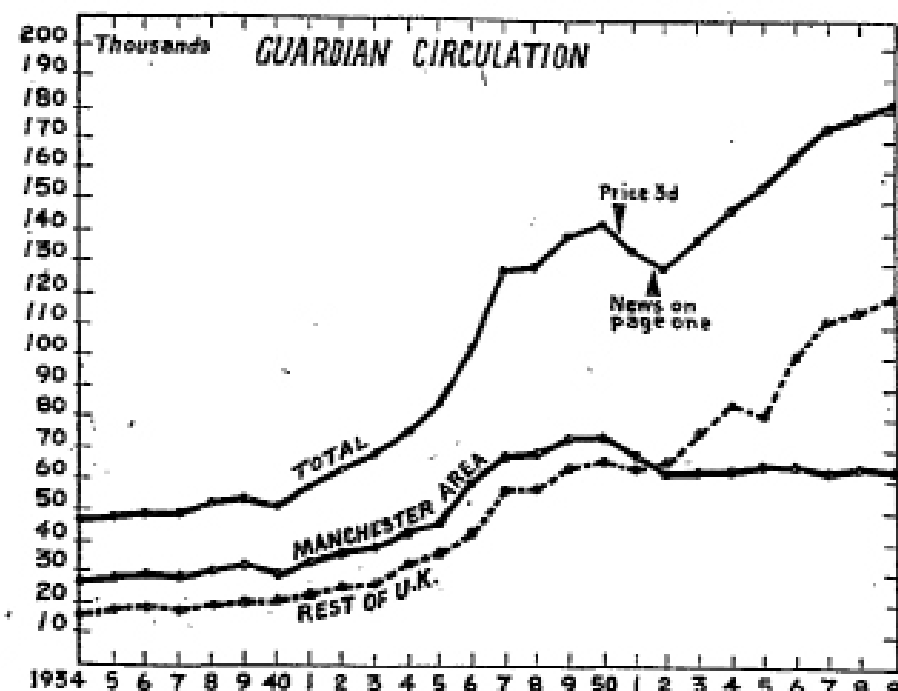
While President Eisenhower will receive a tremendous welcome—a crowd of 50,000 is expected to make the pilgrimage to the somewhat isolated airfield of Wahn in order to watch his arrival—nobody in Bonn expects the visit to produce any immediate concrete results. The Federal Foreign Ministry has repeatedly stressed the fact that the visit is for the purpose of exchanging views

### CUNARD CAPTAIN "DISMISSED" Capt. J. D. Armstrong

Captain James Davidson Armstrong confirmed early today that he had been dismissed from his post in command of the 27,000-ton Cunard liner Britannia. He said at his home in Edge Road, Sheffield: "It is true that I have been dismissed. I am having talks with lawyers about it." Captain Armstrong added that at the general manager's office at Cunard's Liverpool headquarters he had been given the option of dismissal or resignation. "A spokesman for Cunard said: 'Captain Armstrong has left the service.'"

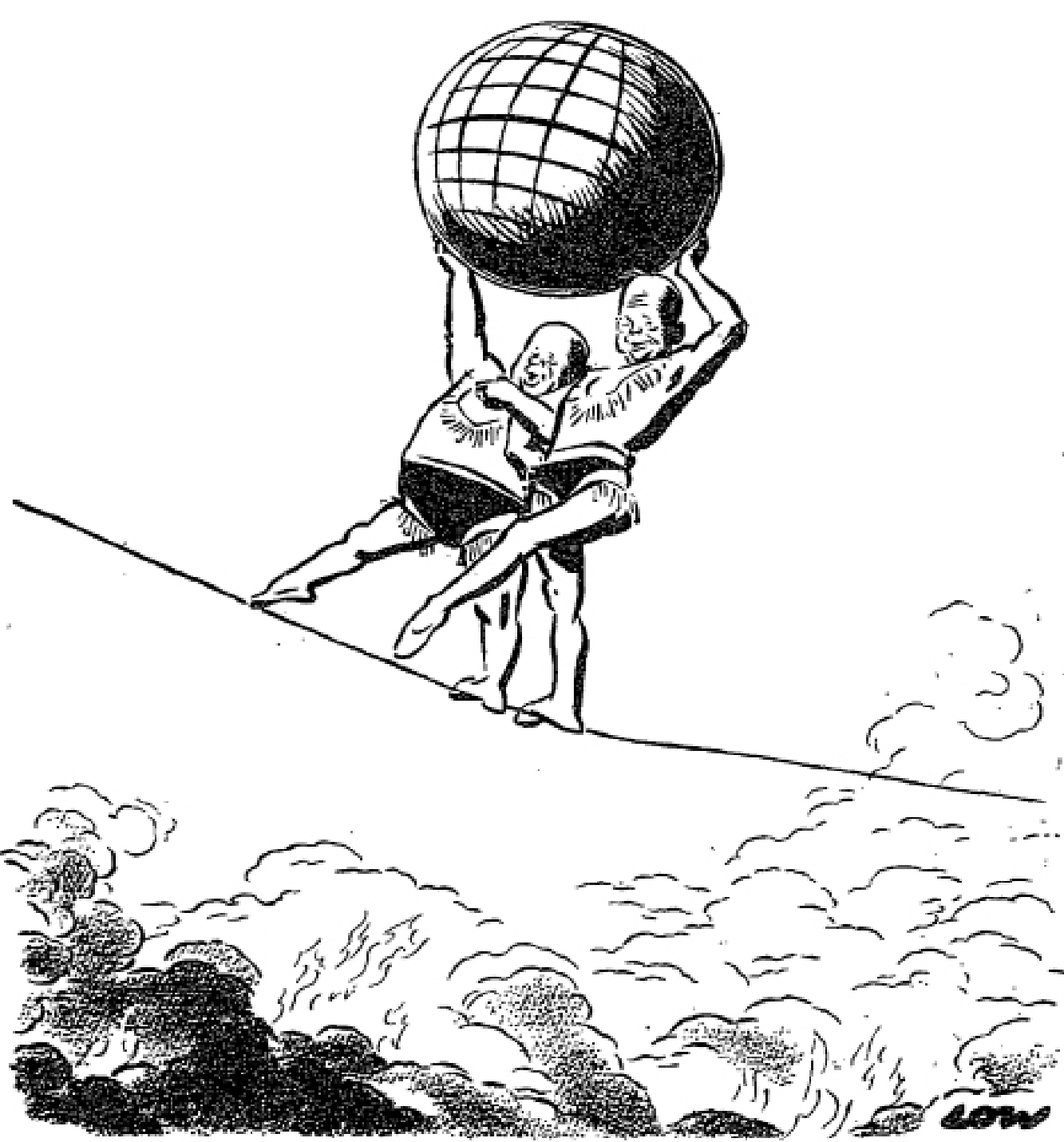
Captain Armstrong joined Cunard as a third officer in 1939 after service with other shipping lines. He has commanded a number of their ships and been staff captain in the Queen Elizabeth and Queen Mary. He was awarded the D.S.C. during the war.

### GROWTH OF THE "GUARDIAN"



The growth of the "Guardian's" circulation, inside and outside its home area, is shown above. The Manchester area is taken as extending to a radius of about twenty miles. Our rapid growth outside the Manchester area is one of the reasons for the change of title, announced on Saturday.

The "Manchester Guardian Weekly" will retain its old title, although the greater part of its sales are abroad. It is often known overseas as the "Manchester". Its average sales in the first half of this year were 44,500. Of these over 20,000 were in the United States and nearly 10,000 in other places overseas.



EXPERIMENT IN CO-EXISTENCE

## Defeat not accepted DEBENHAMS' HOPES

By our Financial Editor

Harrods has almost certainly fallen into the hands of the House of Fraser. Mr. Hugh Fraser announced on Saturday that his offer for the ordinary shares had led to a "fantastic rush" of acceptances at the offices of its Edinburgh solicitors and that he was making the bid unconditional.

Normally, this means that the bidder has got the controlling majority safely in hand. In this case, Mr. Fraser also extended the time limit of his offer until noon on Wednesday, when the rival offer, from Debenhams, also expires. This suggests that Mr. Fraser is confident of victory, but still lacks final proof.

At any rate, Mr. John Bedford, chairman of Debenhams, is not accepting defeat. He stated last night: "It looks as though 4,000,000 shareholders have not cast their votes. They are probably waiting to hear our statement to-morrow. This statement may still raise a last-minute doubt about the outcome of the struggle which has been going on for two months. Mr. Bedford has had the backing of the Harrods directors and, according to his own judgment, of the staff.

If the scales have been tipped, it is due entirely to Mr. Fraser's sense of brass. His is a cash offer. At Harrods, as at Debenhams, they like you better if you have a monthly account. That may be why Mr. Fraser included a large cash element in his offer to the Harrods shareholders than Mr. Bedford in his. For each ordinary share the House of Fraser will pay 68s 3d cash, plus two and a quarter pence for the share that makes 141s 6d—a fabulous price, unless the new management can make such radical changes that the profits rise steeply.

One thing is certain: if Mr. Fraser's win is confirmed this week, something will change in the character of Harrods. The group will soon show more open signs that trade is carried on for profit, and we may have seen the last of the "Can I help you?" attitude of the old Knightsbridge store. Here it has always seemed rather bad form to ask the price—until the monthly account arrived.

## MUSIC GOES ON Sir Thomas and his bride part for a week

Sir Thomas Beecham and his bride, Miss Shirley Hudson, whose marriage on August 10 was announced on Saturday, left London Airport last night for different destinations after a brief business visit to London. Lady Beecham saw her husband off as he left for Geneva. An hour later she flew to Edinburgh to join the Royal Philharmonic Orchestra, of which she is administrator. They plan to rejoice each other in a week's time.

Sir Thomas said at the airport: "I have known Lady Beecham for nine years. I thought about asking her to marry me for a long time. It was not my fault. When we arrived here and saw ourselves billed as 'Italians' we were flabbergasted." One of her two daughters in the team, goalkeeper Stella, added:

"We played in Portugal last year and got friendly with the men in the Benfica football club. They presented us with badges and kit and ever since we have called ourselves by that name. Some of the crowd behind my goal started to sing an Italian air about the stars shining or something, so they obviously thought I was an Italian."

None of the Bilston club officials knew that their Italians were from Lancashire until they arrived and even then the treasurer, Mr. Jack Wryndale, said: "I don't believe it!" The Bilston secretary, Mr. Bert Richards, admitted that he was responsible for advertising the team as Italian, but said: "I don't believe it!" He added that the match was arranged by the Darlington women's team manager, Mr. Frank Edwards.

Imagine his surprise

Mr. Edwards explained that he received a letter from Mrs. Large and on the heading was the name Benfica. "I thought immediately that it was some team touring from the Continent. You can imagine my surprise when these girls got out of their coach and it was obvious they were not foreigners. I don't think the public were too duped too much because every time women's football teams meet here there is a large crowd. They would still have paid wherever the team had come from."

Some of the spectators gave their opinions after hearing the facts. Mr. Charles Margotson, of Bentley, Willenhall, said: "I never came up to my expectations. I was in Italy ladies because I might see a bit of the Continental stuff. When I heard them speak, I thought 'These are never Italians.'"

The last word came from Mrs. Large. She said that her team once went to play a game on a Salford ground and found themselves billed as Austrians.

## 7-mile queue of cars DAY BY THE SEA

Heavy traffic choked roads in the North-West last night after a day of temperatures into the seventies.

On the Blackpool road there was a seven-mile queue at the approach to Preston, and on the A6 road the traffic stretched nearly ten miles northwards from Broughton crossroads near Preston.

To add to the congestion on A6, traffic was held up for a time while firemen laid hoses to fight a fire at Walton-le-Dale, near Preston. The drawing and costing office of a firm of vehicle builders was almost burned out.

In what the Royal Automobile Club said was a "last fling to the seaside," traffic in the Home Counties was "exceptionally heavy." At one time 3,500 cars an hour were travelling Southbound on the A127, the highest average of the year.

## Moss wins Grand Prix

Stirling Moss, in a Cooper-Climax, won the Grand Prix of Portugal on the Monsanto track just outside Lisbon today. Masten Gregory (United States) in a works Cooper, was second, and Dan Gurney (United States), in an Indianapolis third. Both finished a lap behind Moss.

Moss, who led from the start and set a hot pace, won in 2hr. 11min. 54.4sec. at an average speed of 93.24 m.p.h. This is the first grand prix counting for the world driving championship that Moss has won this year.

Jack Brabham the Australian who now leads in the world championship listings, skidded off the track in his works Cooper in the 24th lap and was taken to hospital. He was treated for scratches and bruises but not detained.

## NON PARLO ITALIANO But broad Lancashire

By our Wolverhampton Correspondent

Two thousand football enthusiasts turned up at Bilston during the week-end to see a much-advertised Italian women's touring team, Benfica, play a combined Ladies' Eleven from two local sides, the Handy Angles and the Darlington Ladies' Club. Most of them went home not knowing that the "Italians" who lost 7-1, were Lancashire mill girls, factory workers, and typists.

One of those who did discover the truth was Mr. A. N. Morgillo, an Italian living in Wolverhampton, who teaches at the local College of Further Education. He said: "I knew that they were not an Italian team because they played in red. A real Italian team would play in blue." So at half-time he went to the visitors' dressing-room and spoke in his native tongue. There was an embarrassed silence and then a voice in the corner said: "Be lad, we're not from Italy, we're all from Lancashire."

Flabbergasted  
Mrs. Miriam Large, the Benfica team manager, who lives in Old Farm Crescent, Droylson, said: "This is not our fault. When we arrived here and saw ourselves billed as 'Italians' we were flabbergasted." One of her two daughters in the team, goalkeeper Stella, added:

"We played in Portugal last year and got friendly with the men in the Benfica football club. They presented us with badges and kit and ever since we have called ourselves by that name. Some of the crowd behind my goal started to sing an Italian air about the stars shining or something, so they obviously thought I was an Italian."

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## DR STOCKWOOD CANCELS PRIEST'S LICENCE

### "Form of Roman mass used," Prayer Book disregarded

Dr M. Stockwood, Bishop of Southwark, has closed St. Andrew's mission church, Carshalton, Surrey, and accepted the resignation of the priest-in-charge, the Rev. Rice Alford Evelyn Harris, who is 72. He has also cancelled Mr. Harris's licence to the parish of Carshalton and permission to officiate in the Southwark diocese.

Mr. Harris has been priest-in-charge of the church for 33 years. The bishop said yesterday that under Mr. Harris the Book of Common Prayer had been disregarded, a form of the Roman mass used, and doctrines which undermined the position of the Church of England proclaimed at the church.

The church was closed yesterday, having been secured by a new lock fitted after the Archdeacon of Lewisham, the Ven. L. A. Brown, and other clergy, accompanied by plain-clothes and uniformed police, had collected the keys from Mr. Harris. It will remain closed until a new priest has been appointed. On the day it is reopened Dr Stockwood will celebrate holy communion "according to the rite of the Church of England—a rite which has been illegally denied to the people of St. Andrew's for many years."

No personal vendetta  
The bishop made this announcement in a long, prepared statement to members of the church in Carshalton Parish Church yesterday. He said later there was no personal vendetta between him and Mr. Harris, and told reporters that his heart lay in trying to make religion real to the man in the street.

"I hope I can get down to my real job, which is to make the Church live in those great industrial areas where people have nothing to do with the Church."

Mr. Harris attended mass at All Saints Church, Benlinton, Sutton, Surrey, yesterday morning and later left Carshalton for a holiday in Devon.

"My duties are finished, I have paid the milkman and done all the other things. I am desolate. When I come back from my holidays I shall pick up my bits and pieces. I do not know what the future holds."

The Archdeacon of Lewisham said Mr. Harris would receive a pension of about £400.

"Grievous damage"  
In his statement to parishioners, Dr. Stockwood said:

"I bear no illwill to Mr. Harris personally. He has been a diligent visitor and a loving pastor and, if I may be allowed to say so, I am deeply fond of him. The tragedy is that in his official position, however unintentionally, he has done grievous damage to the Church of England and to the family of the Lord Jesus Christ in this parish."

Telling "the sad story" of the parish, he said that for many years the clergy had openly and flagrantly disregarded the teachings and rules of the Church of England, broke their vows, betrayed their trust. They stood condemned, for upon their shoulders rests the responsibility for the sad position in which we find ourselves to-day.

"The people of Carshalton who wanted to attend a Communion service according to the rites of the Church of England were unable to find it at this parish church of All Saints. Nor could they find it at the parish church of St. Andrew's."

[Continued on back page]



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