

The Customs Journal

No. 624

September 22nd, 1928

Fortnightly

CONTENTS

	PAGE		PAGE
Complaint	189	Changes in the Staff	195
Current Comments	190	"Customs Journal" "Copy"	194
Preventive Staff Association	191	Triple Presentation at Hull	195
Correspondence	192	Sports and Social	196

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.

COMPLAINT

WE might be tempted to re-word a well known phrase and commence with "To complain is human . . ."; for when we come to look round upon things in general we are struck by the number of items of everyday life that can be covered by that one word, complaint—very often, sad to say, unnecessarily. You get up in the morning, and find that you have either slept too little or too long. It doesn't matter which, for the result is the same—you have to run for your train and miss it. Your bacon was burnt to a cinder, and your coffee was too hot. Running up to town you have a little leisure to read your paper, providing you don't have to use both hands to hold on to the strap. You learn during this short interval that that ass, the Government, has been making some more awful blunders, the public service continues to become still more and more inefficient, that the country is rapidly going to the dogs, and you discover that, having never studied the question at all deeply, you are the one man in the whole wide world that can put matters right. This puts you in a fairly decent frame of mind for the time being. It is wonderful what a little self-satisfaction will do.

If you are a member of the Preventive Staff, you will find that the whole of your official day is largely taken up with complaints. You commence operations with the officer whom you relieve. He is a very good subject, having been out all night. He has, of course, been having trouble with his stomach, and you remember that he left you some work

yesterday morning that you consider he had time to do himself. Your assistant is a trifle late, and your chief a trifle early—more complaints. Your cockle-shell of fault-finding is fairly launched. Form . . . is not completed on the first vessel you board, the stores are all over the ship on the second, and the ship's company bitterly resent your intrusion into the intimate parts of their apartments. You naturally take this like a lamb. You find heavy wood goods on the deck and complain (Surveys 189); dutiable goods concealed means another complaint (police court of R. & R.); infringement of Animals Order—complaining all the time. You get back to the office for lunch and discover a discussion going on, possibly over some such complaint as we saw in the "Daily Sketch." The examination of hand baggage at Dover leaves much to be desired. Somebody writes that the station is tremendously understaffed. Knowing nothing about the administration of the port they are quite at liberty to fire away with their opinions. The obvious remedy, of course, is impossible—give them the opportunity of doing it better. Conversation drifts on to the drop in the Cost-of-Living Bonus. What a tragedy it all is! The Treasury has made an offer. Why in the name of all that is wonderful does the Association hesitate to accept? The quiet chap in the corner tells them what will happen in that event if the bonus goes up again next March. More discussion, and we are left with the impression that if these things did happen, this Journal would be full of one thing only when that time came—MORE COMPLAINTS.

CURRENT COMMENTS

TO open these Comments by reference once more to the bonus question needs no apology. The subject is foremost in the minds of all Civil Servants, and will remain so until something definite is done to put things right. In the past year or two the Service has shown varying degrees of unity on several important issues, but never was there such complete unanimity as at the present moment. It would indeed be difficult to find a Civil Servant who is not convinced that the existing method of assessing the bonus is not giving a square deal to any class in the Service.

There may be differences of opinion amongst Civil Servants as to whether certain grades are, or are not, paid adequate basic wages, but, on the all-important bonus question there are no differences. Though the lowest paid receive full bonus, their plight is nevertheless fully recognised and sympathised with by those on the higher salaries, and the rank injustice of the bonus "cut," which is suffered by the better paid Civil Servant, is equally understood by the bottom dogs. Thus, we have a combined force of opinion which it would seem impossible for the Government to overlook.

It is, of course, well known by this time that the Official Side of the N.W.C. have made proposals for introducing a new bonus system. Details have now been circulated to P.S.A. members, and it will be noted that the most favourable aspect of the proposals has already been published in certain newspapers. As to what will be the outcome of the negotiations in connection with the new suggestions it is not permissible to forecast here, but it is certain that the Staff Side will clearly indicate that nothing but a tangible improvement all round will satisfy the Service. A reference to constituent Associations would bring forth full and forcible evidence to support the Staff Side in this.

In the last issue of the "Customs Journal" the Editorial dealt with the ill effects of night work from a health standpoint. The views expressed on this subject will be endorsed by all Waterguard Officers. Few night workers have not suffered the miserable experiences referred to. Gastric troubles are only too common amongst the unfortunate mortals whose occupation compels them to turn night into day.

It is, therefore, somewhat surprising to find an article appearing in the *Manchester Guardian*, which practically sets out to show that women are suffering injustice by not being able to enter occupations where night work is a normal feature. Apparently the writer is a woman, and this makes the thing all the more extraordinary.

The following extract purports to be a conversation between a friend of the writer, and a woman labour organiser :-

"What is the real objection to night work for women?" she asked. 'It can't be the low pay, because night work is better paid. It can't be the hardness of the work, because night shifts in many prohibited jobs are much easier than day shifts. It can't be that the time of the work is bad for the health, because nurses and actresses and mothers

with teething babies somehow contrive to work through the night. Why is it?' The organiser leaned forward and said: 'There are moral reasons.'

That woman labour organiser evidently did not know her business. It was a remarkably weak reply in view of the obviously wrong suppositions put forward. The question could have been completely answered by mentioning a few cold facts about the physical effect of night work, and, since journalists nowadays are more impressed with the importance of our good health than of our good morals, such a reply might have been more respectfully received.

If it is true that only "moral reasons" are preventing the employment of women on these jobs, then it will not be long before they *are* so employed. In modern civilisation a barrier built upon morals is not exactly a bulwark.

It is interesting to note that a new organisation has come into existence, known as the "Association of the Wives of Post Office Workers." This is the first Association of its kind connected with the Civil Service, and, though it is bound to meet with some adverse criticism now, it is likely to be the forerunner of others.

Year by year women are more actively interested in the business affairs of their menfolk, and this is the result of economic conditions forcing them from the domestic sphere, where the old-fashioned family life has become much too expensive a luxury for the average wage-earner. It is not to be wondered at that wives and mothers, who suffer more than anyone in the struggle to keep a home going under modern conditions, should at last begin to use their influence in an effort to increase wages. There is no doubt that, properly organised, it would be a powerful influence. Nevertheless, it is regrettable that it should have to be used. It denotes that something is badly wrong with wage conditions generally, and it is certainly not a thing for any nation to be proud of.

Regarding the paragraph "Passengers by Air," which appeared in the previous issue, it is mentioned, in case of any misunderstanding amongst the membership, that the developments in the passenger traffic by air are closely watched by the Association, and up-to-date information is available for discussion at every Executive meeting.

The position at the moment is that the amount of passengers and baggage to be dealt with in a normal day at Croydon has not yet reached the point when a Waterguard Officer could be fully employed. This has been demonstrated by experimental attendances at Croydon by Waterguard officers, as the result of Association representations. There is no doubt that the time is fast approaching when full attendance by Waterguard officers will be necessary, and it is not expected that the Association will have any difficulty, when that time arrives, in claiming that the work rightly belongs to the Preventive Staff.

The period during which the 2,000 passengers crossed the Channel is the busiest of the year for air traffic, and it should also be noted that both departing and arriving passengers are included in the figure quoted.

* * * *

Liverpool evidently has no intention of being regarded as a "back number" so far as aviation is concerned. The Finance Committee of the Corporation have recently recommended the expenditure of £200,000 on the purchase of land, near to Allerton, for the purpose of establishing a Municipal Aerodrome. The land covers 2,216 acres.

* * * *

Members will be pleased to hear that the Baggage Instructions are shortly to be reprinted. The draft of the new document has already been placed before the Suggestions Committee, and before very long we ought to be rid of the irritations connected with wading through the multifarious amendments of the present Instructions.

It might also be mentioned that all other official Instructions, regarding which numerous inquiries are from time to time reaching the Association, are well under way in the matter of revision. The process is, of course, lengthy, and a little patience is required from those who are awaiting them.

ERRATUM.

The important paragraph headed "General Order 82/1928," published in the last issue on page 183, was rushed to the printer at the last moment, necessitating an alteration in the setting-up when all was ready to commence printing. Unfortunately, a couple of printer's errors have crept in, and it would perhaps be as well to repeat the announcement.

With reference to the above Order (G.O. 82/1928), Preventive Officers within the age limit laid down are notified that they, as well as Assistant Preventive Officers, are eligible to apply for promotion to the Officer grade.

Presentation at Belfast.

A happy event took place at the Waterguard Office, Belfast, on August 21st, when Mr. W. P. Manley, P.O., was presented with a suit case, also a dressing case and set of brushes for Mrs. Manley, on the occasion of his transfer to London.

Mr. F. J. Kitchener, P.O., presided, and opened the proceedings with a few well-chosen remarks, calling upon Mr. J. Hill, P.O., to make the presentation. In carrying out this duty, Mr. Hill referred in glowing terms to the abilities and qualities of the recipient, and wished him every success in his new port. A complimentary speech was made by Mr. P. A. Richardson, on behalf of the A.P.O.s.

In reply, Mr. Manley thanked the members present for the honour they had bestowed on him and Mrs. Manley, and said that he would always have happy recollections of the time he had spent in Belfast.

Preventive Staff Association

Head Office:

Thames Chambers,

18, Beer Lane,

London, E.C.3.

Telephone ROYAL 4279

President: W. G. Thomson

General Secretary: J. Merron

Organising Secretary: J. T. Sutton

Assistant Secretary: W. H. Powell

WEYMOUTH.

A meeting of the Weymouth members of the Preventive Staff Association was held at Weymouth on the 5th inst.

There was a good attendance, due no doubt to the fact that Mr. W. H. Powell, Assistant Secretary of the Association, who was spending a part of his well-earned holiday at Weymouth, having volunteered to attend.

Mr. W. H. Johnson, P.O., was unanimously elected to the Chair.

Mr. W. H. Powell, having been suitably welcomed by the Chairman and members present, the meeting settled down to deal with one or two items of purely local interest.

This part of the Agenda was satisfactorily dealt with, and the Chairman invited Mr. Powell to address the meeting, the address to be followed by questions from the members. Mr. Powell, in the very short time at his disposal, gave an exceedingly interesting and lucid resumé of the more important activities of the Association. His remarks were warmly appreciated by everyone present, and some of the members had to alter their outlook on some of the obstacles that the leaders in Association affairs have to try to overcome.

Several questions arising from the report of the recent Conference were satisfactorily answered by Mr. Powell.

Mr. Spencer, P.O., in proposing a vote of thanks, especially mentioned that Mr. Powell had volunteered to spare a few hours of his holiday when he learned of the meeting. Mr. Spencer also thanked Mr. Powell for the splendid address and the manner in which the questions had been handled. In concluding, he expressed the hope that we should have the pleasure of Mr. Powell's company at any of our future meetings.

Mr. H. J. E. Jenvey, A.P.O., seconded, and the vote of thanks was heartily and unanimously carried. After votes of thanks had been passed to the Chairman and the Minute Secretary, the very enjoyable and successful meeting was brought to a close at 10 p.m.

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.

PROMOTION.

Sir,—Having read the reports of the proceedings of the Conference, and whilst appreciating the expeditious manner in which Conference got through its heavy programme, I cannot help thinking that perhaps the heavy Agenda was responsible for the Council not giving sufficient thought to one or two important items.

However, to deal with one question in particular, it is noticed that while the Districts have voted against the examination for the rank of Chief Preventive Officer being of a competitive nature, the Council (ignoring the wishes of the majority) have introduced competition on a qualifying basis. This is to be seriously regretted and, in my opinion, is not studying the wishes and the interests of the members of the P.S.A.

With regard to the proposed syllabus of examination, it is observed that one subject is "Administration," for which it is laid down as deserving 35% of the total number of marks. It would be interesting to many members to know what the Council has in mind, for I submit that even the post of Waterguard Superintendent is not considered administrative. Had the Council substituted this to "Organisation and Control," members would have some confidence that our Councillors knew what they were talking about. Another interesting subject proposed is General knowledge of the C. & E. Dept. (not Waterguard Dept.). Are prospective candidates for the position of C.P.O. to anticipate questions relating to surveying of breweries, racking of spirits, tea blending, to mention just the fringe of possible examination questions? If so, we will, as members, have to get busy, not with a deep and prolonged study of the law and regulations governing the whole Customs and Excise Department, but to, quoting the late Lord Fisher, "sack the lot"; for it is evident that the Council as a body has acquired an intoxicated idea of the qualifications necessary for the position of C.P.O., and unfit to look after the interests of the members of the Preventive Staff Association.—Yours, etc.,

"NON SIBI, SED OMNIBUS."

NIGHT DUTY AND HEALTH.

Sir,—The remarks contained in the editorial of the last issue are only too true, and it behoves all young officers to study this question carefully while it is yet time. It is in relation to this question that I wish to write.

We perceive that the Association has a balance of £442 11s. 2d. This is quite good; but I am sure that the amount would be a lot more if the non-paying brethren did what they should do. It is admitted that when an A.P.O. "dips" twice his interest in the affairs of the Association is on the wane. His subs. get in arrears and he drifts into the non-member stage. It is sometimes so when a P.O. gets up in years and has nothing more to gain.

Now, my point is this. If we, one and all, knew that we were going to get some other benefit from our Association, other than the continual fighting to hold what we have and to better our conditions, interest would be sustained. Most of us know that sinking feeling when we are not well. The sinking feeling becomes worse with the knowledge that if it is necessary to go on the sick list, doctors' bills will follow. To most who are married and try to keep up a respectable appearance, doctors' bills are a positive nightmare, as salary doesn't permit having much to spare.

Now I am sure that if every P.O. and A.P.O. paid his subscriptions regularly, the Association could include in its rules of membership a sickness benefit scheme for all members. Doctors' bills, up to a certain limit, could be examined by a sub-committee in every District and the amount paid by the District Organiser. Excessive amounts could be passed by the Executive Committee.

In conclusion, I am certain that if this scheme were adopted there would be a full roll of membership, subscriptions would be regularly paid, interest would be sustained, and the Association would be a much stronger and contented body.—Yours, etc.,

"JAYDEE."

G.O. 82/1928.

Sir,—As a member who has taken a great interest in the question of Promotion to the Officer Grade, I would like to express my appreciation to the officials of the Association and the Executive Committee, and congratulate them upon G.O. 82/28.

It has been obvious to all that have followed the discussions that they have had to meet a great deal of opposition to the reasonable claim made on behalf of Waterguard Officers. In addition, it would appear that the old prejudice dies hard.

The issue of the above G.O. marks a step in the right direction. The Association has done its share well, and it now rests with the younger men, for whom the door has been opened, to prove themselves worthy.—Yours, etc.,

"PER ARDUA AD ASTRA."

THE FAILED A.P.O.

Sir,—I cannot agree with "Miserere Nobis" that all efforts to find an outlet for the failed A.P.O. are stagnant. I believe the Association is continually striving to solve the very difficult problem. That they welcome schemes and suggestions I haven't the least doubt, but I do not fancy the Board would entertain the idea of creating a new grade, to relieve Preventive Officers of one or two of their less important duties, nor to visit Coast Preventive Men. "Miserere Nobis" suggests, among other things, that a Coast Preventive Officer could supervise the rummage of coasting vessels and instruct C.P.M. in the Regulations—whom would he supervise when rummaging? If an A.P.O. it might easily be one who has passed for P.O. and merely awaiting promotion. This would hardly meet with the successful candidate's approval. Again, would it be right to select a man who has already failed twice at an examination on the Regulations, to instruct C.P.M. on the subject?

I do not think the solution will be found in attempting the formation of a grade between the A.P.O. and P.O. In fact, I feel it would have a detrimental effect. Under existing conditions, unless a man wishes to remain an A.P.O. all his life, he knows he must study; whereas, if there is another "step up" which he will obtain automatically and without study, he might be inclined to take the line of least resistance and just wait for that.

It must be admitted that there are many A.P.O.s quite content with their lot, who really do not want promotion. There are others who feel that, given another chance, they would pass the examination for Preventive Officership. Why not allow those who are still keen to sit again, after making application and receiving permission from the Board? This appears to me to be a more likely way of keeping men keen and interested in their job, and it would serve to sort out those who are still anxious for promotion from those who are satisfied with their present position.—Yours, etc.,

"ROUND TABLE."

CHANGES IN THE STAFF

TO SEPTEMBER 10th, 1928.

APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICER :—

The appointment of Mr. G. W. McKnight, notified in the Appendix to General Order No. 41/1928, has been cancelled.

TRANSFERS.

CHIEF PREVENTIVE OFFICERS (LOWER SECTION) :—

Boyle, C. A. Unattached, Office of I.G.W. to London.
Slade, C. H. Unattached, Office of I.G.W. to Falmouth, Plymouth.

PREVENTIVE OFFICERS :—

Carter, A. S. Fowey, Plymouth to Plymouth.
Collins, J. P. Glasgow to Ayr, Dumfries.
Dickens, T. J. Hull to Torquay, Plymouth.
Emmerson, F. Newcastle to Hull.
Fryer, W. T. Sheerness to Ramsgate, Dover.
Lowe, E. W. Wick, Inverness to Grimsby.
Rowland, R. A. Glasgow to Liverpool.
Ward, W. S. Ayr, Dumfries to Liverpool.

PROMOTIONS.

CHIEF PREVENTIVE OFFICERS (LOWER TO UPPER SECTION) :—

Shearman, W. P. London to Grimsby.
Thomas, J. Falmouth, Plymouth to Middlesbrough, Sunderland.

PREVENTIVE OFFICERS TO CHIEF PREVENTIVE OFFICERS (LOWER SECTION—Unattached) :—

Purdye, A. W. Gravesend, London to Office of I.G.W.
Thomson, A. Grangemouth, Edinburgh to Office of I.G.W.

ASSISTANT PREVENTIVE OFFICERS TO PREVENTIVE OFFICERS :—

Clayson, W. B. Liverpool to Hull.
Cole, A. C. Dover to Wick, Inverness.

Fleming, G. Middlesbrough, Sunderland to Newcastle.
Hutley, B. N. Llanelly, Swansea to Leith.
Kidman, E. W. Liverpool to Belfast.
Murray, R. M. Glasgow.
Perkins, J. W. London.
Purnell, F. Leith.
Spargo, C. H. Glasgow.

OFFICERS LEAVING THE SERVICE.

RETIREMENT—CHIEF PREVENTIVE OFFICER (UPPER SECTION) :—

Imrie, J. Middlesbrough, Sunderland.

DEATH—ASSISTANT PREVENTIVE OFFICER :—

Gardner, H. R. Southampton.

VACANCIES.

WATERGUARD SUPERINTENDENT, 1ST CLASS :—

Liverpool. 7.10.28.

CHIEF PREVENTIVE OFFICER, LOWER SECTION :—

Folkestone, Dover. 22.10.28.

PREVENTIVE OFFICER :—

Cardiff. 30.10.28.
Gravesend, London. 1.10.28.
Liverpool. 11.10.28.

SENIOR ENGINEER :—

North Shields, Newcastle. 1.10.28.

OBITUARY OF SUPERANNUATED OFFICERS.

Langmaid, T. J. Preventive Officer.
Steen, T. R. Engineer.

Presentation at Llanelly.

At the Custom House on August 24th, a very pleasing and happy function took place in the presentation of a testimonial to Mr. B. N. Hutley, on his promotion to Preventive Officer, Leith.

Mr. Carnal (Snr.) took the Chair, and remarked on the sterling qualities of Mr. Hutley, adding he was pleased to say that the staff at Llanelly joined him in wishing Mr. Hutley every success in his new sphere, and hoped to see the time when he would be further promoted.

Mr. W. S. Hunter, P.O., in making the presentation of a silver wristlet watch, spoke highly of Mr. Hutley's capabilities, and added that he hoped to see him comfortably settled down to his new duties at his new Port.

Complimentary speeches were made by all the members of the staff, who jointly wished Mr. Hutley every success and good health.

Mr. Hutley, in a brief but very typical speech, inferred that it would be futile for him to attempt to make adequate response to the nice things that had been said about him, and concluded by tendering his very sincere thanks. Seeing the wristlet watch would always remind him of the good times spent in Llanelly.

ANIMALS.

In the Code, Volume i, Part iii, there is to be found an interesting paragraph dealing with animals on board ships. It is interesting owing to the fact the procedure was entirely reversed in October, 1922, and up to the present the appropriate amendments have not been issued.

Paragraph 28 is the one referred to, and Omnibus Circular No. 39, 1922, is the authority for the alteration.

Omnibus Circulars had a brief existence. After nine months, they were included in the weekly G.O., which at that time was revised, and issued almost in its present form.

Only station copies of Omnibus Circulars were issued, with the result that information was not in all cases properly received by the staff. This is our excuse for printing

OMNIBUS CIRCULAR 39, PART IX.

1. As from 1st October inclusive, notifications under paragraph 28 of the Revised Customs Code, Vol. iv, Part iii, of the arrival of vessels with cattle, sheep, goats or swine on board, whether as ships' stores or otherwise, which have come from or called at any scheduled country, should be sent to the local police instead of the Ministry of Agriculture and Fisheries, as hitherto. Animals shipped from the United Kingdom, the Channel Islands, or the Isle of Man, and brought back to this country, even though they have not been landed abroad, should be included in these notifications if they have entered a port in a scheduled country.

The form 232/T.A. (A 118/a), at present used in notifying the police of the presence of dogs on vessels under paragraph 46, has been revised for use in notifying the police of cattle, etc., also. Where both dogs and cattle, etc., require to be notified to the police in the case of the same vessel, they may be included in one notification.

2. If a vessel whose arrival fails to be notified under paragraph 1 of this circular proceeds from port to port in Great Britain, notifications to the local police should also be made at the second and subsequent ports at which she calls within 28 days after the date of first arrival. During this period a procedure similar to that laid down in paragraph 48 in relation to dogs should be followed, and to enable this to be done the Inward Clearing Bill and Letter of Advice should show whether or not the animals recorded thereon have come from or entered a port in a scheduled country, and have been notified to the local police.

3. Should any vessel with cattle, etc., retained on board (other than as ship's stores), arrive in Great Britain from a non-scheduled country without having called at any scheduled country, the Ministry of Agriculture and Fisheries, and not the police, should be notified as hitherto; but in future the notification need not be sent by telegram, except in cases of special urgency.

4. One combined form (812/TA) has also been substituted for the separate notices as to dogs and other canine animals for Great Britain referred to in paragraph 39; and the opportunity has been taken of including particulars of the regulations as to cattle, etc., as well as particulars in regard to the

exportation of horses, asses, and mules. The directions as to the service of the separate forms in Great Britain contained in paragraph 39 will apply to the single combined form now in question, but a copy of the form should also be served on the masters of vessels with cattle, etc., on board, which have come from or called at any scheduled country. The service of one form on masters will, of course, be sufficient in cases where vessels have both dogs and cattle, etc., on board.

The necessary amendments to the Code will be issued later.

N.B.—The form 812/T.A. has been revised again since the issue of this circular.

WENSO.

"Customs Journal" "Copy."

We are glad to publish the following letter from a very keenly interested reader, who has a legitimate grievance. He, like a good many more, is waiting for District Officers and correspondents to get busy. No item of local news should be missed, but should be forwarded at once to the address appearing on the first page of every issue. Several instances have recently occurred of a direct application being made by the Editor for particulars of local happenings, the result being absolute silence, no reply being forthcoming. This should not be. We do not make a speciality of imaginary news, but rely on the active interest of all readers, and District Officers in particular.

Here is the letter:—

S.r.—In connection with your remarks in the issue of August 25th, concerning the absence of interesting news items, I would draw attention to the reports of smuggling prosecutions published in the same issue. In no instance are the circumstances leading to the seizure given, nor the mode of concealment. Needless to say, to most of your readers these particulars are both interesting and instructive. We are all interested, of course, to learn that Mr. Smith seized so many pounds of tobacco or gallons of spirits, but we would also like to be informed as to how the goods were concealed and other interesting items in connection with the seizure.

I enclose herewith an account of an interesting prosecution at Harwich, where the owner of a yacht was fined over £300. No word of this has appeared, so far as I can recollect, in the pages of our little paper. I quite agree that it would not be possible, excepting perhaps in the holiday season when "copy" is scarce, to publish a full account of all such cases, but there is a slight difference between a two-page account and two or three lines—or none at all.

For some obscure reason officers at many ports refrain from sending such news to the "Customs Journal." I would point out to these that it is only by keeping the Editor posted as to what is happening in the various ports of the United Kingdom that he is enabled to publish, for the benefit of readers generally, interesting news other than the usual Association reports.

Yours, etc.,

"BUZZ."

Prosecution at Harwich.

STEAM YACHT INVOLVED.

A case was heard at the end of July by the Harwich magistrates in which a centist was charged with being concerned in illegally importing a quantity of brandy, and with an attempt to evade payment of duty on the brandy and also on a quantity of perfumed spirit.

The steam yacht "Isme," owned by the defendant, arrived at Harwich on June 6th, and as a result of a rummage 33 bottles of brandy and 300 bottles of perfumed spirit were discovered, concealed in such places as the bilges, settee arm-rests, and in the lavatory. A quantity was also found in the linings of the vessel.

Mr. Booth, C.P.O., conducted the prosecution, and gave a detailed account of the facts, subsequently questioning the defendant. The rummage was carried out under the supervision of Mr. G. H. Crabbe, P.O., who said that some of the perfume was found in the fore saloon on shelves, a large amount being found in the after cabin in two lockers. Mr. J. C. Erickson, P.O., had boarded the vessel, and had obtained the assistance of Mr. Crabbe and the rummage crew.

Particulars of the goods were given in detail by Mr. C. D. Young, Surveyor, and should prove of interest to Service readers. 365 bottles of perfume spirit represented a measurement of 9.679 gallons at £8 3s. 5d. per gallon, making £59 14s. 6d., and 17s. 3d. per gallon value, making £8 6s. 11d.; 3.98 proof gallons of spirit at £3 17s. 10d. per proof gallon equalled £15 9s. 8d. The total single value and duty of all articles discovered amounted to £86 3s. 10d., double being £172 7s. 8d., and treble £258 11s. 6d.

After the magistrates had retired to consider their verdict, the Mayor, who presided, said that on the first charge the defendant would be fined £50, and on the second £258 11s. 6d., treble value and duty.

The fines were paid.

C. & E. Cricket League Supper.

A hearty invitation is extended to the Waterguard to attend the supper which the C. & E. Cricket League are holding at the Bridge House Restaurant, London Bridge, on Wednesday, October 3rd. Tickets, which are 4/- each, can be obtained from Mr. J. Pescod, Hon. Sec. of the South Side Sports Club. Anyone able and willing to give a "turn" should notify Mr. Pescod when applying for tickets.

100 YARDS.

ANGLESEY COUNTY CHAMPIONSHIP.

Mr. P. Payne, A.P.O., Holyhead, holds the County Championship for this distance, and up to the present he has not been beaten at scratch in Anglesey or Carnarvon. Mr. Payne hopes to represent the department in next season's Civil Service Sports, and we wish him success.

Triple Presentation at Hull.

Organised by the Preventive Staff of Hull, a pleasing ceremony took place at the Victoria Hotel, Hull, recently, when three presentations were made.

They were to Mr. J. Grimmett (Assistant Preventive Officer, retiring on superannuation), Mr. W. Beck (Preventive Officer, retiring on superannuation), and Mr. T. J. Dickens (Preventive Officer, who has been transferred to Torquay).

Amongst those present were Mr. J. Kieran (Chief Preventive Officer, chairman), Mr. P. W. Howard (Preventive Officer), Mr. Codd (Assistant Preventive Officer), Commander Brook, R.N., and Mr. J. McCormick and Mr. A. G. Dowling, who were responsible for the arrangements.

Mr. Kieran said he had not been in Hull long enough to appreciate fully the work of Messrs. Dickens, Beck and Grimmett, but from what he had heard of the three they were fully entitled to the honour that had been accorded them. Mr. Kieran read a letter from Mr. Johnson (Superintendent) regretting his absence and wishing the three men the best of luck.

Mr. Kieran said he knew Mr. Dickens was the type of man who was a credit to any class he belonged to and they in Hull would be sorry to lose him. Mr. Grimmett and Mr. Beck had many friends who would wish them good health in their retirement.

HAPPY TIME.

Mr. Howard, on behalf of the Preventive officers, said it gave him the greatest pleasure to express the appreciation of the three recipients' services. For some years past officers had left the port without any tangible recognition by their colleagues being made to them, but that night they had a great opportunity of re-assembling, as they used to before the war, and of meeting in a social manner and enjoying them selves. Mr. Dickens was going to the port of Torquay, in the South of England, and he wished him the best of health and luck to enjoy his new position. Mr. Codd endorsed these remarks.

In reply, Mr. Dickens said he was delighted for the kind remarks. He had had a very happy time in Hull, and he hoped he would find such colleagues in Torquay as he had found in the Third Port. He hoped the conditions would be as ideal as the surroundings. It was only natural, as one drew nearer the time of retirement, that they wished to return to the places they had left. Mr. Grimmett and Mr. Beck also replied.

An excellent entertainment was given by the "Teas" Concert Party, under the direction of Sergeant Hopkins.

OUR SHORT STORY.

AN AXIOM.

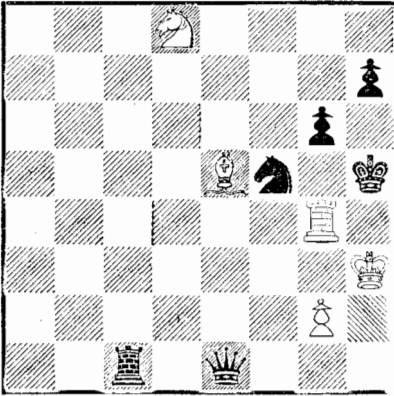
By "GEN."

Every Assistant Preventive Officer carries a Waterguard Superintendent's signature in his—cr—Platignum.

SPORT AND SOCIAL.

Customs Waterguard Chess Club

PROBLEM No. 23.



White mate in three.

Solution to 22.

1. Q—R5, if 1. P×Q, 2. B—E5; if 1. K—B7, 2. K—Kt4; if 1. K—Q5 or P—B7, 2. Q—B3; if B moves, 2. Q—Q2; if R.P moves, 2. Q×KtP.
- 6 points.

CHESS HISTORY: Compiled from different works, and arranged by the Hon. Sec.
EARLY CHESS.

By Rev. E. E. CUNNINGTON, M.A.

The Royal game, like other matters, has gone through a process of evolution. Its origin is lost in the mists of antiquity. All the evidence we have points to its invention in India. We propose to deal briefly with the game as it was known and played among the nations of the East, before those changes were made in it by which it became the game familiar to ourselves.

Chess was certainly in existence in the 7th Century A.D., and had already at that time penetrated into Persia. That Chess is a war-game admits of no doubt. The object of warfare is the overthrow of the enemy; and this in early times was secured with equal certainty by the capture or death of the opposing monarch, or by the complete destruction of his army. These are exactly reproduced by the two methods of winning in early chess: (a) check-mate (including stalemate), and (b) the barring of the opponent's King (this King's rival being left with some force, however small, that cannot be captured at the next move).

The Hindu name is "Chaturanga" = four-membered, the elements of an Indian army being chariots (R), cavalry (Kt), elephants (B), and infantry (P). In some countries of many rivers and marshes the chariot was replaced by a boat, representing the more useful means of transport. But an army needs a commander (K), who, in accordance with Oriental custom, would be accompanied by his Minister or Vizier (Q).

From Persia the game passed to the Arabs; and its name among them was Shatranj, the men being Shah (K), firzan (Q), fil (B), faras (Kt), rukhkh (R), and baidaq (P).

The Chess Board was the same as ours, and the number and arrangement of the men the same, except that the Ks generally stood on e1 and e8.

Moves of the Men.

The K had the same powers and restrictions as he still has, but there was no castling.

The Q (Firzan, Counsellor) also moved one square at a time, but only on diagonal lines. It follows that the two Qs could never encounter each other. She captures on the squares to which she can move.

The B (Fil, Elephant) moved to the square next but one to him diagonally (whether the intervening square is occupied or not), and checked through any intervening man, but had no power over the intervening square. It follows that a B could only get to seven squares of the Board besides that on which he stood at the first; that a B could never encounter an adverse B, even when running on the same colour; and that there are thirty-two squares that no B could reach.

The R and Kt moved exactly as they do now.

The P moved as it does still, except that its first move was limited to one square. On reaching its 8th square it attained the rank of Firzan (Q) only.

Opening of the Game.

(To be continued.)

CRICKET.**LAST GAME OF THE SEASON AT ELTHAM.**

The London South Side Club wound up their season at home on Saturday last with a match against a team from the King's Warehouse, London. From start to finish the game was brimful of interest, largely contributed to by the fine sporting spirit pervading each side. The South Side batted first and worked up a useful total of 123, R. G. Steers contributing 46. King's Warehouse replied with 62, having been very unfortunate in their opening. The home team has shown a decided improvement in fielding since the beginning of the season, and the new young blood gradually coming in should provide us with a progressive team for some time to come.

Among those present on Saturday was Mr. F. C. Warne, Waterguard Superintendent, who consented to act as one of the umpires.

C. & E. Swimming Gala.

Entries are invited from members of the Waterguard for the C. & E. Swimming Gala, to be held at the Holborn Baths during the coming month. Mr. Pescod will be glad to give further particulars to intending competitors. This is a glorious opportunity for our swimmers to show their prowess, and one that should not be missed,