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PREVENTIVE STAFF ASSOCIATION

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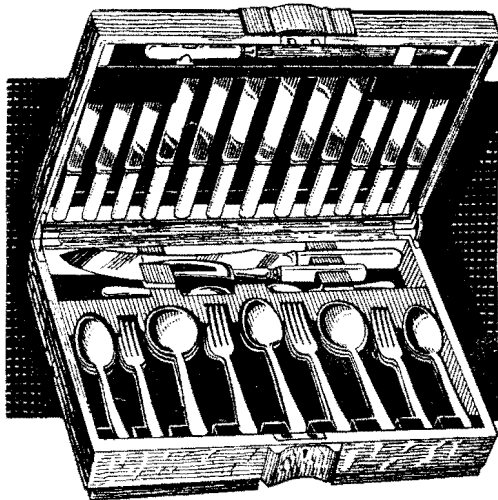
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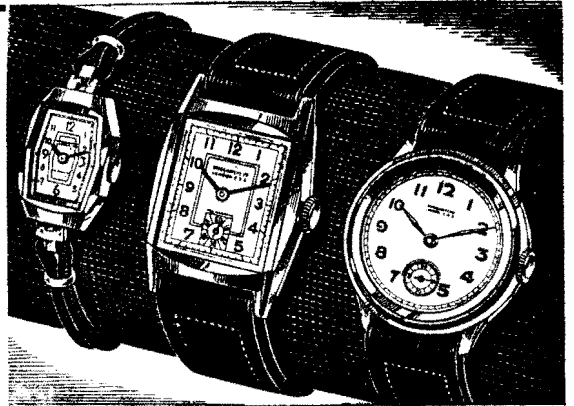
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Readers are particularly asked to note our new addresses. Although we have been able to maintain our usual service by recourse to our emergency duplicate records, your kind indulgence is requested for any unavoidable delay or inconvenience outside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

Preventive Staff Association

Temporary Office:

6, BROOK LANE, BEXLEY, KENT.
Telephone: BEXLEY HEATH 3613.

President: W. E. STANDING.	General Secretary: W. H. POWELL.
Organising Secretary: A. E. FARMER.	Assistant Secretary: H. L. BOALCH.

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SUBSCRIPTIONS.—*Retired Officers and outside persons wishing to become subscribers may do so on application to the Organising Secretary, 13, Beer Lane, London, E.C.3. The charge is 6s. 0d. per annum, post free.*

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

The quarterly meeting of the Executive Committee was held in the Custom House, London, on Monday, July 7th, at 4 p.m., the chair being taken by C. M. Woodford, Esq., C.B.E.

Minutes of the previous meeting were approved, letters read, and the Hon. Secretary's quarterly financial statement adopted.

Membership.

Five new members were elected, comprising three Officers, one Assistant Preventive Officer, and one "S" Class Clerk.

Grants.

Applications for renewal of grants under Rule 26 (Widows' Grant) were considered, and the Committee voted seven grants of £20 each, six grants of £15 each, and one grant of £10.

New applications: Five fresh applications for widows' grants under Rule 26 were considered, and grants of £15 voted in each case. There were two applications for assistance in the maintenance and education of children; in each case the child was admitted to benefits under Rule 23, viz., £20 per annum and £10 per annum respectively. The grant of £10 was for a second child.

Honorary Treasurer.

Mr. A. G. May was re-elected Treasurer.

Visiting Committee.

Messrs. H. S. Pallant, G. A. Lewis, W. J. Ralph, J. Bush, J. Wells, S. H. Atkins, W. Pratt and C. R. Purser were re-elected. Mr. B. T. G. Wheeler was also elected.

CHANGES IN THE STAFF

to 10th September, 1941.

OFFICER LEAVING THE SERVICE.

RETIREMENT.

CHIEF PREVENTIVE OFFICER:—

Goddard, W. F. E., Plymouth.

OBITUARY OF SUPERANNUATED OFFICERS.

Kemp, H. W., Assistant Preventive Officer.

Miller, H., Preventive Officer.

CIVIL SERVICE WAR DISTRESS FUND

In addition to regular allowances to the dependants of civil servants killed in the war and immediate grants in bomb damage cases, the Committee of Management has now decided to give financial assistance to permanently disabled civil servants and to make donations to orphanages in order to secure the admission of orphans of civil servants.

Under present circumstances, the dependants of a disabled civil servant might be worse off than if he or she had been killed. In order that this should not be so, the Committee have decided to supplement the disablement pension in those cases where the disabled civil servant was not able to make any substantial addition to his pension by earnings.

To many people the word "orphanage" still has bleak associations. Nowadays, however, modern orphanages offer amenities comparable to a good class boarding school, and provide opportunities for children which mothers in straitened circumstances following the loss of the breadwinner, are not able to provide. The Civil Service Benevolent Fund already places in such orphanages the orphans of the classes of civil servants which they cover, and it has now been agreed by the two Funds to make the same facilities available for all civil servants—temporary and permanent.

These further activities will add greatly to the demands on the resources of the Fund. Do your bit to help by becoming a regular contributor.

CUSTOMS & EXCISE SOCIAL SERVICE ASSOCIATION

A General Meeting of the Association will be held in the Lecture Room, 7th Floor, Finsbury Square Block, Staircase No. 1, City Gate House, London, E.C.2, on the 14th October, 1941, at 4 p.m.

BUSINESS

To discuss the following resolution unanimously passed by the Management Committee on the 25th August, 1941:—

"(a) That the Association be wound up as at 30th September, 1941, and

"(b) Consideration to be given to the disposal of the Assets of the Association after commitments have been met."

Convened under Rule 5 (c) of the Constitution.

CURRENT COMMENTS

WAR BONUS ARBITRATION.

THE result of the Arbitration Bonus is, of course, known to all members, but for Association record purposes it is necessary here to state that the "ceiling" was raised to £500; men up to £250 to receive 10s. and those between £250 and £500 receive 5s. The award operates as from September 1st, 1941.

Undoubtedly the award came as a disappointment to the bulk of the members, but those who were privileged to be present at the hearing, whilst sharing the general disappointment, were certainly not surprised. The Secretary (N.S.S.) neatly sums the situation up. As he says, "a ceiling of £500 for men and women alike is something which may not look spectacular beside a claim for 10s. bonus for both sexes up to £850, but it bears a not unreasonable relation to the evidence which it was possible to place before the tribunal and, more important, it was won in the face of extremely skilful and effective use by the Official Side of the recent White Paper on Price Stabilisation and Industrial Policy. The Official Side's case, supported, they contended, by outside evidence, was that the Civil Service bonus, taken as a whole, did not fall below outside standards in those spheres of employment which they considered closely comparable with the Civil Service. But even if it did, the Government pronouncement in the White Paper precluded the Tribunal from granting any increase. One of the most senior officers at the Treasury attended for the purpose of laying before the Tribunal what he declared was the considered view-point of the Government, and those who heard his forceful and persuasive plea are best able to judge the measure of the Staff Side success—for success it was."

THE WHITE PAPER.

The Government White Paper on "Price Stabilisation and Industrial Policy," issued so conveniently just prior to the hearing of Civil Service £4 millions Bonus Claim, and which undoubtedly influenced the Tribunal, was carefully considered by the National Staff Side. The following resolution was adopted and copies were sent to the Chancellor of the Exchequer, to Sir Horace Wilson, and to the Press:—

"The Staff Side of the National Whitley Council for the Civil Service are of the opinion that the Government have evaded their responsibility in failing to formulate a clear wages and prices policy and are apprehensive of the effect of the recent White Paper on Price Stabilisation and Industrial Policy, which, though couched in vague terms, is calculated to undermine the free operation of the machinery for wage negotiation and arbitration."

COST-OF-LIVING INDEX.

	Jan.	Feb.	Mar.	Apr.	May	June	July
1940 ...	74	77	79	78	80	81	87
1941 ...	96	97	97	98	100	100	99

WAR EMERGENCY COMMITTEE.

The September meeting of the War Emergency Committee (P.S.A.) will be held at Walter House, Strand (by the courtesy of the C. & E. Federation), at 3 p.m. on the 29th of the month.

LEAVE.

If ever there was a subject that caused disappointment and disgust it is "Leave." We are not referring to the original drastic cut imposed by the Cabinet on the Service as a whole (we registered our disapproval at the time), but to the niggardly operation of the Government's "second week" gesture.

When the "one week break" was introduced it was agreed that certain people in certain circumstances should have a little more leave. Owing to the location and incidence of Waterguard work the majority of our officers were granted the extra three days in respect of exceptional strain or excessive night duty and, what is more, they were duly grateful. We thanked the Official Side for their sympathetic consideration.

Now, however, we find the scales turned against us, and those three days "compassionate" leave are used against us in preventing our enjoyment of this second week.

The last word has not been said on this matter.

KENNET COMMITTEE REPORT.

The Interim Report of the Government Committee appears to have been misread by many members, and this would appear to have created some anxiety in the minds of the "up to 30s." Anxiety, we hasten to add, based on uncertainty and not on fear of the consequences.

True, the report recommends the raising of the age limit and the cancellation of all deferments, but it also states that neither of these should operate in such a manner as to cause immediate and indiscriminate calling-up of those affected.

The first three items of procedure give some idea of the time factor:—

(a) It should be announced that the age of reservation will be raised and deferments cancelled from a date three months from the date of the announcement.

(b) Departments should be instructed to consider what new deferments and the prolongation of what current deferments will be necessary, and to apply for them forthwith to the Treasury, and not later than two months from the date of the announcement referred to in (a).

(c) Where the work is necessary and substitution is wholly impracticable deferment may be granted for an indefinite period.

We understand that Departments have received their instructions and we assure members that the situation is being closely watched by the Staff Side.

UNIFORMS AND COUPONS.

We reported earlier that this matter was under discussion between the Board of Trade, the T.U.C. and the various employers of uniformed staffs, and we added that the National Staff Side had decided to secure a place in the talks. This has now been conceded and Mr. J. Edwards (P.O.E.U.) is the Staff Side spokesman.

It would appear that this question is divided into two problems—coupons for uniforms and coupons for "occupational" clothing.

At the moment uniforms are issued by the Government without coupons. It is contended that the reci-

(Continued on page 117).

Civil Service National Whitley Council—Staff Side

FIRE PREVENTION IN GOVERNMENT PREMISES

1. The Fire Prevention (Business Premises) Order, 1941, has been superseded by the Fire Prevention (Business Premises) (No. 2) Order, 1941—S.R. & O., 1941, No. 1411—which comes into operation on 22nd September, 1941. Amendments have also been made in the Civil Defence Duties (Compulsory Enrolment) Order by the Civil Defence Duties (Compulsory Enrolment) (No. 2) Order, 1941—S.R. & O., 1941, No. 1412. An Explanatory Memorandum has been published by the Ministry of Home Security and Scottish Home Department.

2. The previous Business Premises Order was made applicable to Government premises, by analogy, by T.C. 2/41 and subsequent instructions. It is proposed that provisions similar to those prescribed by the new Order shall be made applicable to Government premises not by administrative action but by a special Order under the Defence Regulations. When this Order is made full instructions will be issued by the Treasury. Meanwhile existing arrangements should be continued, and no special action by Departments is necessary, save as below.

3. Article 5(2) (d) of the new Business Premises Order provides that, under a compulsory scheme, subsistence allowances are to be paid to all persons doing fire prevention duties on the following scale:—

For each continuous tour of duty, outside working hours,

- (i) not exceeding 12 hours, 3/-
- (ii) exceeding 12 but not exceeding 18 hours, 4/6
- (iii) exceeding 18 but not exceeding 24 hours, 6/-

Where continuous tours of duty exceed 24 hours, the excess over 24 hours counts as a fresh tour of duty.

It is emphasised in the Explanatory Memorandum that the general intention is that tours of duty should normally be for a complete night, though shorter or longer tours may be necessary at week-ends; "appropriate authorities" will have this principle in mind in considering approval of schemes submitted to them, and further instructions as regards application to Government premises will be issued later.

With effect from 22nd September, 1941, Departments should apply the above scale, in lieu of that prescribed in E.O.C. 483, to all civil servants, male and female, performing fire prevention duties on Government premises, whether voluntarily or compulsorily, without enquiry as to extra expenses actually incurred. Payment should, however, be made only on a claim by the officers concerned. This paragraph applies to industrial as well as non-industrial establishments, but if in any industrial establishments subsistence payment on a more favourable scale has been in operation it should meanwhile be continued and the case reported to the Treasury.

4. Provision is now made under both the new Business Premises Order and the Compulsory Enrolment Order for any Government Department to grant a certificate of exemption (which would apply to duties under either Order) to any person who in their opinion ought to be exempted "owing to the nature or length

of hours of his work or any circumstances affecting the public interest." This power should be exercised by Departments in respect of their own employees with extreme caution. It is intended for use in those exceptional cases, irrespective of rank, where an officer, not otherwise exempt, is subject to a real liability to work exceptionally long and irregular hours on important work, or to be summoned for official duty during the night; the criterion should be whether the fact that the particular officer may be unavailable for official work on three or four specified nights a month through performance of fire prevention duty would seriously disturb the conduct of public business. Exemption should not be given under these powers to officers who merely take a turn as Night Duty Officer, since rosters should without difficulty be adjusted to take account of the liability of such officers to do fire prevention duties on particular nights. The provision is not intended for the case of men who normally work at night or are on night-shifts; the question of the proper procedure in such cases in the country generally is still under consideration.

It is suggested that certificates of exemption under the powers referred to should, in each Department, be given on the authority of one officer only (the Head of the Department, the Establishment Officer or his Deputy).

Departments should furnish to the Treasury reports showing the numbers and grades of the officers to whom certificates of exemption under these powers have been granted.

Exemption on the ground of long hours on vital work should not for the present be given to non-industrial civil servants; any exemptions on such ground already given to non-industrial civil servants should now be withdrawn and the cases should be reconsidered in the light of the criterion above mentioned for the grant of exemption, if appropriate, on the ground, and under the powers, referred to at the beginning of this paragraph.

5. As stated in E.O.C. 489 Civil Servants registering in their home locality under the Compulsory Enrolment Order who desire to claim exemption from enrolment on the ground that they are performing fire prevention duties at their place of work, should complete Form C (*not* Form B) on the application for exemption which is handed to them on registering. The Form C in use for the current registrations (unlike that formerly in use which was appended to E.O.C. 489) does not contain any space for counter-signature by the employer. No counter-signature is necessary and men who complete Form C will, meanwhile, not be enrolled for duty by their local authority. The main change made by the Compulsory Enrolment (No. 2) Order is to provide that where a man performs fire prevention duties at his place of work for substantially less than 48 hours a month he will be liable in addition for an appropriate amount of duty under his local authority. It will accordingly be necessary for local authorities to ask all men claiming exemption on these grounds to complete a new certificate, requiring counter-signature, showing the amount of duty performed at the place of work. This procedure will shortly be set in motion.

CURRENT COMMENTS—continued from page 115.

pipients of such uniform are in a privileged position compared with those who wear ordinary clothes for work, and in the interests of economy and fairness it is considered desirable that a scale of coupon collections be evolved. This is being discussed between the Department and the Board of Trade.

The second part of the question relates to special occupational clothing, not necessarily uniform, which is worn by manual workers on their jobs. Here the case is normally one for the issue of additional coupons to enable the purchase of the articles. Discussions on the number of coupons to be issued in individual industries are proceeding between the T.U.C. and the Board of Trade.

CAP BADGES.

The Association has agreed that, in order to avoid unnecessary delays in the issue of uniform caps, these articles shall be distributed without the badges if the latter are not available; the old badges being transferred to the new caps. It was also agreed that the new badges would be issued to individuals as and when available.

PURCHASE TAX ORDERS.

Following correspondence between the Official and Staff Sides it has been agreed that the issue of Purchase Tax Orders and amendments to the Waterguard shall be limited to those instructions directly affecting the work of the branch.

PER NOCTEM RATES.

The Emergency Committee (N.S.S.) have been examining the adequacy of standard night rates of subsistence as operating under existing conditions. They decided (a) that the rates need improvement, and (b) that the difficulties of obtaining suitable overnight accommodation bears equally hard on all officers irrespective of grade. Proposals have been formulated which increase the rates and also achieve a measure of codification. These are now under discussion.

WORKMEN'S COMPENSATION.

In the House of Commons Mr. T. Smith, M.P. asked the Home Secretary whether, in view of the decision to raise to £420, as from the 1st January next, the income limit for compulsory health and pensions insurance, he will take steps to increase the income limit under the Workmen's Compensation Act for non-manual workers.

Mr. Morrison, in his reply, said that the Government had decided to include in the Bill a provision to amend the definition of "workman" in the Workmen's Compensation Act so as to include non-manual workers whose remuneration does not exceed £420 a year.

Wisdom from the Past (24)

STUDY THE CODES.

Of all sad words of tongue or pen
The saddest are these—It might have been.

—Whittier.

Sunderland Calling

The colleagues of Alan Lister will learn with regret that he was killed in action on the 23rd April, 1941.

Sergt.-Pilot Lister was killed whilst engaged on a daylight bombing offensive against enemy shipping off the Dutch coast. At first he was reported missing, believed killed, but later the Red Cross confirmed that his body had been washed ashore on the 28th April, and buried. Those of us who had the pleasure of knowing "Alan" will realise what we have lost. Always cheerful, full of life, and a great believer in the outdoor life, he had a brilliant future before him. I well remember the excitement and joy on his "Wings." Alas, another Gallant Gentleman has paid the full price for freedom.

To his widow we extend our deepest sympathy.

Charlie Scarfe was home recently on a spot of well-earned leave. He has shifted the pip on his shoulder since his previous leave, having gone through the mill from Private to Sergt.-Cadet, and now Lieutenant. Well done, Charlie, our congratulations. We expect great things from you.

Eddie Ladbroke dropped in for a brief visit. He is well and growing into a big lad. Navy life on one of H.M. Patrol vessels agrees with him. He is a signaller, and I understand he knows what . . . — in morse stands for. Good luck, Eddie.

Southampton claims Ron Greenhalgh, but Sunderland have fond and happy memories of our Ronnie. Unfortunately, we have no first-hand information of him. What about it, Soton? His address and any news would be appreciated by O.H.L. here. If you see this, Ron, don't forget you've a camp date with St. Hilda's Troop when this is over. Happy landings and plenty of ceiling always, Ron!

Brian Horn is somewhere in England. He is fit and well, and enjoying life. Keep smiling, Brian. Remember your Scout Promise and Laws!

Stan Gill, Dick Dixon, Harold Coulson and Griffio, all with the Navy for another spell, are doing grand work, and were all well, lights burning bright, the last we heard from them. Keep smiling, Forces! A very warm welcome awaits you all on your return here.

Cheerio, Forces. Over to you.

O.H.L.

Tyne District

I am not able to give in this issue details of our exiles in ports of this district, other than Newcastle. I hear, however, that Frank Cox is now in the Navy. Good luck, Frank, and may your size 12's qualify you as a seaplane float. Harwich is Frank's port at present, we've been told.

Whether his vacancy at Corpach will be filled from the Tyne isn't known, but one at Greenock is awaiting a volunteer—or a pressed man.

Sorry for the brevity of this bulletin, but I'll try to act the news-hound in time for next issue.

H.G.R.

Southampton Notes

The latest addition to our Forces list is that of B. K. Eyre-Walker, who left us early in August to join the Royal Artillery. He is with the Heavy A.A. Section, and has put in some hard training since leaving Manchester. It should occasion no surprise if Johnnie is seen in the home port during a near future week-end.

Twenty did not lose much time in following D.P.H. overseas, and he will be "there" now, so maybe the combination will continue to operate happily from afar.

Jock Strachan, who would not mind being rear-gunner to Dudley or Les., is well on with his course, and will have changed his address by the time of this issue. He may also be seen in the Watch House soon. Cupid gave Jock a few shots while he was in Liverpool. Congrats, Jock. We hope that the sad news of his brother, Robert, being reported "missing" will be lightened by news of his safe-keeping.

Ron. Greenhalgh sent a very interesting letter from S.A., telling of his voyage by C. W.-S., not exactly de luxe, of his intensive training, and of the splendid reception accorded to the R.A.F. boys out there. Towards the end of August we had a cable from Ron., giving us the surprising news that we may be seeing him again in the near future; so the reunion which seemed so distant may soon come to pass.

Davy Youdell, now somewhere in Mon., was over to say cheerio early in August, before leaving the North, and a current letter confirms his well-being.

Ted. Midlane is still in the South, where he has been joined by Bill Foot (Liverpool), who sends news of meeting E. Hewitt (Liverpool), now with the Fleet Air Arm. The exiles recall with pleasure Mr. Hewitt's efforts on their behalf last year. Bill was on leave in August, following which we send the boys' congratulations to him and Mrs. Foot.

Joe also managed to visit Pompey and So'ton while on August leave.

A letter from Cliff. Pearson, accompanied by No. 1 Vol. 1 of the Magazine of the H.M.S. Revenge, made excellent reading. You will be interested to hear that Cliff. represented the "Revenge" in a boxing tourney while in port (tough guy!). A photograph of the boxing team appears in the Magazine, the only absentee being our "hope." Cliff. gives no explanation for this omission!

News of Dudley Jarvis will be appreciated by several inquirers.

I had hoped to include an eye-witness report of what might have been a top-notch Golf Match on Merseyside, following the news that the gauntlet had been handed to our Fleetwood experts, not forgetting our other enthusiasts at Liverpool, Heysham and Preston, but the promised gala has been postponed for the usual reasons. Maybe, we shall see this ambitious fixture early in 1942.

The news from Maryport, Silloth, Preston and Swansea is good, and we hear that Don. Radford has found Stranraer to his liking, and has recently seen several familiar faces up there.

Several of the exiles have been rummaging with effect in their temporary ports, but our Coca-Cola

specialist has fallen from grace recently, by using his natural discretion (!) during a tennis tournament.

You will be pleased to know that Jimmy Agnew was able to leave hospital in August, and managed to visit one or two of his former colleagues for a short spell. He is now getting along in good style.

A Northern Press report reminded us of our D.D. colleagues at Poole, where Mr. G. T. Bugler, P.O., on baggage examination, produced £28 10s. 0d. from powder boxes, concealed in the toe-caps of shoes belonging to a person who ought to have known better. A fine of £20 plus costs followed the prosecution, and will, no doubt, have the desired effect upon the defendant, who admitted that British Currency Notes could be bought openly in Lisbon.

News from So'ton is, in the main, quite good, and the lads are keeping fit. The C.S.S. Club now possesses a dance orchestra formed by the B.B. boys, who use our pitch these days, so when you drop in next time you may enjoy a hip-shaking hour or so.

You will be sorry to learn of George C. being ill again, with a possibility of further hospital treatment. Here's hoping for better news of him before the next issue.

Cheerio! Forces!

L.B.

Hull News

With the continued absence of social activities and the suspension of Association business there is little to report.

The focal point of interest is a scheme by which the 4-11 and 11-8 watches are amalgamated in a "16 hour on, 32 hour off" system of duty; thus eliminating the evening relief. This scheme, as worked in other ports, is finding great favour at Hull.

During the past month, the strength of the staff has been decreased.

Mr. T. W. Phillips, P.O., who had been away from the port for a considerable period on War Duty, returned to the fold for but a few days before being despatched to Avonmouth, where he took up duty on August 6th.

A few days later we lost a port stalwart, when on August 11th Mr. W. Swan, A.P.O., crossed the border to begin what we hope will be a very pleasant stay in Aberdeen.

The acceleration in the call-up of the under 25's was responsible for the next departure. On August 18th, Mr. J. Lazenby, A.P.O., reported for duty with the Royal Navy, and to him we wish bon voyage and a safe and speedy return.

Callers at Minerva Pier during the past month have included former A.P.O. Gordon Clark, looking decidedly hale and hearty in the uniform of a Sub-Lieutenant, R.N., Doug. Dart, now 2nd Lieutenant and very fit and well, and Mr. Aughty, 2nd Officer in the Merchant Navy, who entertained the "boarding officers" in true nautical fashion when his ship recently "made" Hull.

N.S.M.

The Lads o' London

News has come in much better this month, and one is able to detect a little enthusiasm on the part of certain members of the London staff who are somewhere in England!

George McFetrick writes: "I have been in Exeter, Southwold, and now am just outside London in the county which is reputed to be the garden of England." He is right too! Continuing, he asks for news of the hide-outs of Joe Thompson, Otto Genie, and the little "bloke" from Lancashire, whose name he has forgotten. Who could forget Allan Bee, the man who has some good ideas on dress-reform in the Water-guard? No doubt Messrs. Diaper and Bishop can give some information concerning Joe and Otto. Please let me have it.

George saw, whilst he was on leave recently, a copy of a letter from Ken Buttenshaw, A.P.O., who is a prisoner of war in Germany. Ken, who was not long in the job prior to being called to the colours, was stationed at King George V Dock, and wrote: "I am not being treated too badly, and at present am working in the camp office." He managed to obtain, through the good offices of the Red Cross, a set of study papers for the Landing Officers' Examination, and is working hard at them. Those of us who know him send him our kindest regards, and hope that he will be successful (1) in getting back to England soon, and (2) in passing his examination after the war.

An interested colleague in Bristol, Mr. Burge, P.O., sent me news of our contingent there, and said that Bill Menzies has left Bristol and has gone as a pilot in the R.A.F. Good flying and a safe landing, Bill! Let us know where you are and how you like it, as some of the lads apparently have to make their minds up soon as to which of the three fighting services they want to join. (See Kennet Committee Report, published as a Government White Paper.)

I met Jimmy Sutton again recently, and he has now fully recovered from his immersion on Easter Sunday morning, and expects to go to sea again soon. He was best man to a ship-mate of his recently who, incidentally, is a D.C.O. in the Department. Reminds me of that old song—Why am I always a bridesmaid (best man) but never a blushing bride (groom)?—for I have just helped for the fourth time a nervous man at his nuptial celebrations. Jimmy has heard from another cricket stalwart of ours—Roger Withey—who is keeping well and doing his bit at Runcorn.

Jack Berry wrote again just before the last issue of the "C.J." came out, and said that owing to his having been offered and accepted a commission in the "Wavy Navy" he will not now be going to Manchester but has gone to Cornwall instead. Of course, he has to do nine months' hard graft before he gets his gold braid, but I am sure he will be successful. Nobody can keep a good man down.

A letter from home told of the unfortunate accident with serious consequences to our friend and colleague

in London, Mr. Jack Bookey, P.O. He fell between a ship and the quayside at Colonial Wharf, Wapping. He is in St. Anthony's Hospital, Cheam, Surrey, and I know he would welcome letters from his many friends in Liverpool and London. Here's to a speedy recovery, Jack, and kind regards.

What about a line from some of you in N. Ireland, Jim Lalor and Jim Sherlock; you in Scotland, Pip Penfold and Arthur McAusten; you in Wales, Jack Lindsay (my old sparring partner!) and George Edney? Those of you, too, who are in other ports—what you are doing, and how you feel doing some, is NEWS and is interesting.

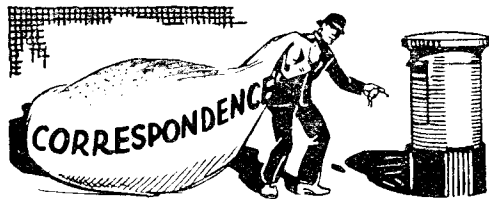
The London staff in Liverpool is going great guns just now; they are very interested in their conditions of employment on detached duty, as you will read elsewhere, and things are going to hum! There are very good grounds for complaint when one considers that some of our colleagues in other ports are drawing better allowances under C.O. 26/41, and others in a collection such as this are cut down to a bare guinea per week. Not that it is begrudged you, but there should be some measure of uniformity, and certainly a guinea per week is insufficient.

It will be interesting to hear if others of the London staff have similar grievances. One is glad that the Association, with the help of the Departmental Staff Side of the Whitley Council, has decided to press for the re-classification for subsistence allowance purposes, of the Assistant Preventive Officer grade, from Class F to Class C. This is very much overdue, especially when members of such grades as the "S" class clerk and temporary male clerk are in Class C, and temporary women clerks and shorthand-typists (who are not even established, mark you!) are in Class D. At the same time the staff side representatives should ask for the inclusion of the Preventive Officer grade into Class B (ii). The following members of the Civil Service, with the same maximum as the Preventive Officer, are already in that Class:—Assistance Officers in the Unemployment Assistance Board (£260×18×£400) (number of staff in post, March, 1940 = 862), and Employment Officers in the Ministry of Labour and National Service (£260×18×£400) (number of staff in post, February, 1940 = 2,694). The number of P.O.'s at full strength is 625, and the salary scale (£275×12×£400).

Many of us remember the short stay in London of Bert Howe, A.P.O. He transferred to Liverpool in 1937, and now he has just received Board's permission to return to his former occupation as an officer in the Mercantile Marine. I saw him off at Lime Street Station on September 6th, and his last request was that a copy of the "Journal" should be forwarded to him monthly. Good luck, Bert, and may you be frequently safe home in port. Don't forget the list 142!

Let's hear from you, then,
Till the lights of London shine again.

R.J.L.



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,

As I write it looks as if our age of reservation will be raised from 25 to 30. By the time this appears Lord knows what it will be; maybe the '05 group will be reached. The few remarks I have to make, however, will not be out of date—unless the war is ended, which not even the most optimistic "military expert" anticipates. And even when the war is over, they will have an application. Many of us fear this latter period more than the blood and waste of the war itself, for if, when the issues are clear and action should be direct, there can be muddle and woolly-thinking, what will come when we relax? Of course, I am not going to use the "Customs Journal" for discussing the large issues indicated. My subject is not even, Should the age of reservation be raised? That is for the experts, with every detail as to man-power before them, to decide. I simply want to ask, Why is the raising of the age greeted with such delight by the Staff? There is, of course, a glamour about the fighting services. Lions have wings, not tucksticks. But the lack of the picturesque does not make men engaged in vital work—in the mines, say, or at an ordnance factory—feel that they should be bearing arms. Yet there are few young men in the Waterguard who think that they are doing more good to the country doing their job than they would be doing something else. Wuff has voiced the general feeling in a letter in reply to which, I thought, C.F.S. was unduly harsh. (For one thing, he expressed the opinion that Wuff was probably over military age, which, as it happens, is not so). C.F.S. was really talking about something different from Wuff. Wuff said most of use would serve the country better in the armed services judging the job as it is throughout the country. C.F.S., though not against our going in the armed services, thought we could serve better in the Waterguard, judging the job partly as it is in one port and partly as it *should be* throughout the country. (Mostly the latter, I fancy).

They are thus both right. If the Waterguard had taken its proper part in this war the few hundred men we can give to the services would not have been wanted. But we are not taking our proper part and are not likely to at this stage. Whose fault that is it is pointless to stress now—the Association and the rank and file of the Department cannot wholly blame the administrative body—our job is to face the fact and agree to the raising of the age to 35 if possible.

and the replacing, if replacing be necessary, of the men lost by older men and even by women. (A lot of the old arguments against this last as now obsolete)—unless there is a vital change in the spirit and the whole set-up of the job. We don't want to go on biting our nails at the futility of things and the waste of public money; we don't want to slink past our fellows who are doing a job that matters; we don't want to see functions vital to the country's safety become mere "token" jobs, done on paper but not in fact, due partly to lack of staff and partly to wrong use of the staff we have. We don't want to go on kidding ourselves that we are also serving by standing and waiting. We don't want to make seizures from men risking every danger and discomfort to bring us food and weapons. We want either to do the job as it should be done or to get out and do something else. If the result is that, after the war, this means a Waterguard sadly diminished in strength and prestige—by heavens, don't we deserve it? A few things seen, to which the readers will be able to add hundreds of instances, should dot the i's of the above.

I have seen an A.P.O. of great zeal, a wide knowledge of languages, an experienced traveller in Central Europe, used, because of a defect in the telephone service, to run simple errands, while men with no knowledge of languages (or anything else much) were engaged on "security" work.

I have seen British seamen who had been torpedoed detained on a ship for over 24 hours while a shedful of baggage belonging to people of wealth, running away from the country, went on a ship unexamined.

I have seen a Customs officer refused access to a ship by a policeman.

I have seen an officer employed, at six pounds a week, to bundle up letters for transmission to the Censorship Department.

I have seen deck cargoes of aeroplanes sent here to defend us measured for light dues and other pre-war routines carried out which could be of no possible value to the war effort.

I have seen "paper" maintain its ascendancy in the service over action and the clerk exalted over the man of deeds.

I have seen a P.O. told by a newly-promoted second officer wearing the naval ring, that *he* was senior in rank to the P.O., and therefore would take no orders from him. (What would he have said to an A.P.O.)?

I have seen Waterguard premises seized by another section of the department with impunity.

I have seen an officer assaulted, without redress, for trying to stop looting.

I have seen an officer who, on the night of what was probably the worst blitz the country has known, was on a ramshackle shed roof putting out incendiary bombs, badgered on a small point of procedure.

I have seen a man, recently decorated for bravery, fined for smuggling a few cigarettes at a time when seamen found it almost impossible to buy them in shops.

If I said more, you would not print it—if, indeed, you print all this. But surely there is sufficient reason shown why we welcome the raising of the age and would welcome a further rise. And there is one

other reason, well demonstrated by those who have already gone into the services: promotion in the services is not a matter of chance and seniority, but of energy and ability. A youngster who one day is unfit to sign his name on a pratique can, on another day, bomb Bremen or issue orders to a bunch of men even tougher than 05' and walk in front of them, not two steps behind!—Yours,
SLIPPERY SAM.

The Editor, THE CUSTOMS JOURNAL.

Sir,

An all-grade meeting of detached officers in Liverpool was held on the 4th September at the Landing Stage, to consider several things appertaining to their conditions of service whilst on detached duty. It was a representative gathering of officers from most of the ports which have lent their officers to the Liverpool Division.

At the outset it was decided that all proposals carried, should be transmitted through the district secretary of the Association, to P.S.A. headquarters in London.

The chief item on the agenda, was the vexed question of "billeting" and its application to members of the Waterguard Staff. From the discussion which arose over this matter, it was most apparent that some of our colleagues here are experiencing real hardship financially. It has mentioned too, that certain landladies are not at all favourably disposed towards us (now that they are only receiving one guinea per week) in view of the varying times of the commencement and finishing of our duties, with the result that the following resolution was passed unanimously:—"In view of the varying duties of the Waterguard Department, Billeting Order (Sec. 5809/1941), dated February, 1941, should be revised and put upon the basis of General Order 26/41."

One is fully conscious that the Treasury is responsible for the Order, but nevertheless representations, no doubt, can be made to the Official Side, and to the National Staff Side.

Then the length of detached duty was the subject of yet another proposal, and it was agreed with one dissentient: "That officers on detached duty should be relieved if they so desire (at Crown's expense), after 12 months and return to their home ports if possible, and should not have a further spell of detached duty until **all officers** at that port have had a period of such duty.

Certain officers stated that they have only been home once since they came to the port, and owing to circumstances beyond their control, have been unable to remove their families and/or homes to the port. The general opinion is that it will not hurt those of our colleagues who are still at home (by virtue of their seniority), to undertake a period of duty here, and that there should be an equality of sacrifice.

It was stressed, that in view of the dissatisfaction existing among the detached staff in Liverpool, and the pecuniary embarrassments to which they are exposed, it is requested that the E.C. give these proposals priority over all other business and to report any progress within a month to the District Secretary.

The last item on the agenda was one dealing with the loan of staff to other departments. Mention was

made of the fact that Landing Officers, Executive and Clerical Officers frequently have the opportunity to apply for other positions in various branches of the Civil Service, and that Waterguard Officers are never invited to apply for same. That they can fill these jobs if given the opportunity to do so, is very real, and will do so with credit to themselves and to the department.

It is hoped that the authorities will cause something to be done to ease the lot of our colleagues who are so unfortunately placed, and comments are invited from detached officers in other divisions on these proposals.

Yours faithfully, R. J. L.

The Editor, THE CUSTOMS JOURNAL.

Sir,

A little while ago I received a letter complaining that a member of the Canadian Forces, serving in this country, was required to pay duty on tobacco sent from Canada.

When the B.E.F. were in France it was, as you are aware, possible to send "smokes" duty free.

It would appear that Canadians serving away from home should be entitled to the same privileges. Presumably the French Customs did not require payment of duty on packages consigned to British soldiers serving over there.

If packages, contents properly labelled, are addressed to bona-fide members of Canadian units in this country, it should be possible to waive the duty involved; or perhaps there is some other method of forwarding packages duty free of which I and the sender are not aware.—Yours, etc., F. S. LEWIS.

The Editor, THE CUSTOMS JOURNAL.

Sir,

I note with much regret that this country, which went to war two years ago to fight the evil things, "injustice, bad faith," still does not appear to consider the retired officer has any right to the justice and good faith which is being dished out to many millions in the land.

An officer works a lifetime for a pension that will just keep him alive. The position now is very bad in many cases, and makes one have little faith in the old cry about British justice.

new address.—Yours faithfully,

A. H. W. MANNING, ex. P.O.

WAR-TIME WATERGUARDENING

If these remarks do not touch on the duties of the Department, they should at least touch the hearts and tingle the blisters of the members of it. They are a record of how, for two seasons, I have fed Hitler's sixth column, the garden pest, on the choicest vitamins.

For two summers I have not been able to look at a sleek slug without feeling disloyal. This is my confession—judge me as you will.

Someone, I believe, said "Dig for Victory," so I dug until the soil of my garden must be saline from the sweat which dripped from my nose. Then I sowed, seed packets in hand, disdaining the hypocritical school which memorises the directions and dashes out to sow before the knowledge is forgotten.

My books, booklets, pamphlets and leaflets gave me full details of how to combat pests. Let me tell you, the guys who wrote these things are in Hitler's pay. My greatest sorrow, for instance, is the carrot. Hitler's hirelings told me that naphthalene would ward away the carrot fly. Naphthalene—huh! When the local carrot flies saw this mug walking down the garden with the naphthalene packet they chortled: "Get ready to lay, girls, he's preparing the layettes." I write off to the score of naphthalene two crops of carrots.

This year something ate my cabbage seed. It has given rise to academic discussion in the watch-house as to whether denizens of the air or of the ground ate my cabbage seed. The simple fact that my cabbage seed was eaten remained only in my cabbage-less mind.

Last year I was cunning. I sowed radish seed first of all, in the hope that the slugs would eat the seedlings and have hiccoughs for the rest of the summer. Last year the plan seemed to work, but I seem to have a strain of hiccough-hardened slug now, which whets its appetite on radish before proceeding to the lettuce. Next year I propose to sow salad dressing—something might as well enjoy my salads.

My variety of French beans is supposed to bear "abundant pods of succulent, well-coloured beans." Yah! Privately, I suspect that they're Vichy French. They're yellow, if that's any indication.

Onions were to save the situation this year. I purchased good plants, dug and fertilised the ground, fed the plants with soil and fertiliser and bent the tips over, just as they told me. So what? So my big onions are picklers, my picklers are spring onions, and my spring onions (Salad Queen, ha, ha!) are not. I do possess a little knowledge of an easy method of obtaining onions, but you won't find it in any Grow-More leaflet.

I suppose you think I'm a failure as a gardener. Not a bit of it. My beetroots may bolt and my parsnips may pine, but as a grower of the purple-topped swede I am unsurpassed. People who say that it grows itself leave me unmoved. My only ally, if I have an ally, is the turnip flea. We have a treaty of non-belligerence, and if any turnip flea bites my sweetie it's O.K. by me, providing that it doesn't bite my swedes.

You may have noticed that I haven't mentioned potatoes. The fact is that they are at the stage when they can either form tubers or not. Is this the time to antagonise them?

Have you ever come across a passage in literature which means nothing at the time, but which, re-read after more mature experience, astounds one with the genius of its insight? George Bourne did it to me. He expresses my views:—

"Upon prongs and forks and shovels you must look with suspicion—there is no telling to what base ends they have been applied. Such things as rakes and hoes you may despise for humble grubbers in the dirt, as they are."

—and salves my conscience:—

"They're better for being rusty . . . Well, I suppose it rusts the iron out of 'em. Anyhow, they cuts the better." H. G. R.

DOVER SHELLING

On Friday, 23rd August last, on the 9 p.m. news, the B.B.C. commentator, Mr. Robin Duff, chose as the subject of his postscript "Dover, Then and Now."

The broadcaster stated it was the first anniversary of the shelling of Dover by the German long range guns installed on the French coast. After giving an eye-witness account of the first four shells to fall—complete with sound of the explosions—the broadcaster introduced Air Raid Warden Fred Cordery, who also gave his first impressions of events in 1940.

How many exiled Dovorians recognised the voice of Mr. Fred Cordery when it came through their radio sets as that of the Waterguard extraman during the pre-war days?

Although Robin Duff claims that he saw the first shells arrive, we of the Waterguard have sound reason to say that his statement would not bear the light of a "104." It has since been proved that those queer waterspouts seen from the windows of the Watch-house, long before 23rd August, 1940, were not mirages as some people seemed to think. We say that friend Robin's claims are very "Duff" indeed.

Censorship will not allow us to mention facts or the casualties, but a few old landmarks have gone up in smoke, including the familiar scenery where our famous smokers were held. Many will recall the rush that took place when the cry, "Calais boat coming astern" went up in the good old days, everybody made a rapid exit at the double. We have got that beaten to a frazzle these days when shelling starts, from top floor to ground level in well under a minute is standard time, and are those banister rails showing signs of polish! There is no hanging the time out by going back for a mackintosh!

Perhaps, to reciprocate, dear Doctor Goebbels might broadcast a description of present-day conditions in Calais. The heroes of the Royal Air Force fly over our office night after night heading for the French ports. After a short spell of waiting we see the "flak" going up, and then terrific crumps as our back room bombs burst. And do those bombs burst!

If the R.A.F. are as deadly with their aim as a certain Dovorian was with grapes on the occasion of our famous Calais dinner, then it is a bull every time. Whilst on the subject, we trust, during these days of coupons, that our marksman friend is taking better care of his nether garments in the Principality.

SHAKESPEARE CLIFF.

On Ships' Funnels

Looking out over the docks recently I could not help but think how dreary the prospect really was. There were ships enough and they were busy enough. The fitter who passed me with an oxygen cylinder over his shoulder was happy and whistling. The shouts of the carters were rising above the rattle of hard wheels on the quayside and they seemed happy shouts. But I could not look out and see so many fine ships mantled in drab grey without regret. I pictured them in what would probably have been their peace-time colours. There was a Greek at the buoys. Surely she would have had a bright yellow funnel. How her crew will enjoy painting it again,

I thought. Yes, I was satisfied in my own mind that a crew would repaint a funnel and find pleasure in it. They, too, must hate grey by now. It was a strange speculation. I even pictured eager men "slapping" on thick yellow paint while the rest of the town were intoxicated with peace celebrations. I have only faint recollections of the last armistice, but I can remember the bunting. Surely ships will fly back to colour with equal gusto. For with them, more than anything, the return to colour will mean the return of peace.

It was my privilege, before the outbreak of war, to have worked with a colleague who combined with his official duties a remarkable interest in ships' funnels. I feel sure that after a busy day he did not recall his station as a station of ships so much as an assemblage of very interesting funnels. The house flags of the most obscure shipping companies were known to him. Combined with his recognition of funnels his interest extended to the lines, age, speed and general seaworthiness of every ship he went aboard. I can remember with pleasure how he explained to me one day the significant moulding of the "truck" topping the masts of vessels built in Holland. There was no doubt about it. It was a law; a part of Dutch culture, almost. I have found out that such ships also have a rather neat type of funnel. Like the British, too, they do not put up "extras" for ornament. I write that I have found these things out, but I must confess that it is the same colleague who prompted the discoveries; he who over a period of twenty years has accumulated such a lore about funnels as would shock the most observant sailor. It would be sad, indeed, for you to remark to him that "a funnel is a funnel all the world over." For he might take you outside and show you a ship with a very tall, thin funnel, almost as high as her foremast. That is all it might appear to you. But from one cursory glance he would tell you that she was about thirty years old, that she belonged to the "Blue Funnel Line," and that she was obviously one of their ships which traded in the warm, calm air of the tropics. From there to a history of the ship-owning family of Holts of Liverpool is an easy step. He would explain that being an old company they have many old ships and many fitted with tall, clumsy looking funnels. Tall funnels were a good, old-fashioned method of creating good draught to the boilers. And all this, mark you, from that one funnel.

Some years ago I saw a fine old ship moving slowly up the river. She was going to her doom—the doom of the breaker's yard. I thought, and quite a few expressed the same view, that she seemed too fine a ship to break; that her sentence was premature. But she was a passenger ship, and catering for the whims of passengers had left her "old fashioned." I saw her at the wharf for months afterwards. She was being "stripped." I can remember the periodic sales of her fittings. I continued to pass her often, and although she was imprisoned and bare she remained a ship. Then one day, looking across, I saw that her two great funnels had been removed. Then and only then did I know that she was dead. She died when the huge crane had lifted off her chimneys and left

them standing incongruously among the dissembled parts of other ships.

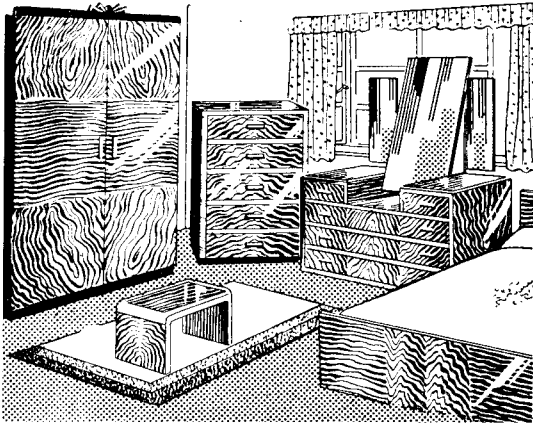
There are thousands of expressions used by seafaring men which, translated from the vernacular of the sea, are pure poetry. I remember when I first heard that excellent expression denoting retirement from the sea, "to swallow the anchor." The Americans to-day pride themselves upon their ability, in brief terms of phraseology, to explain a thing or incident succinctly, accurately and yet fully. But the sailor has nothing to learn from them. He started such poetry centuries ago. It seems a pity to me, however, that the funnel is ignored in such phrases. But then funnels are relatively new to ships. Maybe one day in the future the old engineer, "packing up the sea" for a chicken farm down coast, will join his friends who have already "swallowed the anchor" and himself start "painting the funnel flue white," or he might solemnly proclaim his intention to "look after the steam in his own chest."

Now while Mars has intruded upon the gaiety of ships' funnels I doubt if it is widely appreciated that he has also interfered with their size. I saw a fair-sized ship recently with a scraggy little funnel. I agreed whole-heartedly with one of the mates who described this particular result of economy, for such it was, as "silly." The base for a good, respectable funnel was there to be seen. A thinner one had been fitted to save plate steel. "I suppose you will be fitted with a real funnel when it's all over," I said. "Sure," replied the mate, "she can't wander around like this, can she?" I agreed with him. She couldn't.

Another thing which I have noticed about funnels is how they constantly crop up in stories of revenue evasion. You know that you only have to mention that you are concerned with revenue protection for most people to start an account of how their Uncle Tom or Great-grandfather Bill used to hoodwink the Customs. They will often relate how it is a plain fact of family history that the said relations used to bring home tremendous quantities of contraband in great triumph. You are usually asked if you can guess where it was hidden. Never hesitate! It was either stowed at the foot of the gangway, in the intimate clothing of a lady friend, or down the funnel. The fact that when great-gran'fer was such-and-such smuggler, few ships had funnels does not seem to worry the raconteur. You and I know that great-gran'fer's couple of pounds were probably up in the rigging. The contraband of the complete smuggler is often like the fish of the complete but prevaricative angler: greatly enlarged. But, of course, the funnel remains an ideal place.

We can only look forward hopefully to the day when, once again, funnels will be gay. Meantime, the intrusion of war must leave our merchant ships looking just a little sorry about it all. War has even intruded upon the steady official tenor of the colleague so interested in funnels. He is now "general factotum" in the general office dealing with the very general work which war has thrust upon us. Fellow officials have remarked that he will miss the fresh air. Few seem to have realised that he is likely to miss his ships, and ships' funnels, more.

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