

THE CUSTOMS JOURNAL

EST. 1904
OFFICIAL JOURNAL OF THE CUSTOMS & EXCISE
PREVENTIVE STAFF ASSOCIATION

Vol. 38. No. 945.

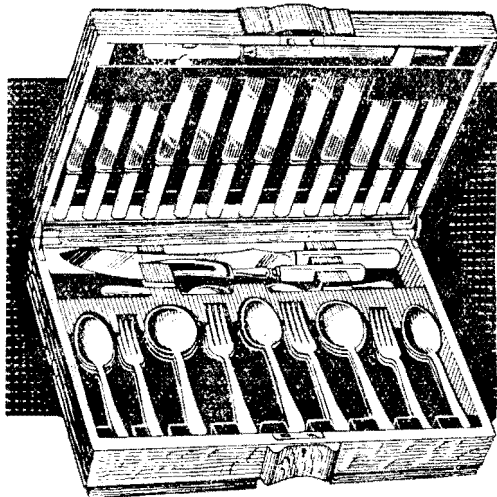
JUNE, 1941.

MONTHLY

20% CASH DISCOUNT

TO BONA FIDE CUSTOMS OFFICERS

It is real value you get at WINEGARTENS! Conditions are difficult but WINEGARTENS can be relied upon under all circumstances to protect the interests of their clients. Prices are being maintained as low as possible yet the qualities of WINEGARTENS products, be it Watches, Rings, Jewellery, Silverware, Cutlery, Clocks or Pewterware, are all manufactured to highest pre-war standard. The 4% in the £ discount is a great opportunity to counteract the rising prices and is allowed to both civilian members and those serving in H.M. Forces.



ENGAGEMENT RINGS

Ten Thousand to select from



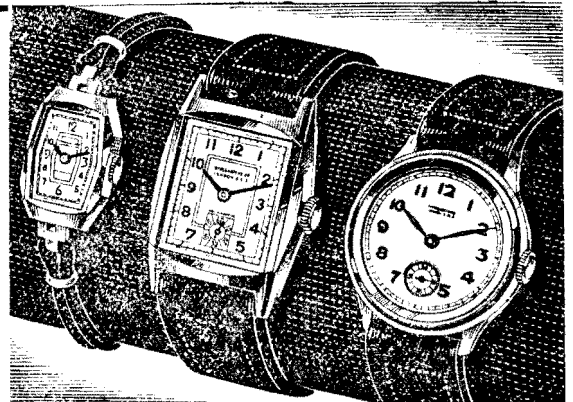
'Solitaire' square set, step shoulders



Two Diamonds Crossover

CUTLERY of WINEGARTENS' own renowned manufacture in Sterling Silver, Silver Plate or Stainless, supplied both loose and in fitted Canteens. Comprehensive Catalogue sent post free on application. Cutlery offers one of the most useful suggestions for presentation purposes.

Hours of Business
Monday to Friday
9.30 to 6
Saturday
Closed all day



Very attractive Ladies' Cordonais Wrist Watch in Chrome and Stainless Steel. 15 Ruby Jewelled Lever. Non-magnetic balance and hairspring. Exceptional value £5 5 0

Gents' Wrist Watch in Chrome and Stainless Steel, very robust construction. 15 Ruby Jewelled Lever. Non-magnetic balance and hairspring. £5 5 0

Gents' Distinguished Wrist Watch in 9 ct. Gold with Winegartens' high grade 15 Ruby Jld. Lever. Non-magnetic. Suitable for everyday and dress occasions £10 10 0

WINEGARTENS

EST. 1892. TELEPHONE: BISHOPSGATE 1786 (2 LINES) LTD
157, BISHOPSGATE, LONDON, E.C.2

COUPON To Messrs. WINEGARTENS Ltd. 157, Bishopsgate, London, E.C.2

I declare I am a member of the C. & E. P. S. A. Please forward Catalogue(s) and Privilege Ticket entitling me to 20 per cent. cash discount.

- ENGAGEMENT RINGS JEWELLERY SILVERWARE
 WEDDING RINGS CUTLERY PEWTERWARE

Name
Address

Post in unsealed envelope id.

C. R. HILLS INSURANCE LIMITED

2 BLENHEIM ROAD, BARNET

Tel.: BARNET 4708

City Office: 74 CHEAPSIDE, E.C.2 City 6122

Readers are particularly asked to note our new addresses. Although we have been able to maintain our usual service by recourse to our emergency duplicate records, your kind indulgence is requested for any unavoidable delay or inconvenience outside our control.

P. S. A.

Temporary Office:
5, BROOK LANE, BEXLEY, KENT.
Telephone: BEXLEY HEATH 3613.

President:
W. E. STANDRING.
Organising Secretary:
A. E. FARMER.

General Secretary:
W. H. POWELL.
Assistant Secretary:
H. L. BOALCH.

CORRESPONDENCE, LITERARY MATTER, ETC.—*Letters to the Editor, and articles and correspondence intended for publication should be addressed to the Editor, "The Customs Journal," 93, Fairfax Road, Hornsey, London, N.8. It is essential that all matter for insertion in the monthly issue should reach the Editor on or before the 1st of the month of publication. Articles submitted need not be typewritten, but the use of one side of the paper renders a great assistance.*

ADVERTISEMENTS.—*All enquiries relating to advertisement space should be addressed to the Advertisement Contractors, A. Darby's Advertising Service, 24 & 26, Water Lane, London, E.C.4. Telephone: City 6686 & 6687. Telegrams: Darbiads, Cent, London. All advertisements are accepted subject to the Editor's approval.*

CIVIL SERVICE WAR DISTRESS FUND

About 200 fatal casualties amongst civil servants have been notified to the Fund by Departments up to the present. It is the policy of the Fund not to wait for an appeal from dependants, but to arrange for them to be approached sympathetically by representatives in their locality. The anticipated resources will probably not permit more being done at the present time than to give regular assistance to those dependants whose total income does not exceed the lower levels of the Government pensions. Where enquiries show these circumstances to exist, the Fund has already started making allowances.

Grants to relieve distress arising from air raids have so far been made in more than 150 cases spread over 36 Departments all over the country.

In cases of distress arising from air raids, the officer concerned should approach the office representative of the Fund, who, until local committees have been formed, will refer it immediately to the Fund's headquarters.

Where particulars reach the Fund headquarters by midday, in practically every appropriate case a cheque has been despatched the same day. This is how the "immediate" assistance is being given.

The cases which the Fund has assisted up to the present have shown that any official scheme of compensation cannot hope to replace the loss of a home destroyed in an air raid. The sympathy of colleagues, transmuted by the Fund into immediate material help, has already brought forth wide appreciation of its activities. If every civil servant will make his or her contribution—small or large—the Fund will be able to proceed confidently with its work.

CHANGES IN THE STAFF

To 26th May, 1941.

PROMOTIONS.

ASSISTANT PREVENTIVE OFFICERS TO PREVENTIVE OFFICERS (ACTING).

Anderson, E. E., Cardiff to Cardiff.
Edney, G. E. B., London to Cardiff.
Bowen, W., Weymouth, Southampton.
Henderson, J. R., Southampton.
Howard, C. T., London.
Partridge, E. M., London.
Rae, J. S., Grangemouth, Leith.
Watson, E. W., Glasgow.

OFFICERS LEAVING THE SERVICE.

DEATHS.

PREVENTIVE OFFICER.

Bradley, S., Hull.

ASSISTANT PREVENTIVE OFFICER.

Walker, J. D., Hull.

OBITUARY

MR. P. WATT, P.O., LIVERPOOL.

We regret to announce the death of Mr. P. Watt, P.O., who succumbed to injuries sustained by enemy action on Wednesday, May 7th. The interment took place at Rake Lane Cemetery, Wallasey, on Monday, May 12th. To his widow and relatives we convey our deepest sympathy in their sad and unfortunate loss.

E. G. H.

Imperial Service Medal

Mr. H. LEONARD, P.O.

At King George V. Dock, London, on 19th May, 1941, a pleasing and interesting ceremony took place for Mr. H. Leonard, P.O. for many years at Regent's Canal Dock was decorated with the Imperial Service Medal by Mr. C. R. Purser, Waterguard Superintendent, on behalf of H. M. King, in the presence of a large number of his colleagues and friends.

Letters were read from the staff of Room 11 and that of Surrey Dock, together with one from old colleagues in the Officer grade at Regent's Canal Dock.

Among the many speakers were Messrs. Kay and Merron: in fact, representatives from all grades of the Waterguard joined in offering their congratulations. Mr. Jackson spoke in a humorous vein, and said how much he appreciated Mr. Leonard's qualities as a P.O., while Mr. O'Driscoll mentioned that he had known Mr. Leonard for 23 years, and had come to the conclusion that the recipient had followed the wrong job, for he should have followed a diplomatic career. Mr. Purser added his tributes, and spoke of Mr. Leonard's good sense and good nature.

The ceremony was added to by the presentation, by Mr. Standring, of a gold watch subscribed to, not only by the Department in London, but that of Greenock and Glasgow.

The general trend of the many speeches expressed the view that Mr. Leonard had always been found a gentleman, and he was wished many long years in which to enjoy his retirement.



BE TALLER! CLIENTS GAIN
1 to 6 inches
No Appliances — No Drugs — No Dieting
ROSS SYSTEM NEVER FAILS Fee £2 2s. Complete
Details 6d. stamp
Height Specialist.
D. MALCOLM ROSS
BM/Hyte, London, W C 1

MY OWN
HEIGHT IS
6ft. 3 $\frac{3}{4}$ in.

CURRENT COMMENTS

King's Birthday Honours List

WE noted with pleasure the inclusion of two particular names in the recent Honours List:—

H. S. GREGORY, Esq., Commissioner and Director of Establishments (at present on loan to the Ministry of Supply) becomes Companion of the Order of the Bath (C.B.).

C. M. WOODFORD, Esq., O.B.E., Inspector-General of Waterguard, becomes Commander of the Order of the British Empire (C.B.E.).

In reply to our letter of congratulation, Mr. Woodford writes:—

"The pleasure to me, and, indeed, the honour, is enhanced by the good wishes of my colleagues in the Waterguard, for I am really the recipient of a distinction which is conferred in recognition of their good work, without which I could not have done my part.

Please convey to them my sincere thanks for their good wishes."

The New Deputy Inspector General

We have just received the news that the Board have selected Mr. J. Kerr, Inspector, for the post of Deputy Inspector General of Waterguard.

Mr. Kerr is 52 years of age. He joined the Service in 1907, and at the time of promotion he was the senior Inspector at Headquarters.

He has always shewn a very keen interest in the welfare and legitimate aspirations of the Staff, and we feel confident that the cordial relations between Headquarters and the Staff Side will continue.

At the time of going to press the "consequential" promotions had not been announced.

Cost of Living Bonus

The following terms of reference have now been agreed with the Official Side, and sent to the Ministry of Labour for transmission to the Arbitration Tribunal:—

"That all non-industrial Civil Servants of 21 years of age or more, employed full-time, whose remuneration (excluding bonus where at present payable) does not exceed £850, should receive a war bonus of 10/- a week."

No Bonus for Pensioners

An influential deputation from the Trades Union Congress, which sought Government action to increase superannuation allowances to meet the rise in the cost of living, obtained no satisfaction from the Minister of Health, Mr. Ernest Brown, on 21st April.

Mr. Brown said that the Government was determined to keep down the cost of living, and was spending £100,000,000 a year with that object. He could, therefore, hold out no hope of legislation to benefit one section of the community.

Cost of Living Index

The cost of living figure issued by the Ministry of Labour for 1st April, shows that the Index had risen 98 points above the figure operating in July, 1914, and the figure for 1st May two points higher at 100. This latter figure represents an increase of 5s. 9d. in the £ since the outbreak of the war.

War Bonus and Overtime

At the May meeting of the Departmental Council, the Official Side stated that the Treasury had agreed that no recovery should be required of the overpayments made up to the end of the November, 1940, overtime period. Accordingly, no refunds would be demanded.

The following offer of adjustments of flat rates consequent on the bonus increases has just come to hand:—

Preventive Officers	3s. 1d. per hour.
Assistant Preventive Officers, salary not ex. £175 p.a. basic	1s. 9d.
.. salary exceeding £175 basic	2s. 3d.
Engineers	2s. 3d.
Eng. Mech. I Mates in Charge	2s. 1d.
Eng. Mech. II Steersmen	1s. 11d.
Deckhands & Stoker Deckhands	1s. 9d.

These rates to operate as from the first overtime week beginning after the 15th March, 1941.

Gold Braid for A.P.O.s

The question has been re-opened with the Official Side, and the new reference will be discussed at the next meeting of the Waterguard Sectional Committee.

Chief Preventive Officers' Overtime

This item will also be on the agenda of the next Sectional Committee meeting, having been referred by the Departmental Council to that Committee.

Injury Warrant, 1941

Broadly speaking, the methods of compensating Civil Servants for war injuries were:—

- (i) Those up to £350 were dealt with under the Personal Injuries (Civilians) Scheme;
- (ii) Those over £350 were dealt with under the Injury Warrants.

The Personal Injuries (Civilians) Schemes 1940 and 1941, granted increased pension and injury allowances, and the result was that the Civilian Scheme proved more favourable than Injury Warrant terms for married Civil Servants with children, in a considerable number of cases.

The Treasury have, in consequence, reviewed the position of Civil Servants over £350, and have introduced a revised Injury Warrant which provides for the grant of whichever of the two awards is more favourable, with provision for a Conversion into the alternative award if circumstances make this more favourable.

Treasury Circular 9/41 outlines this amendment and includes this phrase, in heavy type: "An officer will not be regarded as in default because he continues at work after an air raid alert is given or after a warning of imminent danger."

Man Power

His Majesty's Government is concerned at the drain on man-power caused by the increasing demands of departments for staff. These demands are to be checked, and where possible, the existing number of non-industrial Civil Servants reduced.

This question is the subject of Treasury Circular 10/1941, and three ways are suggested in which economies in the use of man-power might be effected. (1) By cutting out less essential work; (2) By making full use of the ability and energy of every member of the staff, and (3) By a general increase in working hours.

Departments have been instructed to make full use of the Whitley machinery so that the experience and knowledge of Staff representatives are brought to bear on the first two methods.

Meanwhile, the Circular goes on, it is necessary to call upon the Civil Service as a whole to institute a longer average working week, and all Departments are requested to examine the effects of so doing on their staff position. Staff needs should, therefore, be immediately re-assessed on the basis of a 51-hour average working week. In some Departments the effect of applying these hours generally would be to free staff, which, subject to release in appropriate cases to the Forces, can immediately be transferred to relieve pressure in other branches of the Department or in other Departments.

No additions to complements will be authorised, even for new work, until all possibilities of meeting requirements by intensified effort, and by redistribution of existing staff within the Department on the basis of a 51-hour week, have been exhausted.

The National Staff Side have offered full co-operation, and this policy has been endorsed by the Customs and Excise Staff Side. But we are not unmindful of the difficulties which must arise in a department such as this.

The situation is being closely watched.

Storage of Furniture

We note that the Treasury are willing to admit claims of evacuated officers in respect of storage charges (as distinct from cost of removal to stores) incurred when furniture is removed to store from bombed residences. The allowance will be subject to the usual maximum of 21/- per week from the time when the officer ceases to draw an allowance in respect of the bombed house.

(Continued on page 87.)

Customs and Excise Departmental Whitley Council

The two hundred and fortieth meeting of the Council was held in the Conference Room, City Gate House, E.C.2, on Wednesday, 21st May, 1941, the chair being taken by Sir Wilfrid Eady, Chairman of the Board of Customs and Excise.

The Chairman informed the Council that Sir John Sutton was continuing to make good progress towards recovery, and the Staff Side welcomed this good news.

Limitation of Annual Leave.

The Official Side referred to the fact that this question had had the renewed consideration of the Government, and the arrangements for this Department were the subject of a draft instruction, a copy of which was now in the Staff Side's hands. The Staff Side had not yet been able to give this their consideration, but expressed a wish for an early conference on the matter. This was arranged and the item re-adjourned.

Fire Prevention Order.

In reply to a Staff Side inquiry, the Official Side stated there were no more places where compulsory fire prevention schemes had been necessitated beyond those already intimated to the Staff Side. As regards City Gate House, the Staff Side felt that it was very difficult to co-operate in regard to the increase in the number of volunteers without further details as to the present volunteer personnel. The Official Side said they had examined the whole position in conjunction with the Chief A.R.P. Officer and had found it more satisfactory than at an earlier date. In addition, the provision of a Climax Pump operating from an artesian well had improved the protection given, and the additional volunteers obtained had facilitated the reorganisation of the fire-fighting squads. It was now possible to visualise a rotation of one turn in ten days, and when the remaining staff to be transferred from the Custom House were accommodated at City Gate House it was hoped that a small reserve would be established. Squads of adequate size would be properly trained. The Official Side did not consider that information regarding the grades of the present volunteers would help very much. The Staff Side pointed to the possibility of some of the present volunteers dropping out, and hoped that the canvassing of recent transferees to City Gate House had been completed.

The Council decided to re-adjourn the item for two months.

Promotion to the Officer Grade.

The Official Side were not in a position to make the statement promised at the last Council meeting, and at their request a further adjournment was agreed.

Purchase Tax—Central Record of Information Regarding Values (O.W.O.16/1941, Part 2).

An informal discussion on the technical aspect of this matter had been held, and the Staff Side expressed their thanks for the explanation then given. They did not desire to press the matter

further at present, and the Council decided to discharge the item from the Agenda.

Restricted Issue of C.C., Volume 2, Part 24, Appendix F.

The Staff Side referred to correspondence which had passed since the last Council meeting, and the only point on which they now desired assurance was regarding the supply to unattached staff. The Official Side suggested that extra copies of the Appendix and of Appendix E might be made available to Unattached Surveyors, but as the Appendices were in the nature of a directory they did not consider this would be a very useful proposition. The Staff Side would understand that there was no question of principle involved in the restricted issue.

The Staff Side then agreed that in the present war-time conditions the matter might be regarded as closed.

War Bonus—Exclusion of Small Port Allowances from Basis of Calculation.

The Official Side said they were awaiting a further communication from H.M. Treasury, and adjournment of the matter was decided upon.

War Bonus—Effect upon Overtime of Assistant Preventive Officers.

The Official Side stated that they had now heard from H.M. Treasury in regard to over-payments. The Treasury again confirmed that it had not been intended that bonus should be added to salary for the purpose of determining the rate of overtime payable, and the Official Side agreement to the increase of flat rates had been based on this position. It followed that there had been over-payments, but in view of the genuine misunderstanding of the position which had arisen generally, the Treasury had agreed that no recovery should be required of the over-payments made up to the end of the overtime period ending in November last. Accordingly, no refunds would be demanded.

In regard to the disagreement reached at the last meeting on the question of principle, the Staff Side intimated that they had already submitted the matter to the National Staff Side.

Chief Preventive Officers—Overtime Rates for Sundays and Public Holidays.

The Official Side suggested that this item be referred to the Waterguard Sectional Committee to ascertain how far the matter was a vital issue at the present time. The Staff Side thought some definite proposals should be forthcoming beforehand. They observed that adjustments had been made in salaries and in other Waterguard overtime rates, but not in the overtime rates of Chief Preventive Officers. They agreed, however, to remission to the Sectional Committee for early and complete examination, with the safeguard that the matter might be restored to the Council Agenda if occasion required.

City Gate House—Shelters.

The Official Side observed that the military personnel had not yet been removed from City Gate House, and the Council accordingly re-adjourned this item.

The Council decided to hold its next meeting on Wednesday, 25th June, 1941.

Retirement of Mr. A. W. Purdye, I.S.O.

DEPUTY INSPECTOR-GENERAL OF
WATERGUARD.

City Gate House on 7th May was the scene of a presentation to Mr. A. W. Purdye on the occasion of his retirement. A goodly attendance, representing nearly all grades of the Waterguard, were present, but had City Gate House, in Finsbury Square, been in a more central position, undoubtedly there would have been a far greater number to witness the ceremony.

Space here prohibits the inclusion of the names of all those present, but there were seen: Mr. Woodford, our I.G.W.; Messrs. Kay, Kerr and Lewin, Inspectors; Messrs. Merron and Purser, Superintendents; Messrs. McEnaney, Richardson and Thomson, Surveyors; Messrs. Powell and Farmer, P.O.s; Messrs. Gatward, Newman, Sullivan and Sutherland, A.P.O.s; together with Mr. Kimber, of the Special Inquiry Staff, and Mr. Howell, from Sec. 14.

Mr. Woodford, in opening the proceedings, spoke in a somewhat subdued voice of his long association with Mr. Purdye for so many years and the separation of a life-long friendship. He mentioned that on no less than three occasions during his term of office had he signed superannuation papers for retiring Deputies, and this last one with regret and sorrow. Continuing, he spoke of Mr. Purdye's service at Gravesend in 1901, and how he had served with distinction as a C.P.O. at Southampton.

Mr. Purser was the next speaker. He said how happy he was to be present, and recalled the old days when Mr. Purdye proved to be an excellent tutor in motor-boat driving. In latter days the speaker mentioned the harmony and content that existed amongst Mr. Purdye's subordinates; in fact, he was one of the finest supervising officers. He terminated by wishing the best of luck, happiness and peace to both Mr. and Mrs. Purdye.

An interval was called for tea, and many quips were made as to the quantity of sugar required. During the consumption of the beverage Mr. Woodford quoted one or two stories about tea having special reference to the Waterguard.

Mr. Kimber started the proceedings again. He drew our attention to the very interesting time he had had with Mr. Purdye during his official life, and conveyed his thanks for the many kindnesses he had received, and spoke of the close collaboration that had always existed between them. He concluded by offering his felicitations.

Mr. Howell then spoke a few words. He said that he had first made contact with Mr. Purdye in 1912, when the latter was District Secretary of the Executive. He considered that Mr. Purdye had always carried out his duties with efficiency, coupled with quietness and force.

Mr. Powell added his tribute, and conveyed his thanks from an Association point of view. He said that Waterguard conditions of to-day, as compared

with the bad old days, are vastly improved, and this was due solely to the efforts of that stalwart band of pioneers amongst whom Mr. Purdye was very active.

Mr. Kay, in a few words, mentioned the great help he had received at the hands of Mr. Purdye, and spoke of the old motor-boat days in the "Curlew" and his connection with Association work. He terminated by expressing his regret at Mr. Purdye's departure.

Mr. Thomson said that he had first met Mr. Purdye at a P.S.A. Conference in 1926, and there he gained an excellent impression. This he subsequently confirmed. He said that Mr. Purdye was never above cracking a joke, but he was one in whom one could place every reliance. He had created a better atmosphere in Room 14, for he was always at ease with other departments that were occupied in the House. With his quiet demeanour, people felt they could always go to him for advice, and in regard to team work, he had done much to achieve that end.

Mr. Merron quoted the days when, as a Waterguard Surveyor, he had worked with Mr. Purdye in Room 14, and went to some length to emphasise his sense of humour, but his sense of business came always into prominence, for he understood the Waterguard from A to Z, and was able to assess character for the benefit of the Service as a whole. In the quest of this, if in doubt, he would not hesitate to call for the collaboration of others, and this undoubtedly much endeared himself to the staff. It was hoped that his sense of humour would carry him on.

Mr. Richardson quoted messages from friends in Southampton in conveying their best wishes on the retirement. Continuing, he mentioned various episodes at Gravesend, all of which gave a keynote to Mr. Purdye's character of kindness and quiet courage. "Farewell for the time being!" was the last phrase of the speaker.

The last speaker, prior to the presentation, was Mr. Gatward, who, in a few brief words, wished Mr. Purdye and his good lady a long and happy life.

Mr. Woodford then rose to his feet, and said that letters had been received from Falmouth, Southampton, Leith, Glasgow, Newcastle, Dover, Plymouth and Hull, all conveying their best wishes and hopes for a contented retirement. All these letters, said Mr. Woodford, together with many others, were spontaneous, but they all expressed their feelings of regret at Mr. Purdye's departure. He asked Mr. Purdye to accept a silver tea service as a token of the Waterguard's extreme regard and sincere wishes that the sugar and cream of life were illustrative of the love and affection he had gained in the Service.

Mr. Purdye, in accepting, said he found it embarrassing, due to the fact that he considered he did not deserve all that was said. He said that he was just an ordinary individual, and much credit was due to the other man. He contended that the Waterguard was a man's job, and if he happened to be a "live" man, he would not go unnoticed. In all grades he had been happy, and gave his thanks to a solicitous staff.

A vote of thanks was proposed to the Chairman, and so ended Mr. Purdye's official career.

Southampton Notes

The two high spots of May were a couple of reunions between the exiles and one of our Forces contingent, the first taking place in Warrington, where we said "Cheerio" to Jock Strachan, who reported to the R.A.F. on May 12th. I expect he will remember the occasion for some time to come! Jock was the twenty-third Southampton A.P.O. to enter the Forces, and he has made a good start by going to a place where cigarettes are as plentiful as postage stamps are here. The second re-union took place in Manchester, where Davy Youdell was the guest of honour. After going from Yorkshire to Scotland, Davy is now stationed in Lancashire, and as he hasn't seen a ship for twelve months, we are hoping to arrange a "conducted tour" some time in June! An enthusiast, what? I expect a few ears burned during the evening we met, particularly Cliff Pearson's, as we fraternised in one of his favourite joints.

Other Forces news comes from Joe, still in Scotland, who has been able to contact our Greenock contingent and also meet Jock Crombie. Unfortunately, the news of Jimmy Agnew is not so good, as at the time of Joe's last letter (24.5.41), Jimmy was in hospital (no details given). Strangely enough, he is in the same ward as one of Joe's shipmates.

You will remember Jim Andrews entering the Royal Navy at the outbreak of hostilities. I hear he is returning to 29 Berth very shortly to resume Waterguard duty.

Turning to news of the exiles, it is amusing to learn that certain friends in the North West can now be called "our piscatorial friends," and I gather that between Maryport and Silloth a gentle bragging contest is in progress, with the odds slightly on Silloth at the time of writing. One of the participants is now on leave, so maybe the boys at home will have heard also of the swimming and tennis activities at his peaceful station. I believe the bait trade is also busy in So'ton!

A sad note is that of the loss sustained by the Liverpool staff in the recent air raids and the injury received by "Alfie" Rowlands (London), who is in a Liverpool hospital. We hope he will soon be fit and well again.

Doug. Joy is still fit at Boston, and I had news recently that our old friend O. T. Ford, P.O. (Briton Ferry) is till on the top line.

We haven't had any news from Plymouth recently, but we are taking no news as good news, in the hope that those whom we know down there have come through safely.

From So'ton there has been an unusually large number of letters this month, and we are sorry to learn that so many of the staff have been on sick leave, particularly Mr. J. Burrows, P.O., who may have to undergo a second operation. We hope they will soon be back on the job in good style. The spirit prevailing between those at home and we who are away gives us a lot of hope for the future, as it surpasses anything we have known before in the Port. We send congratulations to Hendy on his promotion

to Liverpool; it has been a long time in coming, and we hope Hendy will soon settle on Merseyside, especially as so many of his P.O. colleagues are already there. Whether or not he will be able to bring his mechanical genius into play we cannot tell, but Hendy without a car will be like a ship without a rudder. Another departure from So'ton is that of Don Radford, who, by this time, will be having his first taste of detached duty at Stranraer. This leaves eighteen A.P.O.s at the home port, including Jim Andrews.

I might say that any recurrence of the recent approaches for mutual exchanges on detached duty are not likely to be successful, as, after doing ten or more months away, we feel resigned to a duration of detachment unless, of course, we are called up, so save your stamps.

You will be glad to know that the boys at Poole and Pompey are all right, and that goes for those in Liverpool as well.

I was down in Southampton in May, and bits of hearsay are still causing a smile. One was that of my old Rummage P.O. (you know who I mean) taking a hedge in full flight on the trail of incendiaries, but coming to a sharp halt suspended by his lanyard. He evidently didn't quite make it! Forgive me if I say, "Go to it, Guv!"

Cheerio, Forces!

L. B.

Merseyside District Meeting

Owing to travelling difficulties, the attendance at the Common Hall, Hackins Hey, on Thursday, May 22nd, was not as large as it might have been, and probably many of the local members of the "dig for victory" brigade were too busy thrashing out an agricultural existence whilst the non-plotters plotted to improve such staff conditions requiring present attention.

Mr. W. S. Kemp was in the chair, and Mr. Hyland, District Secretary, commenced the reading of the minutes of the last meeting, and various points were discussed. These were agreed upon, and the items on the agenda were considered. The District Secretary informed the meeting that the Association were aware of the probability of officers on detached duty being called for military or naval service from the detached port, and that considerable hardship and stress would accrue from such decisions, the officer not being able to return to his previous home port, or, if he did, to do so at his own expense, finally returning to the detached port to take up enlistment. The Secretary intimated that the matter was in good hands, and a favourable solution was expected in both present and future cases.

The meeting expressed the opinion that the experimental six-monthly station minute instituted at the beginning of this year had proved to be very satisfactory, and all were in favour of its continuation. The official side could again be relied upon to minute officers to stations nearest to their homes, and so eliminate some of the difficulties imposed by transport mishaps. Agreement was unanimously recorded.

The Secretary reminded the members of the good example set by many officers in the outports, who, in addition to being on detached duty, still forwarded their subscriptions with minimum delay and no complaint. This, said the Secretary, was the real spirit of association and one worth emulating in circumstances nearer home.

Many points of miscellaneous interest were discussed, including danger on duty, particularly the river station, but the major item resolved itself into the diagnosis of G.O. 5/41—i.e., the Government Fire-watching Order. Naturally enough, officers on 4 p.m./8 a.m. duty were classed as fire-watchers in regard to Crown buildings, such as watch-houses, landing and shipping stations, and were required when not otherwise engaged to carry out the official fire-watching duties. Full responsibility could not be directly attributable to such Waterguard officers, as official Dock Board fire watchers were always in attendance for that specific task, and these latter were to be advised and worked in conjunction with. The meeting expressed the intention of adhering to the rules laid down in G.O. 5/41 by instituting a fire-watching pool locally, all officers being eligible for such prescribed duty as might fall to them in the capacities of professional fire-watchers. The members feel that this pool scheme would prove much more satisfactory than the present application of the scheme, and that the position which up to now was a trifle hazy would be greatly clarified.

This discussion, of course, then brought up the problem of shelter accommodation, and a motion was passed asking for the immediate provision of proper and adequate shelters in or near all offices. This was essential to real success in fire-watching and fire-fighting.

This debate brought the meeting to an early close, and at 9.30 p.m. the clang of a nearby bell was the signal to quickly leave, and just as quickly walk home.

E. G. H.

THE RUMMAGERS

We are a motley crew
With a dirty job to do,
The guilty quake with fear
When on the horizon we appear,
For work so good and true.

Friend of none when on board
Looking for the smugglers hoard,
Of ingenuity there is no lack,
Displayed in hiding the forbidden sack—
Or in finding where it is stored.

Results are what is wanted,
We stick in quite undaunted,
We search here, we search there,
As a matter of fact everywhere,
Heart and soul unvaunted.

At times we have had our share,
Glorying in seizures that are rare,
And when in the book there's placed a star
Against our name, who wouldn't Hurrah!
At being in the limelight's glare.

NAP.

Prosecutions at North Shields

It's hardly fair that "E. G. H." should casually draw a few "Court jobs" out of his bag of 500 or so at Liverpool just when we Geordies are getting excited over our wee bag.

First of all, on May 4th, Mr. W. C. Henderson, A.P.O., working under Mr. G. Hyde, P.O. (a nifty combination), had the pleasure of discovering in and under drawers, and among clothing in the berth of one J. Maartense, 5th engineer on the s.s. "Meliskerk," 36/16 lb. of cigarettes. Mr. F. H. Stevens, C.P.O., prosecuted for the Crown, and a fine of D.V.D. (£15 17s. 10d.), with an alternative of one month, was imposed at Tynemouth Boro' Police Court on the day following the seizure.

En passant, which is French, and means "while he was doing his stuff," five other seizures were made on the same vessel, compromise penalties of £33 1s. 9d. (T.V.D.) being involved.

Mr. Henderson was allowed to feel good for ten days when the rest of the staff decided that if he could do it, they could. A descent was made upon the s.s. "Bjerka," on the 14th May. Mr. M. Reilly, C.P.O., was in supervisory charge, which has spelt danger to Geordie smugglers for years.

Very 'umbly, eyes slanting Merseywards, we state that twelve seizures were made on this vessel. Seven called for compromise penalties totalling £64 18s. 6d., T.V.D. One of 4 10/16 lb. cigarettes was dealt with under the regulations applicable to "Young Persons." Briefly, the remaining four were as follows:—

T. Pedersen, sailor, ½ lb. Cav. and 46/16 lb. cigarettes, concealed under cargo in the bridge space. Messrs. J. Spence and J. Reay, A.P.O.s, discovered the goods, working under Messrs. A. D. Goulding and L. N. Cumberlidge, P.O.s. respectively. A fine of £13 15s. 8d. was imposed.

T. Kvinen, sailor, 46/16 lb. cigarettes, concealed under cargo in the bridge space. Mr. Reay obliged again and the offender was fined £12 10s.

H. Jensen, sailor, 5 lb. cigarettes and 1½ lb. Cav., concealed under a lifebelt box. Mr. Spence drew level with Mr. Reay here, and £18 3s. went into the funds.

O. Larsen, 7 10/16 lb. cigarettes, concealed under cargo in the 'tween deck. Mr. Cumberlidge discovered the goods, and O. Larsen was set back to the tune of £21 15s. 10d. Oh, Larsen!

All the "Bjerka" cases were heard at Tynemouth Police Court on 15th May, and were conducted by Mr. M. Reilly, C.P.O.

H. G. R.

Ramsgate Seizure

On Monday, May 12th, at the Ramsgate Police Court, a local licensee was convicted and fined the sum of £25 on a charge of harbouring uncustomed goods—i.e., about 1½ lbs. of tobacco O.S. (Cut Service).

Counsel, on behalf of the defendant, pleaded guilty, and made a strong appeal for mitigation of the penalty sued for, £100.

During the appeal he stated that defendant had not had more than 3½ lbs. of tobacco.

This seizure was made on the 28th of February by local Waterguard Officers, a search of the premises being made under authority of a Writ of Assistance.

C. H.



Correspondents using a nom-de-plume are assured that names and addresses (which should be given) are strictly confidential.

Freedom of the printed word is frequently allowed to enable a clear and adequate expression of views. The opinions expressed, however, are not necessarily held by the Editor, who accepts no responsibility for them.

The Editor, THE CUSTOMS JOURNAL.

Sir,

It is unfortunate that so excellent and constructive an article as Pro Patria's should have produced so silly and mischievous a letter as Wuff's in the May journal. Of course, by the time the June number will have appeared most readers will have forgotten it; possibly, so quickly do events move nowadays, we will have forgotten even more important matters. But we can hope, meanwhile, that those who govern our destinies will also have forgotten the dangerous remedy proposed for defects which can be only cured by the very opposite of that remedy. Wuff is probably old enough—there is internal evidence that he is over military age!—to remember occasions when whispers such as his have drowned the shouts of our accredited representatives. Those representatives are seeking recognition for the Waterguard's part, actual and potential, in the war effort. They hold that protection of the revenue (which extends beyond rummaging for the Merchant Seaman's half-pound, "a job which leaves a nasty taste in the mouth" of Wuff—and everyone else—but that is just an unfortunate aspect of our job) is of such great importance in itself as to call for at least our pre-war strength. What is the use of War Weapons Weeks and other devices for raising revenue if evasion of the biggest sources of revenue is possible? So conscious of this are our leaders, indeed, that they are reviving a forgotten policy of seeking an end of the dual monarchy in the cargo shed which leads to so much duplication, delay and disgust (from merchants) at a time when quick despatch is so vital. That was Pro Patria's idea. Wuff, writing to approve of it, suggests as an "obvious" solution, that A.P.O.s up to the age of thirty be called up (I hasten to add that I am over that age) and redundant officers above the rank of P.O. be transferred to other departments which are really engaged in the war effort. If A.P.O.s up to thirty or over have to go, they will go willingly—after all, especially on night duty, they are not unfamiliar with danger already—and we will have to manage without them. But we must vehemently insist that, to strengthen the armed forces at the expense of a body which, among other things, raises the money, at a cheaper rate than any other money-raising body the Government possesses, to keep those armed forces armed, is as mistaken as the conscription of engineers and other key workers has proved. What's wrong with us is, we don't realise how important we are. Yet Wuff says, "Under present con-

ditions, the part played by the Waterguard in the task of winning the war is practically nil"! Enuff, Wuff.

Of course, one sympathises with him. No one feels he is doing all he could, and we have been discouraged often. At the outset we should have been given all dockside security work. But—in our port, anyway—our part in security work is of sufficient importance to call for more, not less, staff. If officers in Wuff's port are sitting round waiting for work, it must be an exceptional port: where no fifth column activities or sabotage can take place on the ships, where only "half pounds" are hidden, and never photographs or other censorable matter, where no seaman ever illegally possesses arms, where there are no stores to ship, no wirelesses to seal, no aid to be given to the Immigration Authorities by the only non-police expert searchers, etc. That some officers do not appreciate how important much of the work we have been asked to perform as a side-line is, especially those who have to attend to the apportioning of staff (arguing in some cases, that sabotage is unlikely to occur on a Sunday!); that we have slackers in our ranks who pay more attention to the half-pound than to the dubious bunch of papers; that other departments snub us; that some ports are over-staffed; that shipping statistics—never a good guide, and less so than ever now—might suggest reduction in others; that the notion that a P.O. can never work without an A.P.O. is out of date; that A.P.O.s uniform certainly doesn't look like that of an important person—nor does our offices accommodation lead to that view; that the Association has not been vigorous enough in stressing our vital part in the war machine; that individual talent is continually overlooked; that many confuse this war with the last war (but that illusion exists in even higher places); that the Board's treatment of us in the matter of protective gear, C.P.O.s' overtime, subsistence allowance, etc., might lead one to think that they, too, regard us (to quote another letter in the May Journal) as a "glorified messenger service for other departments" (and P.O.s go up to £400!); that we all get absolutely fed up at times; that—that—that anything you like. I will agree to be true. But that the preliminary to having our present importance recognised to the extent that both, in preventive and security fields, we are given more to do should be a further reduction of our staff—with that, Wuff, I cannot agree.—Yours, etc., C. F. S.

TO THE AMBITIOUS

Have you ever thought on things you've been,
'Midst summer fern and heather?

How you roamed the gorse a cowboy chief,
Or led the search for treasure?

Or tried the ice on the frozen lake?
Or trudged through the winter's snow,
Leading still; in a rapturous dream
That you were an Eskimo?

And still you dream, though the dream is now
Promotion to Surveyor.

Yet never to be the chief you were
As the two-gun, redskin slayer.

J. K. K.

Solution to Chess Problem No. 236:—

1. R—B7 ch.
2. Kt—R7 mate.

C. & E. ORPHANS', WIDOWS' AND WAR MEMORIAL FUND

The quarterly meeting of the Executive Committee took place in the Custom House, London, on Monday, the 7th April, 1941, at 4 p.m., the chair being occupied by Mr. D. J. G. Moffat, Vice-President. Minutes of the previous meeting were adopted, and the Hon. Secretary's financial statement was approved.

Membership.

Twelve applications for membership of the Fund were considered and the twelve applicants were elected. These comprised six Officers, four D.C.O.s, one A.P.O., and one Steersman.

APPLICATION FOR GRANTS.

Renewals.—Applications from 18 widows for renewal of grants were considered. The Committee renewed six grants of £20, ten grants of £15, and one grant of £10, but rejected one application in view of the widow's present financial circumstances.

New Applications.—Three widows sought assistance on behalf of children under R. 23. Grants were made as follows:—One family with two children, £30 per annum; another family with one child, £20 per annum; and a grant of £5 per annum was voted in the case of a child already admitted to a Masonic School, but living at home during holidays at the mother's expense. Grants to two widows, £20 and £10 respectively, were made under R. 26, but one application was refused in view of the widow's present circumstances.

Half-yearly reports on children showed that all were being properly educated and well cared for.

The Committee approved the Annual Report and accounts, and authorised the printing and circulation for the Annual General Meeting, to be held on the 16th June, in Room 6, Custom House, at 4 p.m. All members will receive the Report and a copy of the Accounts, but the economy of last year will be repeated, and only a limited number of copies of the booklet will be printed.

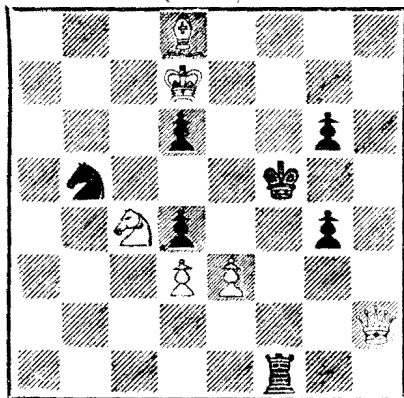
All information regarding the objects and work of the Fund may be ascertained from the Hon. Secretaries or from Local Representatives.

Preventive Service Sports Club

C H E S S .

Problem No. 237.

(BLACK).



(WHITE).

Black to play, and White mates next move.

NEIGHBOURLY NIPPETS BY NOD

COMFORT (London) says that at long last they have had a new gas cooker installed on the "Harpy." It has one of those regulator things at the side. How lovely! Now you will be able to cook some of the dear little queen cakes and tartlets during the night watch.

SENTIMENTAL (Leith) asks if it is true that we will be allowed to retain our steel helmets after the war?—I believe so. I've already got three lengths of chain in preparation of hanging same inverted under the rustic rose arch.

TRANSFERRED (Dover) complains that he experienced considerable difficulty, on his trek along the Pilgrim's Way, in obtaining provender.—No coupon; no caper?

NERVOUS (Southampton).—What exactly is the Curee System?—You keep on saying, "I've got 21 days' leave, but I only get six." You'll be right!

AVOID WASTE (London) says that not far from the Custom House there are receptacles, provided by the Corporation, for the depositing of orange skin and banana peel.—How useful! We've got some for banyan pips, bread fruit and disused betel nuts.

OBSERVANT (Hull) says that he has not seen a great deal of C.P.O.'s uniform worn these days.—Oh, there is quite a lot of it to be seen on the West Coast, but there, a top hat and spats complete the ensemble.

CERTAIN (S. Coast) thinks that in the event of an invasion our defences are adequate.—Of course, they are! Any invading party would have to pass the Waterguard.

DAMAGE (London) writes that a land mine fell just outside the office and broke a couple of windows.—Sure you don't mean a coal mine?

LONELY (Gravesend) says that when the wife's away the mice will play.—Not much hope on the cheese, anyway.

HAPPY (Hull) says that he is able to get plenty of butter.—My C.P.O. says he gets plenty of soft soap when I ask for a half-day!

ANTICIPATION (Swansea) is worried. He says he bought a new suit on the strength of the arrears of overtime coming along.—Ah, well, you know you have four years in which to pay!

ADAM (Hull) asks if we shall have to give up coupons for uniform.—If we do, I can imagine the Waterguard walking about in uniform of a rich shade of antique green.

UNION (Liverpool) enquires from a statistical point of view what is the most important Association question of to-day. How many coupons for a pair of uniform trousers? I eight to think of it!

Wisdom from the Past (21)

CAN YOU SAY IT?

I am drawing near to the close of my career; I am fast shuffling off the stage. It is a comfort to me to think that I have tried to unsettle no man's faith, to corrupt no man's principle, and that I have written nothing I should wish blotted out.—Scott.

ON SHIPS

"Three things would I know:
The way of the flight of an eagle;
The way of a ship on the sea;
And the way of a man with a maid."

There is always a doubt about the beginning of things, but it seems that Man first went afloat in a boat which was nothing more than a hollowed-out log trunk. Paddling with his hands it took him a long time to hit upon the idea of oars. Whether he had a tail or not at the time of his first short voyage has not been settled. It is not even certain that he ever had a tail at all. But there must have been a very fast boat. And it is interesting to speculate as to what prompted its discovery. Was it the natural outcome of Man's predatoriness, or did curiosity stir his slow brain, suggesting that over the river or the lake there were many things to see? I am inclined to grant to Him the higher motive. I think that Man's first boat was in the nature of his first apple: a small enough incident with a terribly important future. From such a small conception have all ships grown, and it is perhaps in the building and perfecting of his ships that Man has achieved both beauty and efficiency of purpose.

The first real ships appeared in the East, in and around the Pacific Islands, and later on the Nile, although the Phœnicians were the first deep sea sailors. It is recorded that after passing through the Straits of Gibraltar they actually contacted this country and traded in tin. They were traders in slaves as well, and it seems that our own men did not trust them. The Cornish tin was taken to the Scilly Isles, to be called for there. At this early date we obviously had ships of no mean size. And the simple precaution of making the Isles a neutral depository shows our rather conservative sailors as having a fair share of common sense as well. Centuries later when these shores were invaded this early initiative and pride had been lost, although when the Vikings started making their unwelcome visits much of the old spirit returned.

I was always interested in accounts of the Viking raids. The figureheads on their long-boats were always so grotesque, and although they were often challenged and were forced to return with little booty, they invariably came again. Those high, ugly heads seem, now, to suggest the reason for their pillaging and burning. They enjoyed frightening the people of these islands. Their raids were expeditions undertaken in a spirit of sheer cussedness.

Just as in the history of mankind there have been men who have outstripped their fellows in ability and achievement, so it is with ships. A few stand out as veritable Lords of the Sea; or rather Ladies of the Sea. For even in the early days of sail, ships had taken on the aspect of beauty. And Man has always considered the female of his species as beautiful. Maybe then, as now, his assumption was justifiable and necessary if he was to live in peace. But I am satisfied that at a very early date a ship had become a "she." There are three ships, however, which have special claims to fame. You know them: The Santa

Maria, The Revenge, and The Victory. There are many others of famous report but none quite as great.

I was greatly thrilled when I first learned of how America had been discovered by Christopher Columbus. The Santa Maria must always live in my mind as a wonderful ship, as were her companions, the Pinta and the Nina. There were a number of things, however, about these ships and their crews which were not sufficiently impressed. Why were we not given an approximate idea of their size? They were so small for such a venture. Another point that has emerged with subsequent reading intrigues me now. When those three ships set out there was still a strong belief that the world was flat. The crews did not, perhaps, fully believe this old theory. But they were not sure that it was wrong. After wearisome days the men became restless and Columbus was sorely tried. He had promised them land if they continued to sail long enough towards the setting sun. Soon they became bored and then they began to doubt. They grew morose and the Captain's life was in danger. Yet if they had mutinied who could have blamed them? They were not afraid of shipwreck. They were strong faithful men when the ships had set sail. The ordinary perils of the sea did not concern them as they sailed out, day after day into the ocean. No, there had come upon them a greater fear. They began to dread the possibility of falling over the edge of the world! Could men have had a greater fear? Speculate on it and forgive them as I have done!

From voyages of discovery we must turn to war at sea to read of the world's greatest fighting ship. The Revenge earned her place in history in one fight, although it was often the case that a ship in those days fought through many wars. Sir Walter Raleigh has left the story of the Revenge, written in the simple language of the sea. Himself a great sailor he does not hesitate to commend Sir Richard Grenville for his amazing last fight. Hemmed in by fifteen armadas of good size the Revenge fought for fifteen hours, each galleon coming in in turn to try to sink or silence the cheeky little English ship. Escape was impossible. After fifteen hours the Revenge was finished. But for many hours she was left unmolested, surrounded by her mightier conquerors. It was learned afterwards that the Spanish commander was prepared for many more hours of conflict. What a compliment to a little battered ship which had fought until there was little or nothing left to fight with. Over half her crew were dead. All her powder had gone. Eventually they closed in on her "in great trepidation." Were men ever so outnumbered, outgunned and worse, forsaken? For in adversity there is no place so lonely as the sea.

The Victory is not so much a famous ship as symbolic of a famous period of our history. To-day the world position is of much the same ingredients as then: countries already humbled by the onslaught of a tyrant; Britain confident, striving to impress others with the inevitability of his downfall; confident that naval strength still mattered. Then came Victory. She is still with us, and may she be with us when once again a major naval triumph heralds the end of tyranny.

It is strange, when you reflect upon it, how the sea has almost dictated the development of the ship, first through sail and then through steam. The sea decrees that if a ship is to look seaworthy and be worthy then she must be of many curves like the sea herself. I remember seeing once an American ship which had defied this very natural "call of the sea." And without doubt she offended the eye. Against the broad sweep of the horizon her decks looked almost convex. It seemed unnecessary to ask if she was a good ship. She was just as she looked: clumsy in all weathers and a rare handful in bad. To-day the steamship is becoming more beautiful. I have heard it said that the whole change is due to the introduction of streamlining. That may be the modern name for it, but the law is as old as the sea. Man is seeking the beauty of the sea and the sea willingly yields. Soon the steamship will look the perfect ship, even as the tea clippers were perfect.

To-day, as ever, the sea calls for a quiet courage in her sons; the courage of the older, smaller ships. Who knows but that to-day, if it were possible to sail over the edge of the world, there would be those willing to make the trip? Curious men, just as the world's first boatmen were curious. Yes, there would be many willing to go if it were only to see four tremendous elephants supporting a topsyturvy world.

CURRENT COMMENTS—continued from page 79.

Income Tax

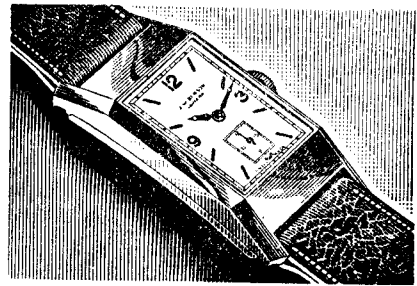
We referred in the May issue to the request of the National Staff Side to the Chancellor seeking an adjustment of Income Tax payments by Civil Servants to bring them into line with the general public. A reply has been received, in which it was stated:—

The Civil Servant, in common with all other persons in receipt of remuneration from public funds, has always had the tax corresponding to his pay deducted quarter by quarter throughout the financial year, so that by the end of the financial year the whole of the tax attributable to that year would have been received by the Exchequer. The employees in the business world who were brought under deduction of tax by last year's Finance Act had hitherto paid their tax in two equal instalments on the 1st January of the year of assessment, and the 1st of July of the following year, and the period now covered by deduction in their case was fixed so as to correspond with these dates, and keep their payment by deduction roughly in line with the due dates of direct payment previously made. The fact that this results in deduction for the non-Civil Servant commencing at a later date than that which has so long obtained for the Civil Servant would not, in the Chancellor's view, warrant his proposing any change in the law relating to the Civil Servant, so as to lead to any deferment of the collection of tax on Civil Service pay to later than the customary date. Any such deferment, whether carried out in one stage, or in more than one stage, must involve loss to the Exchequer in the year or years in which it was carried out—a loss which would be considerable if the deferment extended to all salaries and pay out of Public Funds.

In these circumstances, the Chancellor desires me to say that he fears that no useful purpose would be served by a deputation from the Staff Side to discuss this proposal, which he is clearly of opinion that he could not entertain.

OUR ADVERTISERS

Readers will render us a service by mentioning "Customs Journal" in their dealings with our Advertisers



As a result of Enemy Action

J. W. BENSON, Ltd.

WATCHMAKERS & JEWELLERS,

of
62 & 64, LUDGATE HILL, E.C.4

have removed their Showrooms and Offices to their West End premises at

**25 OLD BOND STREET,
LONDON, W.1**

Customers are requested to send all letters, orders and remittances to this new address, marking the envelope "Dept. A."

The business is being carried on by their Ludgate Hill Staff on exactly the same principles as in the past. All enquiries, by callers or by letter, will be given immediate attention.

Please mention "Customs Journal."

HOLIDAY ACCOMMODATION

Bournemouth —DURLEY GRANGE,
Private Hotel, Westcliff.

Large, sunny garden. Few mins. centre of town, 3 mins. sea. Two floors only. H/c all rooms. Excellent menu. Terms from 2½ gns. 'Phone 3903.

TORQUAY.—"CHALET ROSE," BABBACOMBE ROAD.
Lovely house, own grounds; few yards beach lift. Promenade. H. & c. bedrooms. Excellent cuisine. Moderate terms. Tel. 87935.

RADIO

RADIO BARGAINS. GENUINE OFFER. Brand new 1940 models, makers' sealed cartons, fully guaranteed, at reduced prices; also Portables, Midgets. Send 2½d. stamp for lists.—Radio Bargains, Dept. C.J., 261-3, Lichfield Road, Aston, Birmingham.

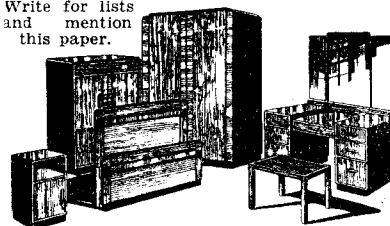
C. & R. LIGHT,

Telephone: BIS. 3952

54 Great Eastern Street, London, E.C.2

"BRITISHER" GRADED FURNITURE
WITH 100 YEARS' REPUTATION

Write for lists and mention this paper.



Reproduction
Antique, Modern
Handmade, Unit,
& Made-to-Measure
Furniture and
Upholstery.

Inspect at once
and save the tax.

Special Terms to
Customs Officers

AN INTERESTING AND CONSTRUCTIVE USE OF LEISURE-TIME :

Take a Correspondence Course with
HILLCROFT COLLEGE
 (for Adult Education)

The following subjects are offered:—

An Approach to Literature
 For those with a taste for literature who wish for a clearer understanding of it.

Treaties and Peacemaking, 1919-1939
 A study of the last Peace with a view to appreciating the present situation and future possibilities.

Modern Trends in Art
 An introduction to the meaning of modern art.

An Elementary German Course
 An easy course, though not for complete beginners.

Further particulars from The Secretary, Hillcroft College, The Beeches, Selly Oak Road, Bournville, Birmingham, 30.

CUSTOMS FUND

Life Assurance

£100 to £3,000

to members of the

Customs and Excise Service Only.

Cost of an Insurance for £100 under Table B.

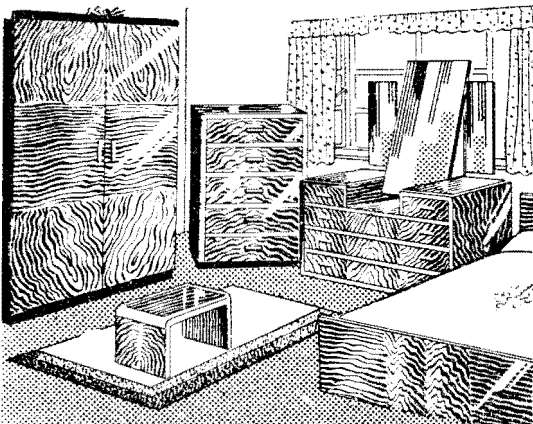
Age 25	...	3/6	per month
" 30	...	4/-	" "
" 35	...	4/8	" "

Premiums are deducted from salary.

For Proposal Forms and Books of Tables apply to :

F. T. G. HARRIS, Secretary,
 Customs Fund (Temporary Address) : Beeches, Royston, Herts.

BURTS OFFER YOU



10% FOR CASH 3 3/4% FOR CREDIT

IN THE BEDROOM. A very handsome Suite, finished in beautiful grey Walnut. The commodious wardrobe is in perfect harmony with the original designed Dressing Table and Chest.

TO CUSTOMS WORKERS

This generous offer is the basis of BURTS homely furnishing scheme. Sound value together with courteous treatment and care shown to customers in bad times, make BURTS the leading Cash and Credit Furnishers. Remember discount can only be allowed if claimed when orders are placed, and prices are subject to market fluctuations, and present-day war-time increases.

3/6 WEEKLY

BURTS WAR ECONOMY TERMS					
Weekly	buys	Worth	Weekly	buys	Worth
2/-		£15	3/6		£27
2/6		£19	4/-		£31
3/-		£23	4/6		£35
		5/- weekly buys			£39 worth.

TAKE IMMEDIATE ADVANTAGE OF OUR LARGE STOCKS, STILL ENTIRELY FREE OF PURCHASE TAX.

BURTS
 CHARLES BURT LIMITED

The Great Cash or Credit Furnishers
 Registered Office : 175 Regent Street, W.1
 Phone REGent 5341

OPEN ALL DAY SATURDAY
BRIXTON :
 374 Brixton Rd., S.W.9
WEMBLEY : 74 High Rd.
HARROW : 318 Station Rd.
EALING :
 2-4 New Broadway, W.5
WATFORD : 37 High St.
PECKHAM : 152 Rye Lane
 Temporary Office and Showrooms.

POST NOW
 Please send me your New CATALOGUE OF FURNITURE.

Name

Address

C.J.