

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.

MORE EVIDENCE.

BY the time these remarks are read the Small Port Guide, written by the President, and published by the P.S.A., will be in the hands of the great majority of Association members who have ordered copies. Many kind remarks have been passed upon the usefulness of the book, and the author is amply rewarded by the reception given to his work by those for whom it was written. For ourselves, we do not intend to add any more eulogistic remarks. It is sufficient for us to say that we have intimate knowledge of his capacity to compose a guide of this description, and of the tremendous labour involved in its compilation.

There is no doubt that in writing this book the author has rendered a unique service to his colleagues in so far as the performance of Small Port work is involved. It is our view, however, that the value of this work should be assessed in an entirely different direction.

For a great many years the work of the Waterguard Officer has not been accurately valued. To go further, in some quarters there has existed a great deal of ignorance of the work, and this can only be explained by the incorrigible modesty of the Waterguard Officer both in the high places and the lowly.

It is our view that modesty under certain conditions can be reprehensible. Let those who take a light view of the responsibilities attached to Waterguard work, or of the qualities required for its efficient performance, digest this Small Port Guide. They would do well to realise that whilst this book covers a wide field, its scope comprises but a small part of Waterguard work as a whole. Every Waterguard Officer is expected to undertake the duties of a Small Port in addition to that normally undertaken in a large port. The mere fact that such large numbers of P.S.A. members have purchased copies of this book is sufficient proof of this contention. The "wherewithal" is scarcely enough to ensure careful consideration of its disposal.

For too long have we hidden our light under a bushel in circumstances where too frequently self-depreciation has been taken as self-condemnation. It may be that our work and our worth will be further investigated. Whether this investigation is made by our own Departmental Chiefs, by the Treasury, or by the Royal Commission even, we need not doubt that we have everything to gain. It is in this respect that we believe the new publication to be as valuable as in the more obvious direction.

CURRENT COMMENTS.

THIS is the last occasion these notes will be written during the present year. The next issue of the "Customs Journal" will be the first of the New Year. It is the time when one makes a mental review of the happenings since we were all wishing each other prosperity twelve months ago. In January, 1929, optimism was the key note of the comments in these columns. There was then good reason for optimism, and there still is. A new era of prosperity for the Waterguard was prophesied, and although that prophecy has not yet been fulfilled in visible form, it can be said that the efforts of the Association have brought results the value of which will certainly be evident during the coming months.

P.S.A. progress in 1929 has been steady and sure. No opportunities have been neglected, and obstacles in the way of our advancement have been tackled with vigour. Our position to-day is immeasurably better than it was twelve months ago.

* * * *

On the four days commencing the 9th December, the Royal Commission heard evidence given by Sir John Anderson, Home Office; Sir Francis Floud, Customs and Excise; Sir Herbert Creedy, War Office; and Sir G. E. P. Murray, Post Office.

The evidence given was mainly on the broad outline of organisation of the Departments concerned. Details of work cannot be dealt with by the Commission for obvious reasons.

The outstanding point of interest for our members is that each of the Departmental Chiefs gave evidence in favour of consolidation of the cost-of-living bonus. The reasons supporting this evidence were sufficiently strong to justify anticipation that consolidation will take place.

* * * *

When the Chief of our own Department appeared before the Commission, there was a good muster of Customs and Excise officials to watch the proceedings. The evidence given was followed with close attention, and there can be no doubt that those who listened were satisfied that the C. & E. had acquitted itself well. It was the most interesting evidence that had been submitted.

Had it been possible for the Commission to deal with details of work in the various branches then the Waterguard would have been keenly interested in the evidence as to relationship between Preventive Officers and Officers employed on Landing and Shipping duties.

As it was, the Customs and Excise Department was, for evidence purposes, divided into two parts, indoor and outdoor. In dealing with the outdoor side, the Officer (with the capital "O"), loomed large in comparison with the Preventive Officer. This was inevitable, of course. The most difficult thing on earth is to explain to an outside observer having contact with Customs officials the precise difference between a Preventive Officer and a Landing Officer. No Royal Commission could be expected to tackle that knotty problem.

There was one satisfactory piece of evidence which we can share in common with the Officer Grade. In reply to a question, the Chairman of the Board agreed that an officer in an isolated station had considerable responsibility. Obviously the absence of immediate supervision is regarded as a condition which increases responsibility. This applies to every Preventive Officer, because normally he performs his practical work without supervision. During the night hours supervision is impossible, and even in the daytime, the possibilities of establishing contact with his immediate chief, at a critical moment, are so remote that he must always be prepared to act upon his own initiative.

* * * *

The evidence given by Sir Francis as regards the usefulness of departmental Whitley organisation was greatly appreciated. Members of the Commission seemed inclined to question the amount of time devoted to Whitley Committees, but it was made clear that the value of the discussions made it well worth while, and it was stated that the Department as a whole benefited from the Whitley system.

One point which the Commission will probably take note of is that departmental efficiency arising from the operation of Whitley is in no small measure due to Staff Side discussions which take place outside official hours.

* * * *

Orders for the Small Port Guide are steadily rolling in, and it behoves every officer who desires a copy to apply now. It is not likely that there will be a reprint, and in any case, future editions will cost more.

The main object of the book is to provide an introduction to Small Port work for officers who have not already had experience of that kind of work. Possession of it will give confidence to officers sent on relieving duty at Small Ports, and it is a handy book of reference for those stationed at these places. It is useful to candidates for promotion to C.P.O., as it supplies information which is not obtainable elsewhere by the man trained in a large port.

* * * *

Pressure of work, due to the holiday season, causes these notes to be more brief than usual. For the same reason it is possible that there will be some delay in the delivery of the Journal on this occasion.

Also, it will not be possible to include in this issue the promised report of the Waterguard Sectional Committee meeting. Members are notified, however, that all District Officers and Councillors have by this time been supplied with an account of the proceedings. This account has been made as informative as possible, and provides material for interesting discussion at District meetings.

CONTRABAND.

One or two recent prosecutions have provoked "The Yachtsman and Motor Boating" to outspoken language on the subject, and with acknowledgments to that excellent periodical, we publish two extracts from the issue of November 23rd. It will be recalled that Mr. Murchie (C.P.O.), conducted the prosecution of a Greek subject who was charged with concealing a quantity of silk wear on his person, and secured a conviction in £100 with an alternative of three months' imprisonment. The concealment was discovered by Mr. H. M. Bullock (A.P.O.), with J. S. Berry, (P.O.).

"FEAR GOD AND HONOUR THE KING."

We become bored by the publicity recently attached to the names of two yachtswomen in connection with the Customs and others, for, however romantic, we see no sort of sense in smuggling or abusing the privilege of England's ensign.

The exploits of a Greek merchant however, are at least relieved to some extent by humour, and we print, elsewhere, some verses headed "Contraband."

Mr. Bourh Tovi landed at Dover and declared some perfume in a cardboard box. However, in addition, 21 silk slips were found in the lining of his overcoat, and he was wearing 28 more, not to mention 3 pairs of unmentionables.

Tovi pleaded innocence, no knowledge of the law, and an insufficiency of ordinary underclothing.

He was convicted and given the option of a fine of £100 or three months.

"CONTRABAND."

In a cardboard box. When he was pressed,
Samples, a bottle, he quite confessed.

Yo! Yo! Yo! and a bottle of P'fum'.

Twenty-one slips in his coat were seen;

Silk slips, sir! Sewn in the seam.

Then in the station where he undressed—

Twenty-eight slips round a cold man's breast!

Yo! Yo! Yo! aint this just fun!

How in the devil he wore them? Well!

Only Bourh, or a woman, could tell.

Twenty-eight slips hung round his chest;

The preventive man said: "Crikes! I'm blest!"

Yo! Yo! Yo! but there aint't no rum.

"Ere you blighter! take off them breeches;

Let's see more that you've done with stitches."

Twenty-one slips, from the first test,

Three pairs of knickers! This is a jest!

Yo! Yo! Yo! go fetch my gun.

Three pairs of knickers hung on his loins,

Tovi could do naught with coins.

Poor little feller, he felt depressed;

Three pairs of knickers couldn't be suppressed.

Yo! Yo! Yo! around his . . . TUM?

"I'm honest and cold!" said miserable Greek,

But that wouldn't wash with Britain's Beak.

"Poor little fellow, I'm much distressed,

But this sort of thing I must arrest."

Yo! Yo! Yo! it isn't done!"

Twenty-eight slips round a cold man's chest;

In three silk knickers he'd been dressed!

Yo! Yo! Yo!—That'll cost much mon'!!

D.D.

Civil Service Confederation.

HALF-YEARLY COUNCIL MEETING.

The Nineteenth (Half-Yearly) Council meeting of the Civil Service Confederation was held on Thursday, November 28th, 1929, at Caxton Hall, Westminster. Mr. George Chase (President) presided over an attendance of 74 representatives of 38 constituent organisations, in addition to the officers and other members of the Executive Committee.

Representatives of the Admiralty Storehouse and Laboratory Staffs Association, recently admitted to membership of the Confederation, attended the Council for the first time.

The Half-Yearly Secretarial Report, the Hon. Treasurer's Financial Statement for the half-year ended 30th September, 1929, and the Half-Yearly Report on Publicity Work were presented and adopted.

It was reported that Mr. H. J. Brewer, a member of the Executive Committee of the Confederation and the President of the Ordnance Survey Civil Staff Association, Southampton, had died on the 17th November. Various members of the Council paid tribute to the memory of Mr. Brewer, and an expression of regret at his passing, and sympathy with his relatives, was unanimously placed on record.

Arising out of the paragraph in the Half-Yearly Report on the Royal Commission on the Civil Service, considerable discussion took place on the item "Possibilities of Re-arrangement of Departments" which appeared in the preliminary statement submitted by the National Staff Side to the Royal Commission. It was finally decided that the National Staff Side be informed that in the opinion of the Confederation no further evidence should be submitted to the Royal Commission by the National Staff Side on this subject, except after consultation and agreement with the Departmental Staff Sides concerned.

Consideration was given to a resolution moved on behalf of the Admiralty Draughtsmen's Association to the effect that efforts be made to secure definite Staff Side representation on Promotion Boards. Various points of view were voiced on this question, and it was decided that the resolution be referred to the Executive Committee for consideration and report to the Annual Council in 1930.

The attention of the Council was called to the fact that the Confederation had received a communication from one of its affiliated Overseas bodies, the Foremen's Association of India, to the effect that the President of the Association, Mr. J. Garland, had been informed by the authorities that it was not intended to retain his services after the approaching expiration of his present term of appointment. The Association took the view that this action was in effect a case of victimisation on account of Mr. Garland's Association activities. The Council decided to refer the matter to the Executive Committee with power to take such action as might be deemed appropriate.

A Knotty Point Revived.

By "REASONABLE."

During a lull in one's activities, time has been given to perusing past editions of our Journal. In reading, among other contributions, the discussion on the above points, it would appear that no finality was reached in regard to the Bonded Store question. In case any candidate for the forthcoming examination still has a doubt as to the course to pursue should the question be met at the examination, whether oral or written, the writer deems it advisable to quote an answer given to the question by the V.E. Committee in January, 1928.

The discussion which took place as a result of my original answer (a debatable answer, as I intended it to be) was sound and edifying, and proved conclusively the necessity of prescribed or well-defined instructions on the subject.

Lest any reader is unable to turn up the question for reference, I will quote it again, and then give the Committee's answer.

Q.—A carter has pilfered 3lb. of tobacco from a package in a consignment presented for shipment, and you find the tobacco on his person on shore.

A.—Detain the 3lb. and forward it to the King's Warehouse. Give a certificate of non-production on the Shipping Bill, and add a note that the goods have been detained for Board's order. Take carman's name and address, and acquaint the Master of the ship and the Shippers. Report full particulars of the case to the Board and seek their directions, informing them of any action taken against the carman by either the Master of the vessel or the Store Merchant.

The members of the V.E.C. are broad-minded and unselfish officers, and though I've not sought their approval to publish the foregoing answer, I am sure they are willing to render candidates for examinations every assistance; and this ruling (one of many) will prove the advantage of enrolling under the Vocational Education Section.

EXCHANGE.—P.O., N.E. Coast, desires exchange to outport in more southerly situation. Communications to N.E., c/o the Editor, "Customs Journal," 91, Tressillian Road, London, S.E.4.

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.

SMUGGLING STATISTICS

Sir.—"Listening-in," a few night ago, I heard the announcer speaking as follows:—

"Smuggling is still prevalent round the British coast, according to the annual report of the Commissioners of Customs and Excise for the year ended 31st March last."

"During that period 8,201 seizures of smuggled goods were made, persons convicted numbering 3,421, and £17,788 being recovered in penalties."

These figures are very significant. They started a train of thought in my mind, and I began to ask myself why we, the Waterguard Department, in our demands for better pay, did not stress the vital national importance of the preventive part of our duties, instead of trying to force minor issues outside this sphere, such as clerical and other relatively unimportant items.

While in no way trying to underestimate the importance of clerical work as a natural sequence to the varied Waterguard duties, at both large and small ports, there is little doubt that it takes second place to the main duty of Revenue protection.

Clerical work is more or less routine, and requires little or no initiative. On the other hand, zeal, tact, good manners, good address, initiative, to say nothing of strict integrity are the essential qualifications necessary to check the activities of the modern smuggler.

It is also quite evident that the Board recognise the superiority of work directly in connection with prevention of smuggling over most clerical duties appertaining thereto. The truth of this is borne out by the fact that most of the clerical work attaching to the Landing side is performed by clerical officers at a much lower rate of pay.

In the Waterguard at most busy stations at large ports, much time is spent on routine office work, and consequently much more valuable service is lost to the more important duties.

Since the introduction of *ad valorem* duties, the detection of the up-to-date smuggler has become quite a different proposition from what it was prior to this. In the old days, the concealment etc., of goods, was sufficient evidence of intention to defraud the Revenue. Now, it is not only a question of concealment of goods, but also a concealment of the facts and circumstances attaching to the particular importation. To bring this class of smuggler to book invariably requires great skill and tact on the part of the Preventive Officer dealing with the case.

KEW.

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General Secretary: *J. Merron*

Organising Secretary: *J. T. Sutton*

Assistant Secretary: *W. H. Powell*

BRISTOL.

A meeting of the Bristol Branch was held at the Central Restaurant on December 5th, 1929.

The attendance was good, and items of local interest were keenly discussed. A hope was expressed for a successful outcome of the adjourned discussion of the salary claim by the W.S.C. in February.

The meeting extended wishes of success and good luck to the seven local candidates for examination honours in January.

BY THE WAY.

DO YOU KNOW THIS ONE?

Two Americans went into a bar together. One was father to the other one's son. What was their relationship?

TOBACCO IN A BUNKER.

A fireman pleaded guilty at Hull on December 16th to concealing 4lb. of o.s. tobacco under a quantity of coal in the 'tween-deck bunker of the steamer "Arcturus" from Helsingfors. Mr. A. H. Gower (P.O.) and Mr. Hurst (A.P.O.) were dealing with the vessel when the latter made the discovery. Mr. E. R. Norman prosecuted, and the defendant was fined single value and duty (£2 10s. 10d.), with an alternative of 30 days in prison.

DIFFERENT TREATMENT.

According to an extract from the "Aberdeen Journal" of a hundred years ago (November 18th, 1829), cases of smuggling were dealt with in a different manner to what they are to-day.

"We understand," it reads, "that several seizures have lately been made, both at this and the neighbouring ports, of small quantities of

Tea, Spirits, and Tobacco, landed by seamen of vessels arriving with foreign cargoes. It is only a few months ago that two seamen were prosecuted at this port, and sentenced to serve five years in the navy. Notwithstanding of this circumstance, another instance of this kind has again occurred at this port last week, and a similar one at Dundee, and in both cases the parties have been sentenced to serve five years in the navy."

I wonder how the magistrate would have treated the ladies of 1829 had they been detected in an attempt at smuggling silk dresses.

SMALL PORT GUIDE.

Members who have ordered copies of the above should have received them by this time. In the event of this not being the case, reference should be made to the undersigned, when immediate attention will be given to the matter.

There are still a few copies available at the price of 4/-, post free. Orders should be forwarded immediately.

J. T. SUTTON,

Organising Secretary.

Customs Journal

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of the Associations,
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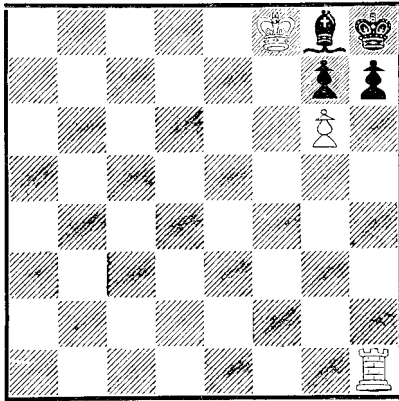
101 Upton Park Road,

Forest Gate, London, E.7

SPORT AND SOCIAL

Customs Waterguard Chess Club.

PROBLEM NO. 44.



By P. MORPHY.
White Mate in two.

Solution to Problem 43a.

- | | |
|----------------|-------|
| | P—Kt4 |
| 1. P—Kt3 | P—B4. |
| 2. R—B5+ | Kt×R |
| 3. Kt—B4 mate. | |

Black may vary his moves, but cannot do better.

Unless you are loyal to others, no one will be loyal to you. If you are a Committeeman, you must be loyal to your players. If you are a player you must be loyal to your Committee. No lasting success can come to any club unless there is loyalty on both sides.

HOW CHESS IS PLAYED.—(Continued.) British Chess Federation's Laws of Chess. Terms.

Term 1.—The person whose turn it is to move is termed "The Player," and the other person "The Opponent."

Term 2.—The rows of squares parallel with the side of the board nearest The Player are termed "Ranks," and those at right-angles thereto are termed "Files," and these Files are named after the pieces which stand thereon at the commencement of the game. The Diagonals are a succession of squares of the same colour whose geometrical diagonal make a straight line, which extends from the base line to the sides of the Board, viewed from either White's or Black's standpoint.

Terms 3 and 4, which designate the names of the pieces, have been previously given.

Term 5.—A piece or pawn is "pinned" if, by moving it, the Player would expose his King to check. The Q, B, and R are the only pieces capable of so pinning. [A pinned piece may move provided the move does not leave the Player's King in check.]

GREETINGS.

The Committee desire me to tender their wishes for a Happy and Prosperous New Year to all.

RESULTS.

Mr. E. Robbins, London, beat Mr. S. Chadwick, Liverpool.

Cup Contest.—Round 1: Mr. W. W. Bishop, Holyhead, resigned to Mr. E. Robbins, London.