

The Customs Journal

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Fortnightly

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Letters to the Editor, and articles and correspondence intended for publication, should be addressed to the Editor, "The Customs Journal," 91 Tressillian Road, Brockley, London, S.E.4.

All matter for insertion in the forthcoming issue should reach the Editor on or before the Monday preceding the day of publication.

EDITORIAL

IT is seldom that we have to report a fatality among our members. Fortunately such regrettable occurrences are rare; although the dangers to be met with are none the less numerous and real. The particular circumstances of Mr. Fox's accident at Cardiff will recall to the memory of most members of the Preventive Staff many and varied experiences met with in the course of official duties on board vessels of various types and nationalities. There is no need to stress the point that the 'tween-deck bunkers of a steam vessel often prove to be the most dangerous, and frequently abound in pitfalls, not only for the unwary, but for the experienced also. This part of the vessel is generally dark; in the case of large vessels often no light can penetrate. In these 'tween-decks are invariably to be found small hatchways (seldom covered), through which bunker coal is shot to the main bunker below. Frequently these hatches possess no coaming, and a hand-lamp, especially the old type of oil lamp, shows up the opening in the deck very indistinctly—a square of black in the surrounding blackness not immediately apparent. Small wonder if occasionally an officer stumbles upon these holes before he is aware of their proximity. Such accidents occur oftener than is generally known. If there is plenty of coal below there is little or no drop, but should the bunker be more or less empty the results are disastrous. Happily, as we have said, serious accidents are few, but there are many minor ones, reported and unreported. We would impress upon our members the vital

necessity of reporting all accidents, however slight.

Many other dangers are faced by the Preventive Staff during the course of duty. The boarding of vessels is undertaken at the earliest possible moment after arrival. It is quite a common occurrence for large vessels to moor head-on to a quay. To ascend a forty-foot ladder resting on the quay and leaning against the bows is hardly a job for a nervous man in the early hours of the morning. Presumably we all have nerves of steel.

There are in existence dangers of a more subtle character. This is illustrated by the following curious personal experience. We had collected a few dutiable items for seal on a grain-laden vessel. These were put in a box and taken down to the locker in the store room situated in the 'tween-decks and separated from the hold by a wood bulkhead. A match struck to melt the sealing-wax went out immediately; a second match shared the same fate. Without waiting for a third attempt we got back to the upper deck in record time. Lowering a bucket at the end of a rope, we gently hauled it up again and applied the match test by holding a light in the bucket—it was immediately extinguished. It was as we suspected; the store room was half full of carbonic acid gas. If one of us had been overcome in that store room alone the result would probably have been fatal. Curious to relate, the most surprised man was the chief officer, who didn't know that this particular gas was heavier than air.

CURRENT COMMENTS

ARTICLES on the Civil Service, recently published in one of our leading dailies, have undoubtedly caused intense interest among people in the Service. But there is much indecision as to how the new departure should be greeted. Civil Servants have always desired publicity of the right kind, but never was it expected that this could be achieved except by a very slow process of gradual conversion of the Press, and as newspapers normally extend their circulation by feeding the public on lurid accounts of the alleged misdeeds of various sections of the community—not forgetting the Civil Service—the prospect of such conversion was pretty hopeless in any case.

Now, however, we are promised a full, candid, and unbiased description of the Service. What more could we ask for? If the promise is actually fulfilled, then it cannot but raise our prestige with the public, who have so long been misled. Nevertheless, the suddenness of it all will probably cause the average Civil Servant to view the business with a certain amount of suspicion, intermingled with his gratification.

Can it be possible that a newspaper, which has taken its full share with others in urging economy that has resulted in deplorable conditions in the Civil Service, now intends to expose those conditions? It certainly seems so. The second of the two articles which have appeared up to date indicates that the writer has intimate knowledge of his subject. At one blow he lays bare a grievance that has troubled Staff Sides for many a long day, and regarding which Service rulers, brow-beaten by Press agitation for economy, have turned a deaf ear. Office accommodation in many Civil Service departments is disgraceful. It is not usually the departmental chiefs who are to blame for this, but the people who control finance. Publicity, therefore, is about the only means for securing reform, and if what has now been published is taken as much to heart as are Press denunciations of the Service, then reform cannot be far off. We can take our hats off to any newspaper which can achieve this for us.

There are, however, many other aspects of Civil Service conditions crying out for justice. It will be interesting to see how far our new-found champion will venture.

* * * * *

In connection with recruitment of the Officer Grade—an open competition for 50 vacancies is announced for May 22nd—a special meeting of the Promotion Board was held on February 23rd to hear evidence, from deputations appointed by the various Associations concerned, for and against filling vacancies by promotion from other grades in the Service.

Messrs. Merron, Sutton and Powell attended to plead the cause of the Waterguard. Representations were also made by the Women Pension Officers' Association, the Civil Service Clerical Association, and the Customs and Excise Federation.

Recently, in the "Journal," one or two writers have expressed the opinion that the P.S.A. representatives are wrong in claiming these promotions for the Waterguard. Evidently it is expected that because the Association cannot succeed in getting Landing and Shipping duties handed over forthwith, we should adopt an attitude of splendid isolation, whilst other grades are busily placing their people in posts which logically belong to the Waterguard. Such inaction would be both foolish and dangerous, and would certainly not be in accordance with the general opinion of the members.

It should be clearly understood that promotion to the Officer Grade is quite a separate issue from Landing and Shipping, and is not in any degree being substituted for it. The situation is readily understandable to anyone conversant with general Service politics. It arises out of the application to the Customs and Excise of the generally-adopted principle of fluidity. Parochial views of the matter are likely to be at fault.

One contributor to the "Journal," after arguing that Waterguard Officers were quite up to standard for taking over Landing and Shipping work, immediately proceeded to argue that the possible half-dozen we might succeed in promoting to the Officer Grade would leave the Waterguard impoverished, and denuded of the necessary talent. Surely there is lack of logic here? P.S.A. policy is to impress the fact that even twenty dozen could be taken in this way with no resultant undermining effect on the quality of the remaining staff.

Another contributor appears to think that our representatives on the Customs and Excise Joint Committee need chastising for their handling of this subject. He asserts that "reserving a percentage of vacancies is no part of P.S.A. policy," and he then mixes the issue with that of Landing and Shipping. To look after the interests of members is permanent policy for the Association. The Joint Committee representatives have done that on this occasion. Anyone who imagines that their action will be detrimental to the larger issue has entirely failed to grasp the situation. Proof of this will be given at the forthcoming Conference. Before criticising the actions of Joint Committee members, it is always wise to obtain ALL the facts arising from Committee discussions. A study of recent Conference reports would show that our representatives are carrying out instructions to the very letter.

* * * * *

The Ministry of Labour Staff Association is up in arms against the methods adopted for recruitment of the Third Class Officer Grade. There is evidently something wrong. The vacancies in this Grade, less than 20 in number, have been thrown open to the whole Service. Applicants have been so numerous that the task of dealing with them is likely to be lengthy. The chances of success are estimated at one in 2,000.

The Association wants to know why capable and experienced men already in the Department could not be promoted.

Many members will learn with regret of the sudden death of Mr. C. Agar, late Mate-in-Charge at Middlesbrough. Mr. Agar will be re-membered in connection with his unfortunate accident some years ago, when he lost both his feet. Through the Waterguard Federation he was provided with a "Dayton" hand-propelled tricycle.

This tricycle is now offered to anyone in the Department who might have need of such an article. Failing an applicant from this quarter, Mr. Agar's relatives intend giving the tricycle to some hospital. The generosity of this offer will no doubt be greatly appreciated, and particularly by those who know the history of the case.

The General Secretary P.S.A., 15 Beer Lane, London, E.C.3., will supply full particulars to any applicant.

General Order 2/1928, which requires declarations from intended wearers of imported silk garments when duty is paid on the alternative basis, seems to be disturbing many officers. The chief difficulty is regarding such articles imported by ships' crews. The amount of silk duty collected from crews is not large, but the transactions are numerous. If every seaman paying duty by weight must provide the written declaration, duly signed, then the Preventive Officer is going to be severely handicapped on many occasions. In addition to spending a great deal of valuable time in obtaining the necessary documents, he will find himself with sheaves of declarations to worry him when squaring up the Blue Book. It is quite possible for one person to require half-a-dozen declarations.

The general idea is that some duty limit should be fixed for crews, below which declarations would not be necessary. Such a measure would not defeat the object of the new regulation.

The enterprise of the Educational Committee is once again in evidence. Having heard of the resolution to come before the next Annual Conference, regarding the inclusion of Group men (G.O. 27/1923) in one examination, the Committee have sent out circulars to all the officers concerned, pointing out the advantages of tuition, and the importance of being prepared.

No one, of course, can foretell the fate of that resolution, and therefore the advice of the Secretary to the Committee is to take no chances. No matter what happens, a course under the V.E.S. is well worth taking.

Elections for A.P.O. Councillor are now proceeding in the Liverpool and Scottish Areas. The closing date is the 16th March. It is urgent that there should be a large poll in order to avoid any possibility of having to do the whole business over again owing to indecisive voting. As soon as the result is known it will be necessary for the Council to elect an A.P.O. to the Executive, and as there is likely to be an Executive meeting early in April, there is no time to be lost.

The London Waterguard local Whitley Committee have met the Official Side and discussed the staffing

proposals for the port. It was not, of course, expected that this matter would be settled at one meeting. The question now stands adjourned to allow the Staff Side to fully consider the Official proposals.

There is one point in the proposals providing for what is practically the abolition of row-boats on the Thames. The Staff Side will have no difficulty in agreeing to that.

Those Districts interested in the re-organisation of Association Areas and Districts will be glad to hear that the sub-committee on this subject have practically completed their task. Proposals will be submitted to the Executive shortly, and these will probably include a suggestion to increase the Council by four members. The method of election for these additional members is expected to be on novel lines, calculated to solve, in some measure, the problem of those Districts who fail to get direct representation under present conditions.

It is announced that a Promotion Board meeting will take place on the 14th March, in connection with filling the post of Advising Officer, and any consequential vacancy in the Launch Service.

A PROGRESSIVE SERVICE INSURANCE SOCIETY.

The United Kingdom Postal, Telegraph and General Civil Service Benevolent Society has recently received its Actuary's Report for the Quinquennium ended 31st December last.

The surplus funds disclosed amount to £60,940. This is sufficient to permit of the benefits being increased by:—

7	per cent.	in Section A.
10	" "	" " B.
10	" "	" " C.

The members must be gratified at the sound progress the Report indicates. There is a great future for this Society, which is solely conducted by Civil Servants for Civil Servants. It is the only Society of its kind catering for the General Civil Service.

The various types of insurance offered are of a nature specially applicable to the needs of the Civil Servant, and in one instance particularly for those who are forced to premature retirement through ill-health. There is a House-Purchase Scheme of outstanding merit open to members, allowing an advance of 95 per cent. of the Survey Valuation, repayments of principal and interest being spread over a period of 10, 15, or 20 years.

Most Government Departments have a Local Secretary, but the Central Office is at 19, Surrey Street, London, W.C.2.

WAYFARER.

Preventive Staff Association

Head Office:

Thames Chambers,
13, Beer Lane,
London, E.C.3.

Telephone ROYAL 4279

President: E. P. Madden

General Secretary: J. Merron

Organising Secretary: J. T. Sutton

Assistant Secretary: W. H. Powell

NOTICE TO MEMBERS.

LIVERPOOL AREA.

Election of A.P.O. Grade Councillor.

The A.P.O. members stationed in the above area are hereby informed that the following members have been nominated for the position of A.P.O. Councillor:—

Mr. A. E. Farmer;
Mr. J. C. O'Shea.

The ballot papers have been circulated, and they should be forwarded in sufficient time to reach the undersigned at 13, Beer Lane, London, E.C.3, on or before the 16th of March.

The previous election having been declared void, the votes then made will be disregarded in this election. Each member should understand, therefore, that he is required to vote afresh.

I trust that all the members will vote on this occasion, and ensure a decisive result. Ballot papers may be sent direct, and if the envelope is not sealed, only $\frac{1}{2}$ d. postage is required. They may also be sent via the District Officers.

The short notice given for the return of ballot papers is necessary in order that the candidate elected may be eligible for the election of an A.P.O. representative on the Executive, which takes place immediately this election is completed.

SOUTH COAST AREA.

Election of P.O. Grade Councillor.

The members stationed in the above area are hereby informed that Mr. B. J. Herrington was successful in the recent election for the position of P.O. Grade Councillor.

For the Executive Committee,
J. T. SUTTON,
Organising Secretary.

SWANSEA

A well-attended meeting was held at the "Market" Cafe, Oxford Street, Swansea, on February 15th. Officers from Swansea and Port Talbot were present, Mr. J. S. Powell, of Port Talbot, occupying the Chair.

A question on the subject of Deck Cargo was left in abeyance pending the return of the Collector.

The ruling of the E.C. on Pay for Age was considered.

Discussing Promotion by Merit (A.P.O. to P.O.), it was proposed that the original proposition be carried, with a proviso that ten years of service be the minimum, and with the addition that a plebiscite of A.P.O.s throughout the U.K. be taken.

The Leith scheme was ruled out.

The desire was shown by the meeting for the continuance of the fortnightly appearance of the "Customs Journal."

The meeting was considered to be a very successful one.

LEITH.

At a meeting held on Wednesday, February 29th, Mr. Gordon presided over an attendance of 13 members. Three members from outports were present. Comments were made on the small attendance when so many important subjects were open for discussion, and it is hoped that in future there will be a marked improvement in this respect.

It was agreed to support a resolution put forward for an additional Assistant Preventive Officer at Granton. The Waterguard Sub-Committee is to be informed.

Owing to the small number of members present, it was decided to adjourn further discussion on the subject Promotion by Merit until a more favourable occasion.

It was decided to request a continuation of the fortnightly issue of the "Customs Journal."

Several items of local interest were discussed. A vote of thanks to the Chairman brought an interesting meeting to a close at 10 p.m.

LONDON.

It seems to be a generally accepted rule for District meetings to commence some time after the hour fixed. This is not peculiar to any particular port, and, indeed, the half-hour or so spent in general conversation can seldom be said to have been wasted. An atmosphere is created by the discussion of matters of mutual interest, which is of distinct advantage to the serious business which follows.

The meeting on February 27th at the St. Katherine Dock Hotel was necessarily restricted to matters affecting the port. All Districts have a strong domestic side to their discussions, and on this occasion the business of the District was sufficiently strong to make it impossible to discuss matters of general Association interest. These will have to be disposed of at a subsequent meeting.

The Chair was taken by Mr. T. O. Hughes, and in the absence of the District Secretary, Mr. Spear was appointed Minute Secretary.

Mr. Sutton, Vice-Chairman of the Local Whitley, explained the Official Side proposals for the re-scheming of the port. There will be a meeting between the Official and Staff Sides within a month to discuss the subject. Treasury sanction will probably have to be sought before the scheme can come into operation, in view of the fact that there may be an increase in the establishment figure for launch service ratings consequent on the abolition

of rowing boats in the port. The scheme was thoroughly discussed, each station being taken into separate consideration.

The scheme as presented by the Official Side, did not entirely meet with the agreement of the meeting, and the Staff representatives were instructed to bear the points in mind when engaged in negotiations.

The report of the London Port Committee was received, and after debate, was referred back for further consideration.

The position of officers on reserve duty occupied the attention of the meeting. It has been the custom to place the junior members of the grades on reserve duty, with the result that some members of the staff have had no definite station for two years or more. Reserve duty in London is unique in the amount of inconvenience involved, and the future holds out the promise of reserve periods being substantially increased. A system is sought whereby a rotation of reserve duty may be inaugurated. The principle of rotation was agreed to, and the question was referred to the Port Committee for immediate attention.

The visit to the Working Men's College was reported, and members were invited to enrol for the class that the College is willing to set up on the subject of Police Court Procedure, Summary Proceedings, and points as they affect our own particular Department. It was announced that 17 names have already been handed in.

An auditor was elected for the P.S.A. annual accounts, the choice falling upon Mr. A. N. Lake, P.O., who will carry out his duties in conjunction with an A.P.O. from Gravesend.

The auditors elected for the "Customs Journal" accounts were Messrs. A. T. Tarrant and R. G. Salmon, who will also audit the District accounts.

IMPERIAL SERVICE MEDAL.

At the Custom House, Cardiff, on February 9th, Mr. G. S. Selley (late Preventive Officer) was decorated by the Collector with the Imperial Service Medal for meritorious service.

The presentation was made in the presence of the Waterguard Superintendent, the Chief Preventive Officer, and many of Mr. Selley's late colleagues. General testimony was made of his sterling qualities, his good humour and his outstanding ability. Mr. Selley, in a telling speech, expressed thanks for the honour conferred upon him, and recounted interesting reminiscences of the older days in the Service.

Mr. Selley entered the Customs Service in 1892, and he has spent the whole of his official career in South Wales. Unfortunately he has suffered serious illness recently, so much so that he was unable to complete his service. Since his retirement his health has much improved, and his friends all wish him a speedy and complete recovery.

LANDING AND SHIPPING.

By "VAGRHETH W."

Without wishing to criticise unduly the P.S.A. policy, one is inclined to the opinion that their claim for a percentage of vacancies in the Officer Grade is not in the best interests of the Waterguard.

Our policy should be on the lines indicated by Mr. Sheehan—exposure of the existing system. Entrants to the Waterguard immediately observe the unnecessary duplication, and the utter lack of co-operation in the official duties at present performed by the Officer and Preventive Officer Grades.

This, obviously, is not economically sound, either from a financial or an efficiency standpoint.

One could quote numerous cases supporting this statement, but suffice it just now to make this statement of fact.

Has it occurred to Waterguard Officers that the introduction of the Clerical Class at approximately half the salary of the Officer Grade, may probably mean that either the Board or the Treasury have recognised that the bulk of the duties of the Officer Grade do not warrant the salary paid? Although not in possession of actual figures, it is understood that about 2,000 posts are being allotted to the Clerical Class, which means practically that the Officer Grade will be reduced approximately by one-third. While this process of assimilation is proceeding, our claim for the Landing and Shipping duties is automatically weakening.

We have also to consider that the Old Age Pension work, which, by the way, constitutes a large proportion of units on an Excise station, will be transferred in the near future to the Ministry of Health. One can only guess at the approximate number of officers and stations affected, but it is sufficient to recognise that the C. & E. Federation realise the importance of the transfer and are bitterly, but hopelessly, one imagines, opposing it.

This in effect forecasts a hard fight before us to achieve success in claiming anything which affects either of these grades.

That the C. & E. Federation is a body which, if not actually officially feared, is very much officially recognised, is a fact we all know. Are we to look on while the Clerical Officers' Association within this Department gradually assumes the same powerful proportions, or are we to make a just claim for the Landing and Shipping duties before this latter Association convinces the Board of the necessity of their expansion and our limitation by claiming these duties themselves—and probably some of ours—and incidentally confining us to elementary preventive duties?

EXAMINATION FOR PROMOTION TO THE RANK OF PREVENTIVE OFFICER.

6th MARCH, 1928.

		Total Marks obtainable.	
Total marks obtainable for this paper -	690	Paper I -	600
		Paper II -	400
		Oral -	400
		Total -	1,400

FIRST PAPER.—Time allowed, 3 hours.

10 a.m. to 1 p.m.

Questions 1 and 2 must be taken, but of the remaining Six only Four are to be taken.

Each of the last six Questions carries an equal Number of Marks.

1. Write a report to your Superior Officer on **ONE** of the following incidents, stating *fully* your proceedings and what you, as a Preventive Officer, considered it necessary to do:—

(a) The master of a vessel lying on your station informs you that the storeroom containing the ship's "surplus" stores and also stores shipped from bonded warehouse the previous day has been forcibly entered and a quantity of the stores abstracted. You find that the master's statement is correct and that there is a discrepancy in respect of Tobacco (Cav.) and Brandy.

(b) At 8 p.m. the Dock Police inform you that they have found 600 Cigars (6 boxes) in a taxicab about to leave the Dock and, that the driver, who is being detained pending your arrival, states that the six boxes were handed to him by the Chief Officer of a certain steamer lying in the Dock for delivery at his address. You satisfy yourself that the cigars (9 lbs.) are the property of the Chief Officer and that they had been concealed by him on board the vessel.

2. Describe *fully* what action you would take, as a Preventive Officer, in dealing with the following cases:—

(a) During the search of the forepeak of a steamer you discover a case containing five revolvers and 1,000 rounds of ammunition owned by the 2nd officer.

(b) A vessel arrives on your station flying the prescribed signal that she is an "infected" vessel.

(c) On discovering a quantity of Tobacco concealed under a false bottom of a trunk owned by a passenger who states that he is an Army Officer on leave from Gibraltar.

(d) The master of a vessel which is about to sail for a Foreign port produces to you for shipment a quantity of dutiable stores for which no documents have been received.

3. (a) Describe *fully* your procedure in clearing inwards a British vessel from Marseilles with stores under official seal and proceeding coastwise in ballast.

(b) Under what conditions would you allow a passenger from Foreign to take delivery of arms and ammunition produced by him?

(c) What is a "Cargo book" and what particulars are required to be entered therein?

4. (a) Detail the procedure to be followed in connection with the receipt of duty from a passenger.

(b) Assuming that you are not, without further enquiry, prepared to accept of a passenger's declaration on Form 129 in respect of silk apparel, state *fully* what action you would take.

(c) Under what conditions may straw from a prohibited country and used as dunnage be landed? What special measures are to be taken to prevent the landing of any dunnage straw remaining in the holds at clearance inwards of a vessel?

5. (a) State the procedure to be followed in dealing with a passenger who is in transit to a Foreign country and who produces a package of merchandise (free) and a quantity of cigars for personal use in excess of his duty free allowance which he desires to take with him to the port of embarkation.

(b) Under what circumstances and in what quantity would you allow a member of a ship's crew from New York to land Tobacco without the payment of duty?

(c) On what basis is the fine to be calculated when cigars declared and produced as personal effects by a passenger are packed:—

(i) With other articles;

(ii) Alone in a separate package.

6. (a) A Navy man produces to you on landing a perique of Tobacco (not exceeding 14 oz.), which is covered by a Naval landing pass and states that he is proceeding on seven days' leave. Detail your procedure in dealing with the case.

(b) How would you proceed to ascertain the tonnage of oil fuel carried in the double-bottom ballast tanks of a vessel and not included in the registered tonnage?

(c) Under what conditions would you permit the master of a vessel inwards from Hamburg to transfer his ship's dog to another vessel loading in the same dock for South America and what action would you take in connection with the transaction?

7. (a) Under what circumstances would no action be taken in respect of the vessel of which a responsible officer is detected smuggling?

(b) What are the requirements to be fulfilled by the:—

(i) Master of vessel,

(ii) Importer,

in connection with an importation of a cargo of iron ore for discharge at an approved place; and

(iii) what action falls under the regulations to be taken by the Station Preventive Officer in respect of the cargo?

(c) How would you deal with Tobacco produced by the crew of a fishing vessel on return from the North Sea fishing grounds? What action would you take on discovering $\frac{3}{8}$ lb. of Cavendish Tobacco concealed and for which an owner could not be found?

8. (a) Under what circumstances may cinematograph films imported in passenger's baggage be admitted free of duty?

(b) State what documents you would require to be produced at the shipment of stores:—

(i) Ex Customs warehouse at another port?

(ii) On drawback?

and the action you would take for the safeguarding of Revenue interests.

(c) What action would you take if prohibited plumage was produced or came under your notice in the course of examination of a passenger's baggage?

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6th MARCH, 1928.

	Total Marks obtainable.	
Total marks obtainable for this paper - 400	Paper I - 600	
	Paper II - 400	
	Oral - 400	
	Total - 1,400	

SECOND PAPER.—Time allowed, 2 hours.

2.30 to 4.30 p.m.

All Questions to be taken.

1. A passenger from Hamburg produces and wishes to pay duty on the following personal effects:—

- 9 boxes of Cigars, each 1 lb. 9 oz. gross, and 8 oz. tare.
- 13 tins of Cigarettes, each 4 oz. net.
- 2 bottles of Liqueurs, each containing .11 gall.
- 2 lb. Cavendish Tobacco.
- 2 new Silk Shawls weighing 1 lb. 3 oz., and valued at £8.

How much would he have to pay to obtain delivery of the goods? You are satisfied the shawls are not intended for sale.

2. Calculate the single, double, and treble duty-paid values of the two following seizures:—

- (i) { 4 periques of Tobacco, each 14 oz. net.
3 bottles of Rum, each .16 gall., at 9 U.P.
23 lb. of Havana Cigars.
2 reputed qt. botts. of Sparkling Champagne.
- (ii) { 13 ounces of Saccharin.
8 bottles of Perfumed Spirits, each .07 gall.
2 botts. of Brandy, each .16 gall., at 8 U.P.

3. (a) Define the term " Heavy Wood goods " as used in reference to deck cargo.

(b) A British vessel arrives from Montreal with the following as deck cargo—

- 14 Ponies.
- 31 Mules.
- 78 Oxen

and a quantity of timber, measuring—

Mean Length. Mean Breadth. Mean Height.

Section 1 .. 87 feet	41.3 feet	6.9 feet
Section 2 .. 61 feet	31.2 feet	5.7 feet
Section 3 .. 13 feet	4.7 feet	2.9 feet

Under Section 1 there is a hatch measuring 35 feet x 19 feet x 3.9 feet, and under Section 2 deck fittings of a cubical capacity of 16.7 feet.

Calculate the total tonnage of the deck cargo and state what forms would be prepared and to whom delivered and where the tonnage would be recorded.

4. The master of a vessel from Marseilles has declared the following goods on List 142:—

- 3 boxes of Cigars, each 11 oz. net.
- 1 1/2 lb. of Cavendish Tobacco.
- 3/4 lb. of Tobacco, other sorts.
- 3 bottles of Perfumed Spirits, each .03 gall.
- 3 reputed quart bottles of Port Wine, n.e. 420

He is severing his connection with the ship immediately on arrival and wishes to land the goods with his effects. What amount would he have to pay to obtain delivery?

5. A passenger from Algiers declares and produces:—

- 4 lb. of Cavendish Tobacco.
- 3 lb. of Cigars.
- 3 reputed quart bottles of Still Wine, n.e. 250

On examining his baggage you discover 1 1/2 lb. of Cigarettes and one bottle of Liqueurs containing .11 gall. The passenger admits concealment and elects to make a deposit.

Calculate the amount he would be required to pay assuming that he wishes to take delivery of the goods declared and produced.

6. A Naval rating on landing produces to you—

- 1 perique of Tobacco (14 oz. net).
- 1/16 lb. of Cigarettes.
- 1 1/2 lb. of Navy Cut Service Tobacco covered

by a Naval landing pass, and states that he is proceeding on 14 days' leave.

What amount would he be required to pay to obtain delivery of the goods?

HULL PROSECUTIONS.

At the Hull City Police Court on February 6th, the donkeyman of the S/S. Hoar from Copenhagen was charged with concealing 4 1/2 lb. Cav. tobacco and 1/2 lb. O.S. tobacco. He pleaded guilty and was fined £5, and 10 - interpreter's fee, or 30 days' imprisonment. The fine was paid. The goods were discovered in the linings of the offender's berth by Mr. S. Bradley, A.P.O., who, with Messrs. Thompson and Chapman, were the rammage crew under the supervision of Mr. Hasnip, P.O. Mr. Baker, C.P.O., prosecuted.

At the same Court on February 8th, the fourth engineer of the S. S. Sharistan from Bombay was concerned in smuggling 3 1/2 lb. cigars (O.S.), 12 1/2 lb. cigars (Havana), 4 pairs ladies' silk stockings, 1 silk jumper, and 14 1/2 gall. liqueurs. The charge was proved, and he was fined £9 1s. The fine was paid. Mr. Baker, C.P.O., conducted the case. The goods were found in the lower between-decks, among firebars, by Mr. S. Every, A.P.O., under the supervision of Mr. A. H. Gower, P.O.

At the same Court and on the same date, an A.B. on the S. S. Geheimrat Mahn from Danzig was charged with concealing 32 lb. O.S. tobacco and 1.20 proof gall. brandy. The charge was proved, and offender was fined £25 17s. 7d. and 10s. interpreter's fee, or in lieu two months' imprisonment. Mr. Burkey, C.P.O., was in charge of the case. The goods were found concealed in sacks under the stek-hold plates by Mr. J. Shooter, A.P.O., under the supervision of Mr. R. A. Crooks, P.O.

SMALL PORT WORK

By "VAGRHETH"

REGISTRY OF SHIPPING—continued

WHEN all the documents necessary to initial registry are to hand, the Registrar must carefully scrutinize them to see that they are prepared in the correct form; that the owner is entitled to own a British ship; and that the full history of the ship from the time she left the builders until she came into the hands of the owner applying for registry is covered by documents of sale or transfer.

The fees for initial registry are set out in the Table of Registry Fees Book. A receipt is issued from the Registry Fees Receipt Book, and the money brought to account by R.O.D. Entry as an appropriation in aid of vote. The chief documents of the Registry, *i.e.*, Board of Trade Survey Certificates, Declaration of Ownership, Builder's Certificate, and any Bills of Sale, are entered in the "Deeds Book," the precise minute and date of receipt being entered. The disposal of the documents, the amount of fee, and receipt number are also entered in this book. Surveys form 51 is returned to the Board of Trade, and any Bills of Sale, after noting thereon date and hour of registry, are returned to the owner, a receipt being obtained where possible. The remainder of the documents are filed with the ship's registry file.

As I have already indicated, the entries in the Register must be done with great care, and it is a good plan to enter the particulars of Registry in pencil first, and, after carefully checking the respective entries, to ink in afterwards. A transcript of the Registry is then sent to the Registrar-General of Shipping and Seamen on form 19. The ship's Certificate of Registry is then prepared from the entries in the Register, and forwarded to the owner. The vessel's name and number is also entered in the Index Book of Ships Registered. As every ship must have a manager, or ship's husband, a memorandum is sent to the owner for him to nominate on the form a person in that capacity. Very often with small vessels the owner is also the managing owner. The appointment of a firm cannot be accepted—it must be an individual.

There is nothing under the Act to compel registry, nor is any fine inflicted for failure to do so, but the inducements to register are so strong that practically it becomes essential to do so. A ship that has not been registered is not entitled to British protection, nor is a vessel allowed to carry goods from one port to another without a Customs Clearance and Transire, and Clearance or Transire is never granted for unregistered ships. It will be seen that in the few benefits mentioned it is almost a case of "Hobson's Choice" for the shipowner to register his ship.

The life of a ship from its birth to its death is recorded at the port of registry. Every change of owner, every transfer of shares, and every structural alteration involving change of tonnage or means of propulsion is recorded in the "History Book" of ships. These amendments and additions to the register are known as "transactions subsequent to registry." Apart from changes in tonnage, etc., the chief transactions are those in connection with the sale or mortgaging of a vessel or parts of a

vessel. It should be explained here that every ship is divided into sixty-four shares. One share can be owned by several persons, but not more than five owners may be registered as the joint owners of shares. Sixty-four individuals are entitled to be registered at the same time as owners of one ship, subject, of course, to the provision as to joint owners, or owners by transmission. A person can be registered as owning one or more sixty-fourth shares in a ship, but not more than five joint owners of one or more sixty-fourth shares can be registered. A company can be registered in its corporate name as owner of one or more shares, but no person or corporate body may be registered as owner of a fractional part of a share. It will be seen that any transfer or mortgage must be transacted in complete sixty-fourth shares only.

If shares in a ship are sold or transferred, the transaction must be covered by Bill of Sale or Certificate of Sale. These forms are prescribed by the Board of Customs and Excise and, excepting in the case of transfers prior to registry, no other form is to be accepted without official sanction. If Bills of Sale prior to Registry are presented, they are to be retained and filed, but Bills of Sale subsequent to registry are to be entered in the Register, endorsed, and returned to the owner. At this stage it might simplify the explanation if an ordinary case of transfer is described. John Brown is registered as owner of ten shares in the *s.v.* Mary, and he wishes to transfer these shares to his son Harry Brown. The Bill of Sale, duly completed, is presented to the Registrar, who carefully scans it, checking whether John Brown is registered as sole owner of the ten shares, and whether there is any mortgage affecting the shares. If the document is in order, the fee for the transaction is requested. The fees for transfer of shares are given in the fees book, and the charge in this particular case would be upon the number of tons resulting from ten sixty-fourths of the gross tonnage of the vessel. The money is brought to account in the same manner as for initial registry, and the receipt and despatch, etc., of the Bill of Sale entered in the "Deeds Book." The transaction is entered in the Register showing the transfer of shares, and on the summary side of the Register is recorded, in terms of shares, the new ownership and re-allocation of the sixty-four shares in the ship. The Bill of Sale is endorsed with the date and hour of registry, signed, and returned to Harry Brown. The Registrar signs the entry in the Register, usually under columns 6 and 7, and prepares and forwards a transcript of the transaction on form 20, which is forwarded to the Registrar-General. In the case of the transfer of shares jointly owned, the joinder of all the registered owners must be obtained before any transfer can take place. A Bill of Sale of this nature becomes more complicated, but numerous examples and specimen entries of all kinds of transactions may be found in the copious illustrations given in the appendices of the Book of Instructions to Registrars of Shipping.

(To be continued.)

Correspondence

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.

APATHY AND ITS CAUSE.

Sir,—In the last issue of the "Journal" letters appeared from two correspondents in entirely different districts.

These writers, one of them a Councillor, bewailed the fact that attendance at Association meetings was by no means what it might be, showed distinct apathy on the part of members towards Association work, and gave Councillors little or no idea as to the views of their constituents.

Is it to be wondered at that members begin to show apathy?

Since the 1925 Conference, the net result of Association effort is the promise of a mackintosh and an electric handlamp. Waterguard claims regarding salaries and leave continue to be side-tracked on one excuse or another, while, after two years, we are still waiting for a simple matter such as Monthly Pay for A.P.O.s to be definitely settled, and for the promised new scheme of Promotion by Merit from A.P.O. to P.O., to be placed before us.

Another Annual Conference is almost upon us now and it is time the hands of our Councillors were forced. Let them get matters which have been on the Agenda for years past finally settled before they tie themselves in a knot with new items.

Unless we can get some better results from the Conference, it is time we stopped sending representatives to London. It's a sheer waste of money. Our subscriptions for the last three years would pay for a mackintosh and handlamp "and then some."—Yours, etc.,

DISGUSTED.

THE SUPER-FARCE.

Sir,—With the subject of Landing and Shipping so prominent at present an experience that recently came my way will probably be of interest.

Vessels frequently arrive at a sub-port twenty miles up the river from here with cargoes of super-phosphates from the Continent, and are boarded here before proceeding. On the last day of discharge, and only then, an A.P.O. is sent to examine the cargo and clear the vessel inwards.

In this instance 3,500 bags were for discharge at the sub-port first, and then the vessel came here to complete discharge of 1,000 bags.

When the master reported, frantic messages were telephoned to me, including one from the Collector himself, to ensure that the report was immediately handed over to the Landing Officer here when the discharge of the part cargo at the sub-port was completed, and a note was attached to the report so that I should not forget.

The vessel duly arrived here and a Watcher stood by during the whole of the remainder of the discharge and, of course, the Officer made his examination, and I rummaged and cleared inwards.

What a tragedy it would have been had the remaining cargo been examined by the Waterguard when already more than two-thirds had been discharged, and only one visit by an A.P.O. for examination.

No wonder "Interested" seeks an explanation of why they will not shed their minor responsibilities.—Yours, etc.,

"GENT."

THE FAILED A.P.O. PROBLEM.

Sir,—With reference to "Observer's" letter in the last issue of the "Journal," regarding his suggestion to the Board of another outlet for failed A.P.O.s as Preventive Officers II, it is commendable of him, as of anyone else, to try to find a satisfactory solution of that problem, but at the same time I thoroughly disagree with his suggestion, as to my mind promotion by recommendation is a very bad system. An A.P.O. may perform all his duties in a satisfactory manner and be a reliable and capable officer as such, or he may have no ambition whatever, and to get through his duties with the minimum of trouble is all he cares about. Well, I question whether a Collector or Waterguard Superintendent should have it in his sole power to recommend either for promotion; such a system would be most bitterly discussed amongst the Staff as to why so-and-so should be promoted and somebody else left on the shelf. It would lend itself to favouritism, for provided you make yourself agreeable to the C.P.O., who would naturally report to the W.S., you would be alright for promotion; likewise all failed A.P.O.s in the C.P.O.'s or W.S.'s office would naturally be promoted. No! promotion by recommendation is no solution of the failed A.P.O. problem.—Yours, etc.,

"OBSERVANT."

REPLIES TO CORRESPONDENTS.

"PUZZLED."—(1) Certainly! But there is need for the exercise of great discretion. Note the reference to a constable. You should also bear in mind the fact that there are often private residences and offices on dock premises.

(2) Yes, if the offender and master concerned are still on board. A case of this kind happened in London a few months ago.

(3) See next issue.

"NON-PLUSED."—Light wood goods carried on top of a bridge deck space, during the winter months, constitute an infringement of the regulations when that space is not included in the ship's registered tonnage.

UNEMPLOYMENT INSURANCE.

The following has been received on this subject:—
Sir,

The Lords Commissioners of His Majesty's Treasury have had under consideration the effect of Section 15 of the Unemployment Insurance Act, 1927, in relation to the extension of paragraph (d) (as already amended) of Part II of the First Schedule to the Unemployment Insurance Act, 1920, to cover certain employment in any Government Department, including any department or office declared by a Minister of the Crown to be under his ultimate control.

2. Under Part II (d) of the First Schedule to the Act of 1920, as amended, employment in any Government Department may be excepted from the compulsory provisions of the Acts relating to unemployment insurance where the Minister is able to certify that the employment is, in his opinion, having regard to the normal practice of the employer, permanent in character, that the employed person has completed three years in the employment, and that the other circumstances of the employment make it unnecessary that he should be insured under the Act.

3. Their Lordships propose, having regard to the interchangeability of "P" Class Clerks, to make application to the Minister of Labour for the grant of a certificate of exception under the above-mentioned provision of the Acts to cover individual members of this Class in whatever Department in Great Britain they may be employed. The certificate cannot, however, become operative in any individual case earlier than the completion of three years' employment from the date on which formal notification was served of appointment to permanent non-responsible status.

4. In all other cases where, in the opinion of Departments, classes are employed whose employment similarly appears to fall within the terms of the provision, it will be necessary for the Departments themselves to make application direct to the Minister of Labour for the issue of certificates of exception. Contributions will, however, continue to be payable in the case of (a) all employees before the date of such certificates; (b) all employees in classes not covered by the certificates; and (c) employees in classes covered by the certificates before the date on which they are actually identified in accordance with the terms of the certificates.

5. I am to add that, in order that a certificate of exception, when granted, may become operative in the case of an individual employee, it is necessary that when he satisfies all the conditions attaching to the exception he should be identified by the employing Department as an excepted employee.

Instructions as to the precise method of identification to be adopted will be communicated to Departments by the Ministry of Labour if and when a certificate of exception is issued. A certificate will take effect only as from the actual date on which the formal identification of individual employees concerned is effected, and in no circumstances can this be retrospective.

6. Their Lordships understand that it is the intention of the Government of Northern Ireland to introduce a measure to provide for a similar amendment of the Unemployment Insurance Acts in Northern Ireland. An application will be made by their Lordships to the Ministry of Labour (Northern Ireland) for the grant, in the event of the proposals being enacted, of a certificate of exception to cover individual Clerks "P" Class serving in Departments in Northern Ireland. Departments which have members of other classes in Northern Ireland whose employment appears to fall within the terms of the provision should apply to the Ministry of Labour for Northern Ireland for the issue of certificates. The conditions of paragraphs 4 and 5 of this Circular relating to the payment of contributions and the identification of each employee will apply also in Northern Ireland. The Ministry of Labour for Northern Ireland will be prepared to entertain applications for certificates of exception at once, so that, in the event of the Bill becoming law, the certificates may, if granted, be issued with effect from the same date as in Great Britain.

I am, Sir,

Your obedient Servant,

R. R. SCOTT.

FATAL ACCIDENT AT CARDIFF.

It is with the deepest regret that we have to report the death of Mr. G. H. G. Fox, who was serving at Cardiff as an Assistant Preventive Officer.

Mr. Fox was attached to a rummage crew on board the steamer "Maria Rosa" on Saturday, February 26th, and fell into a coal bunker, falling about thirty feet. He sustained serious injuries, and was removed to the Cardiff Royal Infirmary in an unconscious condition, passing away on the following day at 7 p.m.

At the inquest held by the Cardiff City Coroner, no evidence was forthcoming which would throw any light on the manner in which Mr. Fox fell into the hold, and the doctor who examined him said that death was due to shock and concussion of the brain due to fractures of the skull. A verdict of Accidental Death was returned.

The funeral took place on Friday, March 2nd, and was attended by over forty of his brother officers from Cardiff, Penarth and Barry. Among those present were Mr. Marr (W.S.), Mr. Howell (C.P.O.), and Mr. Shearman (C.P.O.). All officers attended in uniform to pay tribute to their departed colleague who had, during his short period of service, established himself a firm favourite and a real gentleman. The sympathy of the staff is extended to his relatives and friends.

The Cardiff officers wish to gratefully thank the officers of Barry and Penarth who attended with them at the funeral.

GLEANINGS FROM THE PAST.

By "DIGGER."

(Extracted from the "Customs Journal" of July 30th, 1904.)

THE FATE OF CONTRABAND TOBACCO.

What becomes of the contraband tobacco seized by the Customs? According to a writer in "Macmillan's," the early practice was to bury it. This senseless waste was suspended for a time by the lappy idea of distributing the tobacco among the troops. This did not last long, and next we hear of the "Queen's Pipe," a huge receptacle which could turn "hundreds of tons into smoke in a few hours." Again the misgiving of the waste troubled the authorities, and they took to regarding the criminal lunatics in certain Government asylums. Any tobacco that was left over was ordered for the use of troops sent on foreign service. But that luxury seems to have been cut off once more, although the criminal lunatics still enjoy their pipes. One attempt was made to throw the contraband, when it was slightly damaged, on the market, but this caused an outcry from the tobacco trade. The whole story is a pleasing tribute to the intelligence which administers the public service.

To the Editor.

UNIFORM.

Sir,—When the Board of Customs some time ago announced their intention to grant uniform to the Preventive Officers, I must admit that I was inclined to look favourably upon such a change.

In this I was, I admit, included in a small minority of my brother officers at the port where I served. What a rude shock my optimism received; what a stirring awakening my idea has realised. The uniform may have been fairly well framed in its inception, but the wearer had not to wait very long before he discovered "all is not gold that glitters," and the highly-embellished Preventive Officer descends to a funny-looking, decrepit, untidy object of his past glory. The highly-polished blue cloth soon lost its brightness, the stiff iron-clad nature of the material encasing his authority transforms our little friend into a mummified spectacle, worthy of forming a guard over our glorified palaces of royalty.

But our friend, the Preventive man, soon finds out the truth of the fable associated with sewing with hot thread and needle. Presto! his seams soon burst asunder, his buttons, evidently placed there for useful ornamentation, bid the wearer adieu, and cutting as decent a figure as the mortifying circumstances permit, our newly-embellished official beats a hasty retreat to a more secluded and halloved spot, and offers up a prayer more forcible than biblical. The head-gear, worthy of crowning the head of a diver were it divested of the airy ventilators, might occupy our space indefinitely. Fancy encasing the weary brain of some of our P.O.s with a cap weighing ten ounces during the present tropical weather. The length and breadth of one's imagination to dwell on the sublime possibilities of our newly-installed uniform would exhaust your space and bore your readers, therefore I will leave this shoddy subject awhile.

Yours, etc., UNA.

PRESENTATION TO MR. C. BOYLE.

At the Masonic Hall, Rutland Crescent, Glasgow, on Thursday, February 16th, Mr. C. Boyle, formerly Preventive Officer at Clydebank, was presented with a gold wristlet watch to mark the occasion of his promotion to the rank of Chief Preventive Officer.

Mr. R. Galloway, C.P.O., presided, and in opening expressed regret on behalf of Mr. J. Brames, Waterguard Superintendent, at his inability to be present. Complimentary speeches were made by members of the staff from Glasgow, Clydebank, Troon and Greenock, and by Messrs. W. Stewart and J. McCarthy (retired Preventive Officers), after which the presentation was made by Mr. Galloway, who hoped it was the forerunner of higher honours in the Service.

Mr. Boyle, in reply, thanked the members present for the honour they had done him. The whole of his service had been spent on the Clyde, and he could justly claim to be Clyde built.

The remainder of the evening was spent in harmony, musical items being rendered by Messrs. W. Stewart, Courts, Boyle (Snr. and Jr.), Adams, Collins, Macrae, Shannon, Henderson, Houston and Niven. A "ballet dance" by Guard O. Collins and Comrade Houston, caused much amusement.

The proceedings concluded at 10.30 p.m. with the singing of Auld Lang Syne.

The arrangements for the evening were ably carried out by Mr. J. Henderson of Clydebank.

DUAL PRESENTATION.

MR. W. STEWART AND MR. W. MACKINNON.

The majority of the Glasgow and district staff were present at a gathering on February 10th at Mavisbank to wish good luck to two retiring Preventive Officers, Messrs. W. Stewart and W. Mackinnon.

Mr. Brames, Waterguard Superintendent, occupied the Chair.

Quite a number of the speakers had had the pleasure of a long acquaintance with both the gentlemen, and reminiscences were freely indulged in, the conditions of service in the old days forming a vivid contrast to those obtaining at present.

Mr. Murchie, who made the presentations, said that he hoped that the recipients of the gifts would be spared long life and health to enjoy their well-earned retirement, and that they would prove bad bargains to the Crown. Mr. Stewart received a suit-case and umbrella, and Mr. MacKinnon a chiming time-piece. Both, in thanking the staff for the gifts, spoke feelingly of their regret at severing official connection with their colleagues.

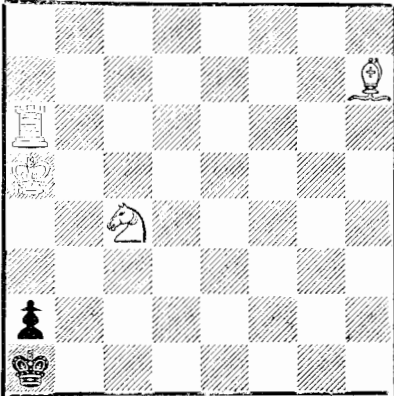
Mr. Brames, in conclusion, expressed the view that after the rough-and-tumble of Waterguard work, it might be necessary, in order to maintain their youthfulness, for them to adopt some suitable indoor hobby.

"For he's a jolly good fellow" was adapted to meet the occasion, and a vote of thanks to the Chairman terminated the proceedings.

WATERGUARD CHESS CLUB.

PROBLEMS, GAMES, STUDIES, etc.

Problem No. 10.



White to mate in two.

Solution to No. 9.

1. Q × P +. 1. P × Q (or K—R 1).
2. B × R.

End Game No. 2. Pawn Play.

Position: 8; p 7; 4 k p 2; P P 2 p 3; 8; 8; 4 K 3; 8.

Win by a sacrifice. White, with move, wins; Black, having move, wins by

- 1..... 1. K—Q 3, 2. P—R 6 (or K—Q 3),
K—B 4, gaining white Pawns.

1. P—Kt 6. 1. P × P.

- (else the Kt P queens, if 1..... 1. K—Q 2,
2. P × P.)

2. P—R 6. If 2. P × P, the Black K could come up in time to capture P after it had queened.

New Members.

Will officers intending to join the Chess Club please do so as soon as possible, as the competition for solving the problems appearing in the Journal is due to commence shortly. Further particulars of the competition will be given next issue.

Cup Contest.

Section 2, Round 5:—Mr. O. M. Williams, Ayr, beat Mr. G. Douglas, Liverpool (a). Round 6:—Mr. J. Hoare, Weymouth, beat Mr. S. H. Matthews, Newport (a); Mr. J. Terry, Liverpool, beat Mr. O. M. Williams; Mr. J. Smallwood, London, beat Mr. H. Ellis, Newport; Round 8:—Mr. A. Vigeon, Ridham, beat Mr. H. Ellis. Final Round:—Mr. H. Ellis resigns to Mr. J. Hoare, and in Round 7 to Mr. O. M. Williams.

WEYMOUTH ANNUAL DINNER.

The fourth annual dinner of the Weymouth Collection was held at the Hotel Edward on Saturday, February, 25th. The Chairman, B. C. Brambleby, Esq. (Collector), presided over quite a representative gathering.

Following the loyal toast, the Chairman gave the toast of "The Service," and said that we, as members, were really toasting ourselves.

A first-rate programme of music was provided by Messrs. W. H. Thompson, J. K. Robertson, J. T. Davies, W. C. Eagle (retired), J. E. Burt, and R. A. Probyn, interspersed with the toasts. Mr. W. C. Eagle was well to the fore again with his humorous songs "Sailors don't care" and "Mary took her 'calves' to the Dairy Show."

At the conclusion of the programme the Chairman thanked all present for their company, especially those who, at some inconvenience to themselves, had come from a considerable distance. A vote of thanks was accorded to those who had entertained, and also to Mr. C. D. Hearn for the splendid way in which he had worked to make the evening such a grand success; and last, but not least, to the staff of the Hotel Edward for the efficient service they had given. With "The King" a very happy, jovial and memorable evening came to an end.

SMOKING CONCERT AT CARDIFF.

A most enjoyable evening was spent at the Old Arcade Hotel, Cardiff, on 17th February, where a Smoking Concert, arranged by the Waterguard Social Committee, was held with great success.

Mr. Marr, W.S., presided, supported by Mr. Howell, C.P.O., over a very representative gathering. Many visitors, including colleagues from Swansea, Newport and Barry, and members of the Port Sanitary Authority, were present and were warmly welcomed by the Chairman.

The programme was of a very high standard, and was most enthusiastically received. Messrs. Harding and Hill were very able accompanists; Messrs. Tucker (entertainer), G. E. N. Griffiths and Crothers convulsed the assembly with their humorous items; Messrs. Evans and Bird performed with great distinction in duets for the one-string fiddle and piano; and songs were ably rendered by Messrs. Harding, Browne, Bugler and Warne.

Community singing was indulged in to the obvious enjoyment of all present.

Votes of thanks to the Chairman, to Mr. Howell, and the Organising Secretary, Mr. Warne, were received with rounds of applause and musical honours, and the evening ended with the singing of "Auld Lang Syne" and "The King."

In order to make room for the Examination Questions, it has been found necessary to hold over some matter to the next issue, and has delayed despatch.

EXMOUTH. (Devon) Furnished Apartments, bed and breakfast. Terms moderate 5 minutes from Station. 10 minutes from Sea. Mrs. D. Jewell 82, Roseberry Road.