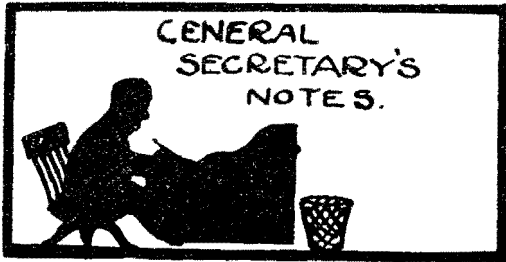


The Customs Journal.

No. 599.

October 8th, 1927.

Fortnightly.



Communications relative to this column should be addressed to Mr. J. Merron, 167, Clive Road, West Dulwich, London, S.E.21.

Preventive Staff Association—
Thames Chambers,
13, Beer Lane,
London, E.C.3.

In accord with their usual methods of efficiency and first-class organisation, the Customs and Excise Staff Side have tackled the new conditions under the Trade Disputes Bill in business-like fashion. The Secretary of the Joint Committee, Mr. Sanders, was the first Civil Service Secretary to get into touch with the Chief Registrar of Friendly Societies, and there can be no doubt that the Registrar is now pretty well informed regarding the intricacies of Civil Service organisation, since the Secretary of the J.C. is an acknowledged expert in these matters. The advantage of the interview that has taken place is that constituent bodies of the J.C. will be able to obtain Certificates of Approval with a minimum of trouble and inconvenience.

Certain sections of the Press still continue to fill up space with smuggling yarns in the usual naive fashion indicating a delightful ignorance of the conditions under which all the best smugglers carry on their trade, and also of the preventive system used by the authorities.

Press stories of the operations of "free traders" are so very amateurish that it is rather amusing to find one Sunday paper claiming the distinction of having "revealed" to the Customs Department that wholesale smuggling is taking place. It is typical of such newspapers to overlook the fact that the only smuggling stories of any substance that have been published are those regarding offenders brought to book by Customs Officers themselves, and even in these cases Press reporters frequently show themselves incompetent to describe accurately ordinary police-court proceedings.

It is not too extravagant to say that within a very few years one of the big problems of the Department will be to counteract possibilities of smuggling by air. There is no doubt that the authorities have already given much consideration to the situation now developing, and it is very obvious that progress in aviation has a definite bearing on the future of the Waterguard. Already the term "Waterguard" seems out of date, and it is not difficult to visualise our Department in the years to come as a high, specialised body, bearing a title more applicable to the nature of the duties performed.

* * *

The great deterrent to big smuggling in modern times has been the difficulty of getting the goods away from isolated places on the coast and also the difficulty of distribution. This handicap is, however, being gradually eliminated. Methods of rapid transport are becoming cheaper and more easily obtainable every day. Light "runabout" airplanes are already on the market at remarkably low prices, and there appears to be a fairly good demand for them. Constructors of 'planes are now paying much attention to the production of machines capable of alighting on water or land, and it is not too much to expect that before long amphibious 'planes will be in common use. It is certain that the manufacturers optimistically look forward to the time when such machines will have the same popularity as the motor-car has now.

When that time arrives, as it surely will, the existing methods of Customs coast control will be totally inadequate. The work of the Preventive staffs will gradually extend inland. Every town of any importance will have its "approved aerodrome" for foreign traffic.

How close we are to this state of progress is not generally appreciated, though it is well known that some continental countries have almost reached that stage already. A good instance of the advance made in commercial aviation is the incident that occurred recently when two business men were returning from Holland by a 'plane belonging to a British company. Remembering some important omission in their business transactions in Holland, they decided to return, and this was effected by the pilot communicating by radio with an outgoing Dutch 'plane from Croydon, with the result that both 'planes descended at Lympne, where the two business men transferred to the Dutch machine bound for Holland. The airplanes then continued their voyages.

The facility with which the pilots of these air liners communicated with each other while still in the air, and made arrangements for land-

ing, gives some idea of the difficulties that would have to be faced in dealing with smuggling by air.

* * * *

In the minds of some members there appears to be a serious misapprehension regarding the management of the Educational Section of the Association. It has come to my knowledge that statements have been made to the effect that the tutors and the Central Committee are using the scheme as a profit-making concern for their own benefit. I can imagine the officials concerned receiving this charge with a very wry smile. What can have given rise to such an idea it is impossible to guess, because all the facts are obviously against the statements that have been made.

To make matters clear once and for all, I would inform members that all the tutors have suffered a financial loss under the new scheme, and I am able to say also that they fully realised that this would be the case when they took up their appointments. The old method of private tuition was more remunerative.

As has been pointed out before in these columns, the Educational Scheme must pay for itself. It must be obvious that in the early stages funds would not be large, and it is a fact that they are too small to afford more than bare expenses for the Central Committee, and very low fees to the tutors.

Fortunately, the V.E.S. officials take a more altruistic view of life than those who are saying unkind things about them, otherwise Vocational Education could not have been undertaken. The work is very exacting, and it is to be hoped that those who have benefited from the efforts of the Committee and tutors will make it their business to advertise the value of the services rendered by these people who are sacrificing their leisure time for a good cause.

* * * *

I have been requested by one of the Districts to make arrangements for the reopening of the N.Q.A. column in the "C.J." Fortunately for me that task belongs to the Editor, and I must say that he is not to be envied. It is not very easy to obtain the services of a member willing to devote a regular amount of his spare time to keeping a column of the "Journal" going. The officer who previously ran this column is now on the V.E.S. Committee and is too fully occupied.

* * * *

The recent Circular regarding the extension, for an experimental period, of the limits for receipt of duty at preference rates by the Waterguard is welcomed by the staff. There are many other small restrictions that might likewise be removed with profit to the Department and satisfaction to the officers.

It is surprising that the Preventive Officer, who is continually performing important and responsible work, entirely on his own initiative, should occasionally be put out of action by regu-

lations restricting his operations on comparatively unimportant matters.

Even in the new experimental regulations it would appear to be uninitiated that the C.P.O. normally dealt with the assessment and receipt of duty. This, of course, is a wrong impression. C.P.O.'s have plenty to do in their capacity as supervising officers.

* * *

By the time these notes appear, the first open competitive examination for the Waterguard will have concluded its written stage. The interviews for successful candidates will probably take some considerable time, and it is not to be expected that new recruits will be coming in before the new year.

This examination is a very important event in the history of the Waterguard. Open competition was not obtained without a struggle. Waterguard Associations have worked for years to attain this object, and there is no doubt that this event will be looked back upon as a great achievement.

* * * *

The Gravesend Custom House Dinner organised by the Waterguard Staff was as great a success this year as it has been in the past. On this occasion opportunity was taken to make a presentation from the Staff to Mr. W. Donaldson on his retirement. Mr. J. W. Conaway, Waterguard Superintendent, London, was in the chair.

* * * *

The cost-of-living figure for September is 65, as compared with 64 the previous month. The figure for food alone being 57.

J. MERRON.

PREVENTIVE STAFF ASSOCIATION.

LONDON.

The Report of the Councillors for the District was continued at the St. Katherine Dock Hotel on Thursday, September 22nd, having been adjourned from the previous Thursday. In the unavoidable absence of the Chairman, Mr. Purser presided.

All the questions before the Council were explained, some at considerable length, and interesting and keen discussion was conducted on a number of items.

The position regarding the suggested supply of electric torches was reported, as also was that on the question of mackintosh coats.

It was the opinion of the meeting that the principle of promotion by merit should be applied to all grades in the Waterguard.

The reasons for the referring back of the failed A.P.O. problem to the E.C. were fully recognised. Although no workable solution has yet been found, the subject must not be allowed to drop.

The Work and Wait Rule does not immediately affect London, but considerable interest was shown in this grievance in its application to other ports.

On a question regarding lower Association membership, it was pointed out that the normal depletion of staff by deaths, retirements and promotions had not been offset by the usual influx of new entrants. This had been due to the pending new method of recruitment, the first examination for which had now been announced.

Appreciation for the work of the V.E.S. was shown, and a revised scale of fees was supported.

The position regarding the proposed monthly issue of the "Customs Journal" was discussed, and a strong resolution was passed against the alteration from a fortnightly issue. An extension of the interval between publications would not be in the best interests of the Association, and an opinion was expressed that, if it were possible, a weekly issue would be of much more benefit to the members.

The Councillors reported the adoption of the London resolutions on the subjects of Subscriptions and Handbags.

The Board's proposals in the matter of seizure rewards were fully explained. A proposal to abolish seizure rewards was passed.

There was a strong discussion of the method of promotion to the rank of Chief Preventive Officer, and some trenchant views were given. The members present were unanimous that the existing method was not the right one. The meeting was of the opinion that the test for C.P.O. should be primarily one of administrative ability and not of regulations, and should be conducted similarly to that for Surveyorships.

In reply to a question, it was stated that the supply of new launches and repairs to existing launches will be submitted to an advisory committee, upon which committee the staff is represented.

The meeting was strongly of opinion that a spare launch should be utilised at Woolwich in cases of emergency, such as breakdowns, etc., and that the idea of a rowing boat at Woolwich was absurd, especially at night and in winter time.

In reply to questions as to delay, an informal discussion of the proposals for the re-organisation of the port was announced to take place very shortly, and it was expected that the whole of the proposals would come up for formal discussion at an early date on the Local Whitley.

Votes of thanks were passed to the Councillors and to the members of the Executive Committee.

ABERDEEN.

Mr. K. Sutherland has now taken over the duties of District Organiser for the Aberdeen District, and requests that outstanding subscriptions be sent to him at the earliest possible moment. Address: The Old Custom House, 35, Regent Quay, Aberdeen.

LEITH.

A local Association meeting was held on Wednesday, September 14th, with Mr. Gordon, P.O., in the chair.

After the local matters had been disposed of, Mr. Milne, A.P.O., gave a report on the Annual Conference and explained the various points raised by the members to the general satisfaction of the meeting.

The question of the seniority of the ex-Service Assistant Preventive Officers was again discussed, and the following resolution was carried: "That in view of the difficulties of amicably settling the vexed question of the seniority of the ex-Service A.P.O.'s, the E.C. should be instructed to press for the following scheme, which, in the opinion of this meeting, would ensure justice and fairness to all the officers concerned:—

(1) That the officers in the group concerned (G.O. 27/1923, Part II., para. 3), together with the 'second time' officers from the approaching examination, to be called up together, thus making a total of about 270 candidates.

(2) Successful candidates to take their seniority from their examination marks and to be absorbed into the P.O. Grade as vacancies occur.

(3) That the next following examination should consist entirely of 'second time' ex-Service A.P.O.'s under the same conditions.

(4) That the examination be held over a period of three weeks to ensure that too many officers are not 'off duty' at one time."

A vote of thanks to the Chairman and the visiting member concluded the meeting.



NEWPORT (MON.).

There was a good attendance at the local Annual Meeting of the P.S.A. at the Queen's Hotel, Newport (Mon.), on Friday, September 23rd.

Mr. Roberts was elected to the chair, and, in opening, welcomed Mr. Lawler, the newly-appointed P.O., as a member.

The District Councillor gave a report of the Conference which was much appreciated.

Local business followed, including election of officers.

Mr. Roberts, P.O., was elected as Chairman. The following were re-elected: Local Sec., Mr. Sandford, A.P.O.; Local Organiser, Mr. Morgan, P.O.; Whitley Council, Messrs. Jenkins, P.O., and Matthews, A.P.O.; Deputies, Messrs. Griffiths, P.O., and Sandford, A.P.O.

A very enthusiastic meeting closed with a vote of thanks to the Chairman.

PARLIAMENT.

By "CARACTACUS."

X.—AN INDUSTRIAL INSTITUTION.

From the fifteenth to the nineteenth century, and this is certainly a far cry, yet a comparison between that Act of 1463 and the legislation of the last few years emphasises the great change in the requirements of the country, and more particularly the radical change of mind among legislators, which were brought about by the coming of the industrial era. We find that legislative control of labour is more on the lines of protection of life, limb and health, the protection from exploitation of women and infants, and regulation of the bases of service contracts. The logical tendency arising out of these is in the direction of purely social and hygienic legislation. Can we reasonably condemn these on principle as "State interference"? In some instances, yes; but there is no hard and fast distinction, and we need to take each case on its merits.

It has been argued that legislation for the special treatment of women is indefensible on the ground that those so protected become the regulators of industry generally, and that there is no real difference between men and women, that the latter can protect themselves, and that their only compulsion to work is want of food, or the desire for wages to spend upon their families, which are the same motives that actuate men. The first part of the criticism is true, but it is the greatest argument in favour of their protection. It only makes it all the more necessary that it should be impossible to use female labour as a lever with which to degrade by competition the conditions of men's labour, too, for the physical and social health of the family depends directly on these. As to the remainder of that criticism, it is the fact that there is a more or less intangible, but none the less real, economic pressure of considerable strength which compels a large body of women to work, willy-nilly, or they would not do so, except in the comparatively few cases where women seek a career for its own sake; but careers for women simply did not exist in the last century, when all this protective legislation was passed. Although it may not be possible to point out a particular weakness of women, it is certainly true that, because they are at some disadvantage to men, they are compelled to compete by offering cheap service, and to that extent are defenceless.

In some directions, then, it is safe to say that legislative control of labour is desirable and necessary, but that in other directions its wisdom is questionable. So far as sanitation, education, safety and prevention of over-work are concerned, we can scarcely question that the improvement in the national health and the reduction of the death rate are worth the cost. That

cost has been a great lessening of profit, and even the loss of some markets through our failure to compete successfully with more poorly-paid peoples. Yet, despite that, perhaps partly because of it, since the initiation of sanitary, factory, mining and social legislation, our total volume of industry has actually increased at a greater rate than has our population, even while circumstances have been against it, for we have lost all the natural advantages and facilities we once had over other nations by the self-development of those countries, particularly with regard to coal and iron and machinery. But undue meddling may arrest our progress. Some industries have certainly been seriously injured, and in most others we can only retain supremacy by constant care and hard work, if we are not already hard put to it to keep a bare footing in the market. There is a natural sphere for the State in research work which individuals could not afford to undertake, research which is increasingly vital at a time when the competitive capacities of other countries are constantly rising, even as the congestion of our own country, with its consequent dependence on outside sources of supply, is becoming ever more acute.

To the champions of the working man I would say that there is a limit to the possibilities for improvement of conditions, for instance, in the reduction of hours. If we are to rehabilitate industry, we need efficient workers, it is true, and that means that they must not be over-worked, they must not be poorly nourished, and they must have some security. Poor remuneration has for bed-fellows sickness, crime, prostitution and slumdom. At the same time, industry demands that the employer shall have security too, and that means stable markets, reliable employees. In reality, if they would only allow themselves to see it in that light, the interests of both, if they are not precisely identical, at all events lie in the same direction. Yet they clash, because of a mere divergence of viewpoint. When a dispute does occur, is the State to step in and force a settlement in either direction, with all its consequent rankling and bitterness which inevitably paves the way for further strife, or is it better that representatives of the two sides, who can bring first-hand expert knowledge to bear on the problems at issue, should meet together in a conciliatory mood, and debate a settlement which will secure to each a fair apportionment of what the industry can produce? There can be but one answer.

Contrast with that the problem of the cotton trade at the present time. During the cotton boom the industry was enormously over-capitalised with borrowed money bearing, say,

five per cent. interest. When the boom period was over and the industry was faced with overwhelming competition from foreign countries, including the coolie labour of India, the trade found itself burdened with commitments which it could not bear on a greatly reduced trade. There is such a heavy overhead charge before any profit can accrue, resulting in such high prices, that it is difficult even to retain markets, and quite impossible, as things are, to capture those which have been lost. It is clear that the mill-owners will not willingly write off their inflated capital. Having regard to the fact that it is in the nature of a key industry and has such a deep effect on the well-being of the whole country, should not the State step in and compel them to follow that which is the only sane course?

Again, the tendency of trades union aims is in the direction of uniformity of hours and wages, and it is perfectly clear that some industries are better able to pay good wages than are others. Take, say, the coal-mining industry, which, by reason of foreign competition, oil fuel, insensate flooding of markets, and various other causes, is unable at present to pay a real subsistence wage. There is a demand in some quarters for a six-hour day, while the legislature has engineered a compulsory eight-hour day. The latter has resulted in a glut, further unemployment, and such low prices that, despite the much lower cost of production, not only is it impossible to make a reasonable profit, but the miners actually owe the owners over eight and a half million pounds of the pay which they have already spent, scant though it is, pits have been drowned beyond recovery because it does not pay to continue pumping them, and the industry is so impoverished that it cannot, by its own efforts, have any possible hope of ever getting on its own feet.

Consider the argument of those who advocate the six-hour day, who are surely not serious! They allege that its enforcement would necessitate the employment of more men to turn out the quantity of work, and as unemployment diminished, the miners would be in a position to bargain with their employers on more equal terms. It is a fallacy. The decreased production per man would entail either a reduction of pay below even the present hopelessly inadequate scales, which would render the men incapable of supporting themselves and their families, or increased costs of production and of fixed capital, or all of them. These latter would speedily destroy all remaining markets and the industry would completely collapse. "That remedy is worse than the disease." Increase of hours, either voluntary or compulsory, will merely shift the burden by creating an increased army of unemployed. No; the only possible solution is through strict elimination of waste and senseless internal competition, and the pooling of what are, after all, national resources. Such a course will never commend itself to the owners, therefore, as the State would step in with compulsory measures to conserve any other vital

resource, so should it step in in this case, in the face, if necessary, of the admittedly large financial interests involved. What matters it if the remedy is advocated by a political section which at the moment is somewhat discredited? If it is necessary for the public weal, it should be adopted, without reference to political creed. This is one of those matters which cannot be safely left to the private individual, nor can it be judged by ordinary commercial standards, for the value of coal cannot be stated in terms of its selling price. Just as we found it necessary to build a national fleet and cease to rely upon privateers, so we shall be ultimately compelled to exercise national control over our mineral wealth.

In such ways as these we see that Parliament often interferes where it should leave things alone, and just as often fails to do very necessary things. But it is on the purely social side that this shows most glaringly. Parliament, if it is an industrial institution, is equally a social institution, having the same object, to foster the welfare of the people of all classes, to alleviate distress and suffering, but rather to prevent them wherever possible. It does this by schemes of insurance, pensions, education, housing, and similar things with which we are all conversant, and most of them are administered through the local authorities. This is good, in that it closely approximates to the original ideal of English government, and that local bodies are the most competent for the purpose. Unfortunately, there is a marked tendency for the central body to encroach on the legitimate functions of the municipalities, which is evil. It would be impossible to enter into detail on the subject, but we shall go on to consider this aspect on broad lines.

OBITUARY.

Miss KATHLEEN M. BENNETT.

Sincere sympathy is expressed with Mr. E. J. Bennett, A.P.O. 1/C at Coleraine, in the death of his only daughter, Miss Kathleen Mary Bennett. The sad event occurred on Tuesday, September 20th. The deceased, who was only twenty-three years of age, had been ill for about three months. She was a very popular young lady, being generally esteemed for her charm of manner, winsome ways, and unassuming disposition. She was a vocalist of great promise, and, while health permitted, was a popular figure on all local concert platforms. Her tragically early death will be generally regretted. R.I.P.

The funeral took place on Thursday, September 22nd, from St. Malachy's Church, in which the remains had lain over night, to the Cemetery, Coleraine. The large and representative cortege reflected the community's sorrow, and their sympathy with the bereaved family.

SMALL PORT WORK.

By "VAGRHETH."

LIGHT DUES.

The collection of light dues forms part of the work at every small port. This task is performed on behalf of Trinity House, which is the general lighting authority for the British coasts and the Basses and Minicoy Lights (the Basses and Minicoy Lights are situated on islands of that name in the Indian Ocean and are maintained by the British Government). The scale of light dues chargeable, and the rules governing exemption from payment, are laid down in the Second Schedule to the Merchant Shipping (Mercantile Marine Fund) Act of 1898, and are given in Revised Instructions Miscellaneous Accounts (Light Dues), but it would be beyond the scope of this series to enter into such detail. I propose to confine myself to giving a general outline which may prove of value to ordinary readers and students alike.

In the first place, **only vessels carrying cargo or otherwise earning profit on a voyage** are charged light dues, except sailing vessels of less than one hundred tons and all ships (not being pleasure yachts) of less than twenty tons. Yachts and pleasure boats of less than five tons register do not pay light dues, but those of over five tons pay an annual sum of one shilling per ton (plus or less the percentage from time to time in force by Order in Council), and only when they have made voyages during the year. A yacht of over five tons which will be laid up all the year will not pay light dues, and the owner must make a declaration on the appropriate form if he claims exemption from payment. Demands for annual payments on yachts, etc., are sent out from the ports where the vessels are registered and may be paid at any Custom House. This diversion on yachts is liable to fog the student from grasping the broad principles of this work, but they must be mentioned. Vessels trading entirely in waters in respect of which no lights, buoys, etc., are maintained by the general lighthouse fund are exempt from light dues (barges, flats, etc.).

By the Act, no steamship shall pay more than 1s. 4½d. per ton, and no sailing vessel more than 1s. 1½d. per ton in any year. Steamships pay 1½d. per registered ton for a home-trade voyage (i.e., a voyage on the British coast or to or from ports on the Continent between the River Elbe and Brest), and 2½d. per ton for a foreign voyage. Sailing vessels of over one hundred tons pay 1d. per ton per voyage for home-trade voyages, and 2½d. per ton for foreign voyages. No vessel shall be required to pay for more than three voyages per month or more

than ten voyages per year when voyaging in the home trade. No vessel shall pay for more than six voyages per year when in the foreign trade. Vessels engaged in the home trade and in the foreign trade shall not pay for more than ten voyages per year, counting each voyage made in foreign trade as a voyage and a half. Registered tonnage is taken in every case, and any deck cargo carried in unregistered spaces on a voyage to or from foreign (i.e., outside home trade limits) is added to the tonnage for assessment of light dues. It should be noted that after a vessel has made her complement of voyages for the year, light dues are not chargeable on any additional deck cargo. The schedule of the Act states that, after making the requisite number of voyages, a vessel shall not be required to make payments on account of light dues. At the present time all light dues are increased by 35 per cent., and this percentage may be altered at any time by Order in Council. The pitfalls the student often falls into with regard to light dues are: (1) measuring deck cargoes on vessels from ports between the River Elbe and Brest; (2) charging light dues on vessels in ballast; and (3) charging light dues on sailing vessels of less than one hundred tons register with or without cargo.

Upon payment of light dues a receipt is issued which bears a record of previous payments made, and the previous receipt must always be produced to record this. The counter-foil of the receipt is attached to a return of payments at the end of the month, and forwarded to Trinity House via the District Collector.

HIS CROWN.

A teacher was inculcating principles of religion in the minds of her young charges, and she said—

"Now, children, if you do right always, you will each wear a gold crown some day. Think of that!"

"Yes," said a pupil. "My father always does right, and he wears a gold crown."

"He has?" asked the teacher. "I know your father well, but I have never seen him wearing a gold crown."

"Oh, no!" said the pupil. "He does not wear it on his head. He carries it in his pocket-book."

"And my fader," said little Ikey Moses, "He has a gold crown, but he wears it in his tooth."

B.J.B.

TRADE DISPUTES AND TRADE UNIONS ACT, 1927.

THE A.E.C.S. CLAIM.

The following circular has been issued to the Associations affiliated to the Joint Committee of Customs and Excise Associations:—

September 27th, 1927.

Dear Sir or Madam,—

On request I have seen the Chief Registrar of Friendly Societies in connection with the position of the bodies affiliated within the J.C. of C. and E. A. I had already informed him that none of them had any political objects or contained members who were not servants of the Crown.

As the outcome of our conversation, I undertook, at his desire, and subject to your consent, to collect and forward in one batch the whole of the applications for approval on behalf of the C. and E. Associations. (This necessarily excludes the Association of Executive Officers, the C.S.C.A., and the Government Minor Grades Association, of which only branches are affiliated to us.)

He is supplying me with application forms, which, if available, are enclosed herewith. If not ready yet, they will be sent immediately I get them.

With each application he requires a copy of (a) your latest annual accounts or balance sheet; (b) your rules, up to date and signed by the Secretary.

You will be aware of the provision of the Act and Regulations, and I may particularly point out that retired Civil Servants cannot be members of approved Associations. If your rules as at present constituted permit this or any other infraction of legal qualifications, it is probable that he will require a declaration from your Executive or other Committee that the change is already made in effect and will be formalised as soon as constitutionally possible. Please communicate with me before signing any statement or taking any action on these lines.

I should add that I accepted this commission because it seemed that by so doing, the J.C. might render a useful service to its constituents, who might be glad to have matters smoothed out for their mutual benefit, and because in another way it would provide the Chief Registrar with an early and good sample of C.S. affiliations, so that he might deal more informedly with other and more complicated cases.

I shall count it a great favour if you would (1) acknowledge this letter at once, and (2) tell me as soon as possible what action your Association is likely to take in the matter.

Yours faithfully,

C. A. W. SANDERS,

Secretary.

10, Denbigh Place,
London, S.W.1.

At fairly regular intervals during recent years the Association of ex-Service Civil Servants has applied to the Joint Committee of Customs and Excise Associations for Whitley representation in this Department. These applications have been consistently refused, the reasons briefly quoted being that no distinction was made between Ex-Service men and other people once they were appointed to the Civil Service, and that existing Grade Associations were available for them already. (It is recognised that the first reason has been subject to slight qualification, e.g., order of discharge of Temporaries, as the years have gone by, but existing Associations were perfectly competent to deal with such matters.)

Parliamentary action having elicited only a statement that the Staff Side's composition was the Staff Side's business, official representations were made, which at length resulted in the Joint Committee offering to state its case for refusal to the Board verbally. This has now been done, and although what follows does not pretend to be an account of the interview (such account not being available or deemed to be required), it is thought that a statement on the Joint Committee's policy would be of interest to readers of "The Journal," some of whom may have imagined that the Committee's uncompromising resistance to the claim to consultation or representation was unjust to a long-sustained and well-backed appeal.

In the first place, let it be admitted that nothing but an exceedingly strong case would have broken the Committee's loyalty to its older constituents, linked in co-operative work in fields other than that of our own Whitleyism, and, so far as we were concerned, keeping the peace in all matters which came within our scope. We did not find this claim sufficiently strong to overcome this possibly legitimate prejudice.

The Committee itself already represented thousands of Ex-Service men, not merely those thousands who had the good sense to return to or adopt civil qualifications on resuming or obtaining civil employment after the Great War, but hundreds of others whose service in H.M. Forces began years before 1914. It seemed, let us say, a little impertinent that one Association alone should proclaim its possession of this qualification, especially when it did so in terms which would lead an outsider to suppose that no other organisation deserved it.

It was, and still is, so far as I am aware, open to all Ex-Service Civil Servants, irrespective of grade. Had its recruiting campaign succeeded on these comprehensive lines in this Department, it would now be sharing the representation of every grade, other than Women Pension Officers, Typists and Writing Assistants. It would be difficult to find words to describe the state of our various organisations—and our common organisation—if this had occurred. It did not occur, but it was no empty threat, as the condition of affairs elsewhere can show.

Here it failed, except within the ranks of the Temporary Clerks, and, later, as the Guinness Agreement got to work, with the Clerical Officers and "P" Class, though not to the extent of recruiting the majority of Clerical Officers. Not merely, therefore, did the comprehensive scheme fail, but in so far as recruitment did succeed, it produced the effect of a claim to represent at first one grade and then another. It showed what would have happened had such a wave of representativeness passed slowly upwards through the C. and E. Grades as the years rolled by.

Yet despite its attempts to represent nearly all grades, of its very nature it could represent only a part of each grade even if completely successful. No woman, and no man who was either too old, too young, too unfit or too useful in non-militant service during the War, could qualify to enter the Association. All these elements, and nearly all new entrants, must therefore stand aside, or organise themselves in weird, negative imitations of the A.E.C.S. What a problem for the organisers; and, if I may say so, for the authorities!

And with it all, the very qualification for membership carries with it the inevitable death-sentence of the Association—inevitable, that is, unless at due intervals another world-wide cataclysm arrives to refresh its ranks. Without such "thyroid" injections the organisation may flourish awhile, but the years will pass inexorably, and the A.E.C.S. pass out. What remains for Civil Servants?

Thus we come to the fundamental and passionless objection to the A.E.C.S. type of organisation, which is founded on non-Civil Service distinctions or qualifications. What could be more normal and useful than an Association of Officers—as we have it—open to and helping every Officer, enduring while its individual elements arrive or pass on? And what offends every logical conception of organisation more than this body based on a special appeal, incapable of dovetailing into the elaborate system of grade representation we possess, sprawling over all grades and covering none, and carrying within it the seeds of its own decay?

If Ex-Service men, why not Ex-Public-School men? Why not an Association of Wesleyan C. and E. Officials? Why should not members of the Customs Fund demand Whitley representation? And the blue-eyed or bald-headed whom we number in our midst? Indeed, there need be no limit to the claims based on qualifications of this type.

Nothing we could say, or could wish to say, would prevent the Board or the Treasury consulting any interest—even the Ex-Service interest—prior to making up their mind how to treat any matter introduced to our Whitley negotiations. That is not our business, just as it is not the business of the authorities as to

whom we consult prior to meeting them. We can converse with or seek information or advice from, say, the Confederation or the National Staff Side, or technicians or lawyers—the other Side do not interfere. Similarly, we could not presume to suggest any limitation on their choice in such connection.

But within Whitleyism, we take the line that the Staff Side shall determine the Staff Side's composition, and that Whitley decisions once made shall be unalterably operative in the manner provided by the constitution. That represents, I believe, the Joint Committee's case in regard to any claim made by the A.E.C.S. for representation or for consultation, and the Committee, which has never wavered in its policy on this issue, believes that it has the Customs and Excise staff behind it when it speaks and acts accordingly.

C. A. W. SANDERS.

GRAVESEND SPORTS CLUB DINNER.

The Masonic Hall, Gravesend, was the scene of the third Annual Dinner of the Custom House Staff and Sports Club on September 28th. The event was entirely successful, and advantage was taken of the occasion by presenting the recently-retired London Waterguard Superintendent, Mr. W. Donaldson, with a farewell gift from the Gravesend staff. The gifts consisted of an antimony clock, a silver cigarette box, and two silver dishes. Eloquent speeches of tribute to the recipient's qualities were delivered by the Chairman (Mr. J. W. Connaway), Messrs. Hurley and Grace. Appreciation of Mr. Donaldson's active help was expressed.

During the evening the Sports Club Challenge Shield and a medal were presented to Mr. Smith; a medal was awarded to Mr. Thomas. The awards were handed to the winners by Mr. Donaldson.

Entertainment was provided by Miss Helen Sonnex, Messrs. P. Albert, P. J. Lidbetter, H. Fairbrother and Dagmar. Mr. H. Lennard was accompanist, and during the excellent dinner pianoforte selections were played by Mr. H. Ridley.

HIGH STANDARD.

A good-natured traveller asked a Pullman porter the amount of his average tip. The porter replied that the average was a dollar. The man thereupon handed him a dollar bill.

The negro, caressing the bill, said: "Yassah, boss, but you is the fust pusson what has come up to the average."

AN APPRECIATION.

The proposal at a recent Conference that the "Journal" should be published at less frequent intervals will not, it is to be sincerely hoped, be carried into effect. The General Secretary in his notes brought to our notice the trenchant points regarding the running of such an organ as ours, but one aspect which he missed, possibly with the underlying idea of not offending anybody, is, that the most hostile critic of the "Journal" is the man who will not take the trouble to write to it and explain his point of view and place before the readers his proposals. It is cheap glory to criticise in a destructive spirit, but it's both more business-like and better sportsmanship to suggest improvements. As an example, take that letter of "Maximum 35" that appeared in a recent issue. If I may be allowed to express my personal opinion, the whole question of retirement is beyond the Association, being more of a general Civil Service question. Nevertheless, great credit must be given to the writer in that he is trying to explore another avenue towards the greater comfort of our officers and the betterment of the conditions of service. It could be mentioned here that some time ago a review of the probable position of the Waterguard in a claim to a similar superannuation scheme as that enjoyed by the Prison Officers was, if not officially, at least informally, conducted by Association officials. The evidence examined was not, I think, published, but the verdict was, roughly, that though the Waterguard had a rather good case, the issues involved would be so huge that it was improbable that we would get even a preliminary hearing. Perhaps one of the officials concerned could explain the position in a more clear fashion.

Articles, such as "Caractacus" is at present contributing, are really fine, the dignity of the phrasing and simplicity of explanation raise them to a series of essays which compare, with all deference to our General Secretary, most favourably with "other Service publications."

I have tried by the foregoing to pay tribute to both the utilitarian value and the literary style of the contributors, but there is another aspect, dealt with partly by "Detail" in a previous issue, and that is, the value of the "Journal" as a link with small ports. There is no need to stress the fact that, officially, the officer stationed in a small port is often an Ishmaelite, his hand being against all men. This officer has not the advice nor the consolation of his colleagues stationed in large ports, but has, in typical Waterguard fashion, to worry through on his own, the only material sign that anyone is trying to improve his, amongst others, conditions being the "Journal" every fortnight. The "big port officer," too, can turn to the "Journal" for authentic information on current Service topics, a decided improvement

on the old "hearsay" methods. In conclusion, if the proposal to reduce the issues of the "Journal" were based on the grounds of economy, it is a pity; if based on the paucity of material, it is a reproach to the Service for lack of interest.

"VULCAN."



The call from the Districts for news is insistent, and a deaf ear may not be turned to the lawful demands of the members. Time and again from this quarter and from that there comes the question, "Is it not possible to gather news from ports other than our own?" During a career in the Waterguard many friends are made who ultimately drift apart through transfers and promotions. Correspondence may lag—it is usually so—but the friendly interest remains in the person and also the port to which he has gone. Similarly, a period of duty in another port leaves an interest in that port when we have left it.

* * * *

These are several of many reasons why this journal should contain periodical reports of happenings in various districts and ports, and a suggestion we have received is well worth putting into practice.

Most districts have about four meetings in a year. We will assume that the general rule is four. It should be an instruction to District Secretaries that one item on each quarterly agenda should be "Quarterly District Report for the 'Customs Journal.'" The D.S., or the "C.J." Correspondent, would, during the quarter, note various happenings of general interest, such as Whitley activity, unusual occurrences whether of a serious or humorous nature, social activity, etc. The reports should be couched in a style of a breezy or chatty nature, such as would occur in conversation between two people of different ports gossiping about the doings as they have observed them. The officer responsible would inform the quarterly meeting of the items he had collected, and would receive suggestions from the meeting of any matters that occurred to members present at the time. By this means it ought to be possible to furnish the membership generally with the information so obviously needed.

We may revert to this subject in our next issue.

The first twelve months of the existence of a Chess Club is undoubtedly a trying time for those engaged on the work of organisation. The members of the Waterguard Club has been eager to show their appreciation of the untiring energy of the Secretary, and on their behalf Mr. F. G. Boodle, as founder member, has presented him with a handsome Morocco leather chess wallet and chess printer.

Mr. Bishop's latest has been to arrange for the regular supply of Chess Problems. These will be hailed with delight by the many chess fiends who are being discovered in all sorts of odd corners of the Preventive Staff. The commencement of the series will be easy, but some teasers will appear as time goes on.

THE CUSTOMS FUND.

To Members of the Customs Fund.

Gentlemen,—Through the resignation of Mr. N. R. White, a colleague whom I have known for over twenty years, a vacancy for an Auditor has arisen, and I again beg to offer myself as a candidate, and ask your support.

Thanking the numerous subscribers in the Waterguard who have already intimated their willingness to support me.—I am, Gentlemen,

Your obedient Servant,

F. SELLERS,
Officer.

CHANGES IN THE STAFF.

TRANSFERS.

Chief Preventive Officers.—Upper Section: Hurley, M., Plymouth, to Gravesend, London. Lower Section: Keiran, J., Unattached, Office of Inspector General, to Barry Dock, Cardiff; Moroney, P., Unattached, Office of Inspector General, to Southampton.

Preventive Officers: Hamilton, W., to Liverpool; Jones, T. H., Newport, Mon., to Cardiff; Purnell, J. C., Burntisland, Edinburgh, to Granton, Leith; Turvey, C. A., North Shields, Newcastle, to Brixham, Plymouth.

Assistant Preventive Officers: Blezard, A., Grangemouth, Edinburgh, to Hull; Twaddle, A., Dover, to Folkestone, Dover.

PROMOTIONS.

Chief Preventive Officer, Upper Section, to Assistant Inspector (Unattached): Potter, J., Gravesend, London, to Office of Inspector General.

Chief Preventive Officers, Lower Section, to Upper Section: Cornish, F., Barry Dock, Cardiff, to Grimsby; Ladhams, G. E., Southampton, to Plymouth.

Preventive Officers to Chief Preventive Officers, Lower Section (Unattached): Burkey,

J. C., Liverpool, to Office of Inspector General; Fell, A., Glasgow, to Office of Inspector General.

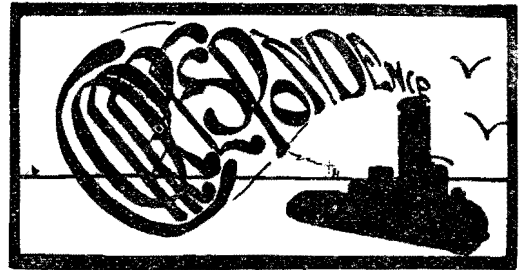
Assistant Preventive Officer to Preventive Officer: Burgess, W. G., London, to Swansea; Graham, S., Barrow, Preston, to Glasgow; Lawler, T. F., Eastham, Manchester, to Newport, Mon.

OFFICERS LEAVING THE SERVICE.

Retirements. — Chief Preventive Officer, Upper Section: Chaplin, A. W., Grimsby. Preventive Officers: Parrott, W. F., Brixham, Plymouth; Peterson, R., Granton, Leith. Assistant Preventive Officer: Hodder, W., Gravesend, London.

OBITUARY OF SUPERANNUATED OFFICERS.

Travers, S. C., Preventive Man.



The name and address of the writer (not necessarily for publication) should be given in all letters to the Editor, who accepts no responsibility for the views expressed.

Sir,—I should like to draw the attention of all 1923/5 ex-Service entrants to the resolution recently passed by the Liverpool Branch of the P.S.A., requesting the Executive Council to immediately press on our behalf for increased remuneration on a "pay for age" basis.

For several months we have patiently awaited the result of the Post Office arbitration case, in order to preserve our general scheme intact, but it should now be obvious to the most optimistic member that a similar fate awaits our scheme if it is put forward for some considerable time.

There is no doubt, however, that the 1923/5 ex-Service grade compares most unfavourably with earlier ex-Service entrants, and also with future entrants, to the extent of four increments in either case. We are, at present, the lowest-paid men in the Service, and as the majority are married, we have the greatest difficulty in eking out a decent existence.

A married man with one or two children has little chance of home comfort on a wage of 31s. per week, plus 21s. 9d. bonus, 52d. 9d. in all

per week, especially if he is a rummage A.P.O., dependent on seizure rewards and stray overtime work for the little extras of life.

Under these circumstances we feel it is unfair that we should remain the "stepping-stone" any longer, and that, if our claim was proceeded with at once, the Board would show their sympathy in a practical way.

Finally, there is no desire on our part to interfere with the general scheme; we are simply asking for equality, so that when the opportune time arrives to proceed with the big scheme, we shall pull our weight from the same level as the remainder of the A.P.O. Grade.—Yours, etc.,

A.E.F.,
Liverpool.



PROMOTION, AND HOW TO ACHIEVE IT.

Sir,—The examination for Preventive Officership having been announced for February, all those with any prospect of being called to the examination room are studying hard at the Regulations—at least, one would naturally think so. Their reason for this hard study is that they wish to pass the test and so qualify for promotion to a higher grade. This is a very natural ambition, and is inherent in most of us.

The results of past examinations, however, show that a very large proportion of those who sit, fail to pass the test. What is the reason for this large percentage of failures? Is it the fault of the system of examination, or is it the fault of the individual?

I happen to be in a position to judge the individual merits of many of those who will sit, and I find them all of a fairly high standard so far as education, intelligence and general knowledge are concerned, and, were the Board to hold an examination on these subjects, I am sure there would be no failures, or very few.

The examination, however, is on Customs Laws and Regulations, and however highly educated a competitor may be, the Board mark him a failure unless he can also show, both on paper and orally, that he has a thorough knowledge of the Regulations.

To obtain that necessary knowledge should not be difficult to an educated and intelligent man, provided he goes about it in the right manner.

What, then, is the proper manner to obtain this knowledge?

The only way is by hard and persistent study, preferably under expert tuition.

I expect that 99 per cent. of those who will compete are studying hard, or think they are, and probably under expert tutors. Yet, when the result of the examination is announced, there will be, in all probability, a large percentage of failures again.

Do the prospective failures want to know the real reason why they will become failures? It is the lack of energy and interest in pursuing their studies. They allow other things of less importance, such as dancing, golf, football, cards, concerts, etc., etc., to take precedence in their minds; and these things eat up valuable hours which should be devoted to study.

At the back of their minds they, no doubt, hold rosy prospects of what they are ultimately going to become in the Department, but, do they expect to attain their goal without utilising all their energies to the utmost.

If they would realise their ambitions, they must make the study of the Regulations their FIRST interest, all their energy must be devoted to that end, and nothing should be allowed to come in the way of their acquiring a thorough knowledge of the Regulations.

You will see by the above that I do not blame the system of examination for the failures. No system can be perfect, but it can be fair; and I think our examination is fair.

Students: Four months' hard study of the Regulations may result in your name appearing in the list of passes. Are you going to pass?—Yours, etc.,

APA.



"CLAUSE 5."

Sir,—The General Secretary's note about Clause 5 of the Trade Disputes and Trade Union Bill is most interesting.

Whereas for several years past we can claim to have had the "approval" of only one political party, we shall in future have the "approval" of the Government.

One wonders how many officers, reading for the first time G.O. 3/1920, looked forward to a day when the fellowship, therein extended to Associations, would be legalised by Act of Parliament.

The G.S. could not have chosen more fitting words than to describe our new position as the "legal key to a new era of Association activity."—Yours, etc.,

K.



UNLESS THE BOILERS BURST.

"Why is the ship creeping along so slowly?" the inquisitive passenger asked the captain of a liner in the midst of a heavy fog.

"The fog, madam," the captain replied.

"But it's quite clear above," the lady persisted.

"Maybe, madam, but we're not going that way."

PROSECUTION.

GRIMSBY.

A fireman from the s.s. "Stockport" pleaded guilty at the Borough Police Court on September 27th to concealing .11 gall. brandy, .10 gall. gin, 1¼ lb. cigarettes, ¼ lb. cigars, and 1¼ lb. Cav. tobacco. He was fined £3 15s., including costs.

Mr. Cornish, C.P.O., conducted the case.

The officers concerned were Messrs. Crowe, P.O., and Dean, Cozens and Stannard, A.P.O.'s.

* * * *

Messrs. Cozens and Dean also spoiled the intentions of a fireman on the s.s. "Bury," who was fined £2 10s. in respect of 2 lb. tobacco, 50 packets of cigarettes, and a bottle of brandy.

- | | |
|-----------|--------------|
| 33. K-B4 | P-B8 bec. Q+ |
| 34. R x Q | P x P |
| 35. K-Kt5 | P x P |
| 36. K x P | P-KB3 |
| 37. P-B4 | R-KRS mate |

SECTION 2.

Round 1.—Mr. A. Vigeon, Ridham Dock beat Mr. J. Smallwood, London, adjudicated. Mr. O. M. Williams, Ayr, draws with Mr. E. T. Sandford, adjudicated.

Round 4.—Mr. H. Ellis, Newport, beat Mr. E. T. Sandford, Newport. Mr. J. Terry, Liverpool, beat Mr. L. E. V. Knight, Sharpness.

CHESS.

The C.W.C.C. Secretary has undertaken to supply chess problems for the benefit of the staff interested, and wishes it made known that where the originators of the problems are known, the names will be put in, but in cases where name is not known, it must be understood that he lays no claim to the authorship.

The problems should prove interesting in so far as they begin with very easy ones, suitable to novices, but will gradually work up to harder problems.

Problem-solving is quite different from actual play, many being set out in such positions that one or the other of the players would resign, if actually playing, but the interest in problems is to find the key move that forces the mate.

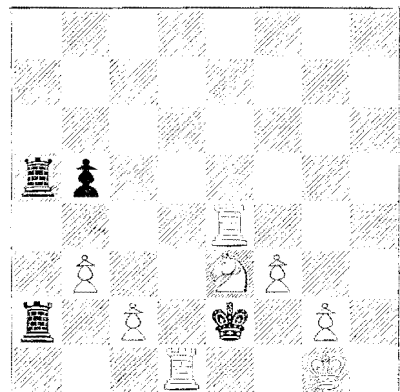
Here is the first problem, which is taken from a game in the Newport-London match, and submitted by the C.W.C.C. Referee, Mr. F. G. Boodle, A.P.O.

WATERGUARD CHESS CLUB CUP CONTEST.

SECTION 1—ROUND 4.

Mr. F. G. Boodle, Newport. White.	Mr. J. M. Mitchell, Leith. Black.
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- | | |
|-------------|----------|
| 1. P-K4 | P-K4 |
| 2. P-Q4 | P x P |
| 3. Q x P | Kt-QB3 |
| 4. Q-K3 | B-K2 |
| 5. Kt-QB3 | Kt-KB3 |
| 6. B-Q2 | Castle |
| 7. Castle | P-Q3 |
| 8. B-Q3 | B-K3 |
| 9. Kt-B3 | P-QR3 |
| 10. P-K5 | Kt-KKt5 |
| 11. Q-K4 | P-KKt3 |
| 12. Q-K2 | KKt x KP |
| 13. Kt x Kt | Kt x Kt |
| 14. Q-K4 | B-B3 |
| 15. P-QKt3 | P-Q4 |
| 16. Q-KB4 | B-Kt2 |
| 17. P-KB3 | Q-Q3 |
| 18. P-KR4 | Kt x B+ |
| 19. P x Kt | Q x Q |
| 20. B x Q | B x Kt |
| 21. P-KR5 | KR-K1 |
| 22. P-KKt4 | P-Q5 |
| 23. B-Q2 | B-Q4 |
| 24. B x B | P x B |
| 25. KR-B1 | R-K7 |
| 26. P-Q4 | R x RP |
| 27. K-Kt1 | B x KtP |
| 28. R-Q3 | P-B7+ |
| 29. K-B1 | R-R8+ |
| 30. K-Q2 | R x R |
| 31. R-B3 | R-Q8+ |
| 32. K-K3 | R-K1+ |



White to move and mate in two.