Birmingham Daily Post
Wednesday 16 February 1955
Latest Wills
Dwyne, Mrs. Harriet. 29, Holden Avenue North, Burslem. left £2.298 (£2.256 net).

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Oxford Crew Chosen for Boat Race

Seating Positions Not Decided

J. A. Gobbo, the Australian president of the Oxford University Boat Club, yesterday announced his crew for the Boat Race against Cambridge on March 26, but deferred choice of seating positions.

"The final positions have not yet been decided," he said, "but I am very happy with the composition of my crew." Gobbo's action may well be due to the influenza which has attacked members of the crew during the past fortnight. He also has been a victim of gastric influenza and was confined to bed over the week-end, when it was expected the crew would have been announced. He has taken the precaution of naming a spare oarsman, R. H. Carnegie (Melbourne University and New College), a fellow Australian, who weighs 14st. 4lb.

The crew, which includes five of last year's winning eight, Gobbo, Vine, Raikes, McLeod and Pain, as well as Wilson, who rowed in 1953, has an average weight of 12 stone 5½lbs. New "Blues" are Wells, Sorrell and Watson, the cox.

The crew is:—

J. A. Gobbo (Melbourne University and Magdalen), 12st. 10lb.
E. V. Vine (Geelong G.S. and Brasenose), 11st. 12½lb.
J. M. Wilson (St. Edward's and Trinity), 13st. 8lb.
D. P. Wells (Stowe and Magdalen) 13st. 1½lb.
R. D. T. Raikes (Radley and Merton) 12st. 3lb.
J. G. McLeod (Sydney, Australia, and New College), 12st.
E. O. G. Pain (Sydney, Australia, and Lincoln), 12st.
G. Sorrell (St. Paul's and Christ Church) 11st. 10½lb.
I. A. Watson (Shrewsbury and Keble), 9st. 6lb., cox.

Staffordshire Beagles Find Hares Plentiful

A busy day followed the meet at The Hare and Hounds, Crackley Bank. A hare from Mr. Jones's stubble raced downhill past Brewer's Oak to cross the Watling Street, but hounds were at fault in some kale short of Redhill farm. Another hare had a narrow escape before hounds selected one of several afoot near Brewer's Oak. They crossed the Shifnal Road and hunted beautifully on failing scent towards Burlaughton. Completing several circles in this area, they ran into Lizard Hill Plantation, where they were later stopped.

A large field had an enjoyable day from Church farm, Whittington. Although scent was catchy hounds ran at times much faster than was expected. Finding close to the rough below the Barracks, they hunted slowly across Mr. Baxter's farm over the Whittington Road. Fresh finding on the hillside they continued at better pace towards Whittington, on the outskirts of which she had waited for them. Hounds were slow to pick up the line after she had doubled back over the hill down to the shooting range; but, working up to her again, gathered speed and pointed for Hademore.

After being at fault on the plough, it was probably a fresh hare which they brought back left-handed and hunted over the meadows at the back of the village. Turning short of the road, they were brought to their noses on the cold plough, but recovering unaided went down to the shooting range. Running fast they nearly caught this twisty customer by the road, but she ran out beyond the range across a nice piece of country to the outskirts of Hopwas Wood. Plough was again responsible for a check, but on being cast forward they put up numerous hares and with one ran down to the canal. Swinging left they ran beside this, completed a tight loop fresh, found the quarry and made for Hopwas Wood. The main body of the pack entered this, but five couples went off on several conflicting lines.

After some delay they were collected and with yet another hare scored a nice point. Racing for Whittington Heath they crossed the road, but it was not until a wide cast had been made that they hit the line again. Crossing the golf course they ran hard up to the main road and, in full view, swung back left through the Barracks married quarters into the rough, where a tired hare disappeared into a rubbish tip.

Other Hunting reports are held over.

Warwickshire Beagles

From the meet at the Plough, Ford, on a cold, overcast day hounds brought off a great hunt, though none of the staff saw the end of it. The first hare, from Barn Hill, was killed in ten minutes, the second, found on the plough by the covert must have been a travelling jack from the Hinchwick district and made his way back to his home country pursued by the flying pack. Within 20 minutes the last seen of hounds for some time was as they passed Hinchwick Hill Barn. About three-quarters of an hour later most of the pack came to the horn from the Bourton Downs direction but there were three couples missing, who eventually turned up at Ford, having been seen hunting across Buckle Street, near Bartonhill Farm.

A good hunt was enjoyed from the fixture at Far Longdon. It was very cold, with a sprinkling of snow, and scent, good to begin with, deteriorated later. The first hare from beside the Campden road provided a sparkling twenty minutes to Compton Scorpion and back, before being killed in a hedge between the Manor and Far Longdon. The second, found by the meeting place, ran over the ridge and then left-handed to the Campden road by way of the Manor, before swinging left-handed again around Far Longdon back to the ridge. From there it was slow hunting by the Manor back to the ridge, where the hare was given up.

Athletics

Record Entry for Midland Events

Gray Not to Defend

The Midland Counties amateur cross-country championships, to be contested at Coton House, near Rugby, on Saturday, have attracted a record entry. Twenty-six clubs have nominated teams for the nine miles senior race, to be defended by Birchfield Harriers, and entries for the junior (six miles) and youths (three miles) championships, both of which were won last season by Coventry Godiva Harriers, total 19 and 31 respectively.

Greatest interest will be centred in the senior championship, in which Birchfield will probably add to their long list of successes, although Coventry Godiva, strengthened by T. Pumfrey, and Small Heath, with J. P. Lake now eligible, should run them close. Derby and County are also strongly represented, and Tipton, Wolverhampton, Newport and Roath appear capable of contesting the leading positions.

C. M. Gray (Small Heath) will not defend the title he won last year, and he may be succeeded by E. L. Hardy, the Derby international. A. Osborne (Small Heath) will probably elect to go for the junior title and has an outstanding chance of success.

Savidge Decides to Retire

J. A. Savidge, holder of the British shot putt record, yesterday announced his retirement from athletics through Mr. G. Dyson, of the Amateur Athletic Association.

Savidge, who was demobilised from the Royal Marines last November after 12 years' service, has taken a position as master-at-arms on one of the Australia-England Orient liners, and expects to sail on his first trip on February 23.

Mr. Dyson said: "Savidge will have no opportunity for training while at sea and has decided to give up athletics. At 30 he must put his career first. His retirement will be a severe blow to British athletics, which will be felt during the coming season. In all but one of the international matches in which he competed he won full points for Britain. For many years he has been in world class—he ranked 12th in the world last year—and it will be difficult to fill his place."

Savidge won the A.A.A. shot putt title in 1952, 1953 and 1954, won the Empire Games title in Vancouver last year and was sixth in the European championships.

MOTORING AND MOTOR SPORT

The Value of Extra Equipment

By Our Own Correspondent

NORMAL pleasure travel in this country, and indeed, frequently business travel, rarely emphasises the necessity of extra gadgets and devices to assist the driver and ease the strain on the passenger. On pleasure travel we can please ourselves whether we proceed or not, and even on business travel we can adjust our speed to suit conditions, rarely finding the necessity to keep going, virtually at all costs.

The Monte Carlo Rally brought into play many devices, proving the importance of some and the unimportance of others. I am not thinking in terms of the wash-basins, the soup or tea warmers which were fitted to cars to help to keep the crews in reasonable fettle over 2,000 miles of constant travel. Few of us are likely to travel so far in one stretch, and normally we prefer to have our meals stationary.

But the fog-lamps, de-misters, heaters and such like proved their worth.

My own trip was not so arduous as that of the competitors, but I was faced with the necessity of keeping moving in order to catch up with them at different points. The equipment fitted to my car was not lavish by rally standards, and indeed is fitted to many cars in day to day use in this country.

As might almost be expected, however, it was the one which was missing which proved to be the one most needed. That was the screen-washers, fitted to my own car but not to the Standard Ten used to follow the rally. And how I missed them.

Time and again I was about to pass a heavy lorry when . . whoosh . . . up would come the mud and spray and the screen would be covered in a thick film. There was only one thing to do and that was to stop, clean the screen and try again.

With the windscreen washers progress would have been much easier.

The heater proved a boon. The nights in France can be—and were—very cold and the heater helped materially towards the comfort of the car, as well as assisting to keep the windscreen clear.

This was comfort; on the side of enabling the car to keep moving we had the fog and driving lights—the headlights with their yellow bulbs and three different types of fog lights. Two were fitted as a pair—a Lucas pencil beam and spread beam—and the third was the Safe-beam lamp which is growing steadily in reputation and popularity.

On the Safe-beam lamp fitted to the Standard Ten we had the yellow shield which can now be supplied for this lamp to reduce back-glare.

It was first used on the run to Dover, when we ran into very heavy snow south of London and found the headlights reflecting back into the car. The Safe-beam lamp by itself proved a most useful light for this type of weather. There was no back-glare, and we were able to keep moving at a fair pace.

We had little need of the fog lights in France, except for one brief period, but on return to England ran into quite heavy fog coming back to Birmingham.

Unfortunately the lens of the Safe-beam light had cracked, throwing a most undesirable beam straight up into the air, and making it completely useless in fog.

The two Lucas lights came through this with flying colours. The pencil beam was on the nearside of the car and picked up the kerb, while the spread beam was angled across to pick up the centre of the road and the off-side. In conditions where the headlights could give us only some ten yards visibility, and that with considerable glare, these two gave us some 25 yards comfortable vision.

Undoubtedly there is much to be said for extra equipment. It has, too, the advantage of enabling the driver to choose that which suits him best.

J. B. H.

MOTORING JOURNALISTS' VISIT TO S. AFRICA

Studying Prospects for British Exports

From Our Motoring Correspondent

ON BOARD A B.O.A.C. AIRLINER

In itself the message which the captain of the B.O.A.C. Argonaut on Flight A.B.H. has just sent back is brief almost to the point of being casual. It reads: "Stromboli can be seen to starboard. M. Etna is in the far distance." Looking out of the window we can see the coastline of Italy, and the mountains, and the tiny villages, reduced to specks from 17,500 feet.

The fact that we have reached this point at the exact moment which was forecast some time ago occasions no surprise. For ever since we left London at 8 a.m. this morning the aircraft has kept on a steady relentless course, cruising at 19,500 feet to Rome and from there at 17,500 feet, holding all the time to 235 m.p.h. The casual chits which have been passed back from time to time, calling our attention to points of interest on the way mark the superb efficiency with which we are being transported from London to South Africa.

On board the aircraft are 29 journalists, representing daily and evening newspapers and technical magazines, and six representatives of the British Motor Corporation. We have been invited to visit South Africa by the B.M.C. to study motoring conditions there and the efforts being made to maintain British exports to this, a most important market. We are flying by chartered aircraft, in which we left London and the cold of a February morning, which in four hours has transported us to the brilliant sunshine of Italy.

Restricted Market

It has been a flight of contrasts. France was flat, almost dull, and after studying Paris and picking out such landmarks as we knew, we began to read magazines and newspapers. Switzerland altered that. On either side rose the sheer mass of the Alps, the great snow-covered peaks and the deep, awesome glaciers, with the houses perched where it seemed no houses had any right to be. Italy has brought still further contrasts, with the dark green fields of the north giving way to the brown landscape of the south.

Before we end this trip of thousands of miles of air and land travel we shall have seen all types of country and landscape. In South Africa we shall cover considerable distances; to Capetown, Johannesburg, Durban and Port Elizabeth, visiting B.M.C. factories and meeting distributors.

At present South Africa is a restricted market. The import of vehicles is controlled by licences within the limits of the periodic allocation of foreign currency. There are indications, however, that, as the result of an improvement in the Union's foreign trade, the dismantling of import controls may be under way by the middle of this year and may be completed by the middle of 1956.

Already currency quotas for 1955 have been increased. The Union is very much alive to the importance of motor transport and the part it can play in the development of a country which has so much natural wealth. In 1953 there were 678,618 cars and commercial vehicles. There was one vehicle to every four Europeans and a motor-car to every five.

Control has notably changed the proportions of imports from pre-war sources of supply. Before the war 30 per cent of the demand for cars was supplied by Britain and 60 per cent by America. Now Britain supplies 51 per cent, America 32 per cent and Continental manufacturers 16 per cent.

Assembled in the Union

Cars imported into the Union are almost entirely in C.K.D. (completely knocked down) form for assembly there. Certain parts such as glass, tyres, batteries, &c., are not supplied within C.K.D. packs, but from sources within South Africa. In 1953, 9,160 B.M.C. vehicles were registered, 20 per cent of the registrations.

In that year the Union imported 20,397 British cars and 7,007 commercial vehicles, while imports from America were 6,475 cars and 4,228 commercial vehicles. Last year the Union was still the second largest buyer of British vehicles in the world, though the figures dropped to 17,948 cars and 8,633 commercial vehicles.

The imports from America during the full year are not yet known, but in the first nine months they were 8,356 cars and 6,563 commercial vehicles. American imports have risen, while those from Britain have fallen slightly. British manufacturers can be expected to do all they can to halt any fall in the import of British vehicles. We shall see some of those efforts during the next 17 days.

Standard's Plant in Australia

Managing Director's Tour of Inspection

The managing director of the Standard Motor Co. Ltd., Mr. Alick S. Dick, will arrive in Melbourne to-day by air from New Zealand, on an inspection tour that is expected to lead to further development of Standard motor products in Australia.

He will see the Standard motor plant at Fisherman's Bend, Melbourne, where work has just been completed on a new building to house the plant for production of motor engines in a few months' time. Mr. Dick will discuss plans for this and also for the erection of a new spare parts division at Fisherman's Bend.

Australia has taken more than 70,000 Standard and Triumph cars in the last six years, and more than 42,000 Ferguson tractors since Standard began making them for Massey-Harris Ferguson, Ltd.

Driving Licences Bribery Charges

Clerk and Five Other Men Accused

Walter S. Harrison (53), of Hilary Road, Anfield, Liverpool, former counter assistant in the Liverpool Motor Taxation Office, was charged at Liverpool yesterday with corruption and conspiracy arising from the alleged issue of driving licences to persons not entitled to them.

Five other men were charged with being concerned in giving money to Harrison as rewards for issuing licences. The hearing was adjourned till to-day.

Mr. D. Prys Jones, prosecuting, said that Harrison's method was to insert false particulars in driving licence application forms. Once a licence had been issued on a false form it was a comparatively easy matter to renew the licence.

Mr. Daniel O'Sullivan, senior assistant at the Taxation Office, who produced several licence application forms, said that those in which the Liverpool City Council was mentioned as the authority holding the certificates of competence there was no trace in his department of such certificates. Some of the forms and parts of others had been filled in Harrison's handwriting.

Replying to Mr. H. E. C. Piercy, for Harrison, Mr. O'Sullivan said it was perfectly proper for Harrison to fill forms for applicants provided he put down the answers when the applicants gave them to him.

Mother Killed Seeing Child Off to School

A Nottingham mother, Mrs. Edith Marshall (47), of Attenboroughs Yard, Nuthall Road, Cinderhill, was killed in collision with a motor-cyclist yesterday while seeing her daughter Ann across the road to catch her bus back to school. The child was discharged from hospital after treatment for bruises.

British Cars More Popular

Mr. J. M. Greenfield, Minister of Home Affairs in the Central African Federation, said last night that British cars were slowly ousting American cars in the Federation. He told the touring party of British Pressmen at Livingstone that for many years American cars had been favoured, but the position was now being reversed. The party of Pressmen was due in Capetown last night.

New Jaguar Racing Team

Drivers in Their Twenties

The official Jaguar team for sports car races during the 1955 season will be J. M. Hawthorn, A. P. R. Rolt, J. D. Hamilton, J. R. Stewart, J. D. Titterington and D. B. Beauman, the company announced yesterday.

A tentative programme of events in which the Jaguar company intends to compete includes sports and touring car races at Silverstone, the sports car race at Aintree, the Tourist Trophy race, the 1,000 kilometre race at Nurnbergring, the Le Mans 24-hour event and the Rheims sports car race.

It was known on Monday that Ken Wharton and Peter Whitehead, who were recently awarded the Sir Malcolm Campbell Trophy for winning last year's 12-hour race at Rheims in a "D" type Jaguar, and Peter Walker, co-driver with Whitehead of the Jaguar which won the 1951 Le Mans race, would not be included in this year's Jaguar works team. It was stated that it was intended to give younger men a chance.

Hawthorn, Titterington and Beauman are each 26 and Stewart is 23.

Coventry Motor Club Rally to be Re-run

Coventry and Warwickshire Motor Club has decided to re-run the *Coventry Evening Telegraph* Car Cup Rally on March 13. The event was held on Sunday, but the results have been cancelled because of two mishaps, one involving a marshal and the other concerning a map reference.

A number of competitors arrived at one control a minute before the marshal got there and later it was found that competeitors had been given a different map reference to that given another marshal.

COMMERCIAL NEWS

London Metals

Tinplates.—Home delivery 59s. 7d. in boxes, f.o.t. makers' works for unassorted, export 70s. to 75s. f.o.b.
Copper: Sulphate.—98/100% £96 10s. per ton (last 2% in 2cwt. bags free) f.o.b.
Aluminium.—Virgin aluminium of 99.5% purity in ingot form £163 per long ton, delivered into consumers' works in the United Kingdom.
Nickel.—Home delivery £319 per ton.
Antimony.—English 99.6% £222 10s., 99% £210 and crude 70% £205, all per ton delivered.
Antimony Ore.—Basis 50% nominally quoted 21s. to 23s. per unit, c.i.f.
Platinum.—Refined £27 10s. to £29 per troy ounce.
Quicksilver.—Spot ex-warehouse London £109 to £110 per flask of 76lb.
Tungsten Ore.—Standard grade 252s. 6d. to 257s. 6d. per long ton unit, c.i.f. Europe.
Pig-iron.—No. 3 Derbyshire foundry, delivered Birmingham, £15 5s. 3d. per ton.
Tin.—Morning session: Cash £712 buyers, £713 sellers. Business done at £712 10s. Three months £715 buyers, £715 10s. sellers. Business done at £715 10s. to £715. Settlement £713. Turnover 70 tons (of which 5 tons were for cash). Market steady. Afternoon session: Cash £712 10s. buyers, £713 sellers. No business done. Three months £714 10s. buyers, £715 10s. sellers. No business done. Turnover 20 tons (cash nil). Business comprised 5 tons each for early April and late March at £714 10s.; and for late February at £713 and £712 10s. (5 tons each). Market steady, quiet.
Lead.—Morning session: First-half February £102 15s. buyers, £103 sellers. First-half May £102 15s. buyers, £103 sellers. Mid-monthly settlement price £103. Sales 350 tons. Market steady. Afternoon session: First-half February £103 buyers, £103 5s. sellers. First-half May £102 15s. buyers, £103 sellers. Sales 200 tons. Market steady.
Zinc.—Morning session: First-half February £89 15s. buyers, £90 sellers. First-half May £87 10s. buyers, £87 15s. sellers. Mid-monthly settlement price £90. Sales 650 tons. Market barely steady. Afternoon session: First-half February £89 15s. buyers, £90 sellers. First-half May £87 10s. buyers, £87 15s. sellers. Sales 125 tons. Market steady, quiet.
Copper.—Morning session: Cash £347 10s. buyers, £350 sellers. No business done. Three months £335 buyers, £336 sellers. Business done at £337 to £335. Settlement £350. Turnover 550 tons (nil for cash). Market easier. Afternoon session: Cash £345 buyers, £347 10s. sellers. No business done. Three months £331 buyers, £331 10s. sellers. Business done at £334 to £331. Turnover 550 tons (cash nil). Market easier.
Zinc Sheets.—No. 15 gauge and thicker were to-day quoted at £120 5s. (previous price £121 10s), per ton for 5 tons or more delivered England and/or Scotland and £123 2s. 6d. (previous price £124 7s. 6d.) per ton delivered Northern Ireland.

New York Metals

Copper.—Lake spot domestic delivered consuming points Mid-West 33.12c.; electrolytic spot domestic delivered Connecticut Valley 33.00c.; electrolytic world export (New York equivalent) 36.00c. to 38.00c. nominal; casting f.o.b. New York nominal.
Zinc.—Spot East St. Louis 11.50c.

Market Reports

LIVERPOOL.—Wheat: Manitobas dearer, with No. 1 at £30 4s. 3d. and No. 3 at £29 7s. 3d. No. 2 hard winter Gulf, February quoted at £28 15s. No. 2 Red Winter, 1-15 March, £27 8s. 9d. Plate, January-February at £28 12s. and French feeding February-March, £25 10s. Futures: A steady market during the morning and the session closed with buyers of May at ½d. advance. Some covering in near positions was noticed in the afternoon, and the market closed steady, 1½d. to a ½d. per cental higher. March sold at 24s. 1d., May and July at 24s. 5d. Closing quotations: March 24s. 1½d., May and July 24s. 5½d. Maize: Demand quiet. No. 2 yellow American Atlantic February was held for £18 5s., Plate afloat at £28 15s. and shipping at £29 5s. Spot easier at £29 15s. for American Barley: No. 2 Canadian feed Atlantic February £29 10s. Offals: Plate Pollard quiet at £26 3s. 9d. for February-March; French April-May sold at £25 10s.

GRIMSBY.—Good supply, poor demand. Soles 27s., turbot 16s. 9d., Iceland cod 4s. 9d. to 5s. 6d., haddocks 8s. to 10s., North Sea large plaice 7s. to 9s., wings 18s. to 22s., large lemon-soles 26s. 6d., boxed halibut 21s. to 25s. 9d., rods 4s. 6d., all per stone.

LICHFIELD.—Good supplies, sharp trade. Fat cattle: Grade A £8 12s. to £7 18s., grade B to £8 14s., grade C to £8 6s.; other graded cows to £6 12s. Calves averaged £6 2s. 6d. with Hereford bull calves to £18 5s., heifers to £15 10s. Grade A hoggets to 3s. 4½d., grade B to 3s. 3d.; sheep averaged 2s. 5½d. Fat pigs: Porkers to 30s., cutters to 30s. 6d., bacons to 28s. 6d., overweight pigs to 30s. 6d. per score; sows to £36 10s. each. Dairy and store cattle: Newly-calved cows to £62, heifers £68, down-calving cows to £74 10s., heifers to £84; store Shorthorn heifers to £71 10s., Friesian steers to £54, barren cows to £80. Store pigs: Weaners to £9 2s. 6d., hogs to £21, open gilts to £22, pigs sows £23, gilt and litter £30, barren sows to £19.

LICHFIELD.—Hens to 23s. 6d. per couple; young rearing cockerels to 6s. 6d. each.

BROMSGROVE.—Dairy cows to £85 10s., barren cows £68, store cattle £50. Rearing calves a keen trade to £13 15s. Sows and pigs £63 10s., strong stores £12 5s., medium stores to £9 17s., weaners £5 4s. Fat cattle (per live cwt.): Steers and heifers, grade A to £8 19s., grade B to £8 5s., special young cows to £7 19s., other fat cows to £7, fat bulls to £5 11s. Hoggets, grade A to £8 10s. each (3s. 5d. lb.). Fat pigs (live score): Porks to 30s. 6d., cutters to 28s. 6d., bacons to 35s. 6d., sows to £29 each. A collective guarantee of an additional 3½d. lb. estimated carcass weight is payable in respect of hogget sheep. In the case of pigs, there is a percentage addition of 35 per cent and a collective guarantee of 3s. 8d. lb. live weight in addition to prices quoted above.

RUGBY.—Fat stock: Steers and heifers, grade A light, to £8 18s. per cwt. live weight; heavy £8 14s. Grade B, light £8 14s., heavy £8 14s. Grade C, light £8 7s., heavy £8 8s. Bulls £98 each. Lightweight hoggets to 3s. 2d. per lb., medium weight hoggets 3s. 3d., shearhogs 2s. 3d., ewes 2s. 3d. Fat pigs 38s. per live score, fat sows £26 10s. Veal calves 2s. 8d. per lb. Store cattle: Two-year-olds, Devon steers £53 10s., Friesian steers £53 5s., barren cows £89 10s. Dairy cows: Friesian cow with calf £100 10s., Friesian heifer without calf £77 10s., Shorthorn cows £61 10s. Hereford bull calves £22 15s., heifer calves £22 5s., Friesian bull calves £22 10s. Wiltshire cross-bred lambs £6 5s., Border Leicester sheep £8 6s., Clun tags £7 17s. Weaner pigs £4 6s., eight-ten-week-old stores £6 10s., 12-16-week-old £9 2s., and sows £28 10s.

LONDON (Smithfield). Wholesale prices based on actual sales (per lb.).—Beef: Scotch long sides 2s. 4½d. to 2s. 8d., English long sides 3s. 3½d. to 3s. 5d., imported chilled hind-quarters 2s. 4d. to 2s. 5d., imported chilled forequarters 1s. 8d. to 1s. 9d., imported frozen hindquarters 1s. 6d. to 2s. 1d., imported frozen forequarters 1s. 5d. to 1s. 5½d. Veal: English specials and best 2s. 4d. to 2s. 10d. Mutton: English tegs 2s. 1d. to 2s. 5d. Imported ewes 8d. to 11d. Lamb: English-unquoted. Scotch 2s. 5d. to 2s. 11d., imported 1s. 4½d. to 2s. 4d. Pork: English up to 100lb. 1s. 11d. to 2s. 1d., 101lb. to 120lb. 1s. 10d. to 1s. 11d., 121lb. to 140lb. 1s. 8d. to 1s. 9d., 141lb. and over 1s. 7d. to 1s. 8d. Supplies delivered to the market on Monday totalled 1,976 tons including 950 tons of beef and veal, 598 tons of mutton and lamb, and 337 tons of pork.

HAMPTON-IN-ARDEN.—Grade A steers to 175s. per cwt., grade A heifers to 170s., grade B steers to 160s., grade B heifers to 161s., special young cows to 158s. Grade A hoggets averaged to £8 16s. each, grade A sheep to £8 5s., grade A hoggets to 3s 3½d. per lb., grade A sheep to 2s. 4d. per lb. Store sheep to £4 18s. each. Pork pigs to 31s. per score, cutters to 27s., bacon pigs up to 28s. 6d. Store pigs sold up to £10 15s.

HAMPTON-IN-ARDEN.—Boiling fowl up to 14s. 6d. each; hens up to 11s. 3d., day-old chicks to 3d. each.

KIDDERMINSTER.—Cattle: Grade A steers and heifers to 179s. cwt., grade B to 178s., special young cows to 159s., fat cows to 160s. Hoggets to 3s. 3d. lb., yearlings to 2s. 8½d. lb. Sheep to 2s. 4d. lb. Fat pigs: Baconers and porkers to 31s. 6d. score. Dairy cattle: Cows and calves to £45 10s., heifer calves to £7 15s.

MIDDLESBROUGH.—Attainment of new high records in iron and steel production last month has not eased the position. The relentless pressure for supplies has surpassed all anticipations, and although makers are supplementing current outputs by making substantial withdrawals from their reserve stocks, they have not been able to make much impression on their heavy backlogs. At fairly regular intervals Dutch pig-iron continues to arrive in the Tees, and it is apparent that bigger importations is the only means of providing the extra tonnages of billets and slabs which are needed to keep re-rolling mills fully occupied. The motor industry envisages further increase in imports of sheet steel, and numerous orders for standard sizes of joists and sections have been placed abroad, simply because British makers are unable to promise delivery earlier than the third quarter of this year. The scrap market is exceedingly firm and spot lots are eagerly sought.

Latest Wills

Major David Johnstone Mitchell, Postlip Hall, Winchcombe, former joint master of the North Cotswold Hunt, left £91,789 (£91,624 net).

Other wills:—

Dwyne, Mrs. Harriet, 29, Holden Avenue North, Burslem, left £2,298 (£2,256 net).
Hayden, Mr. Hermin, 561, Trentham Road, Longton, Stoke-on-Trent, formerly of Chapel Street, Fenton, left £2,856 (£2,793 net).
Hargreaves, Mr. John, 183, Dimsdale Parade, Wolstanton, left £8,840 (£7,280 net).
Capener, Mrs. Sarah, The Hollows, Laverley Green, Blythe Bridge, Staffordshire, left £4,640 (£4,558 net).
Mee, Mr. Charles Henry Rudyard, 91, Spring Gardens, Leek, left £2,333 (£2,234 net).
Deeley, Mr. Claude Rupert, 108, Ivy House Lane, Coseley, works manager of Aldersley Engineering Co., Ltd., Wolverhampton, left £3,390 (£2,602 net).
Boote, Mrs. Gertrude Ethel, Highfields, Audlem, Cheshire, formerly of Green View, Barlaston, widow of Lt.-Col. Charles E. Boote, left £8,884 (£8,466 net).
Lloyd, Mr. George, of Lyndhurst, Sweetpool Lane, Hagley, formerly of King's Heath, Birmingham, retired grocer, who died intestate, left £6,331 (£6,287 net).
Bridgewater, Mrs. Annie, of 29, Gervase Drive, Dudley, widow of John E. C. Bridgewater, left £14,104 (£14,013 net).

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SMALL HEATH—Shelleys (Chemists) Ltd., 331, Coventry Road.
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