

The Customs Journal

No. 655

November 30th, 1929

Fortnightly

CONTENTS

	PAGE		PAGE
Reflections	209	Correspondence	213
Current Comments	210	Civil Service Confederation	214
Reconstruct the Customs	212	By the Way	215
P.S.A.	213	Sport and Social	216

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.

REFLECTIONS.

THE Preventive Staff of the C. & E. Department has recently enjoyed what is sometimes referred to as a "very good press." The romantic adventures of certain yachswomen and the good "story" connected with the detection of a passenger who had garbed himself in a few dozen feminine silk articles represented splendid material for desperate news editors everlastingly in search of good "copy."

It is not our purpose, however, to indulge in romantic stories of the twentieth century smuggler. We know full well that spicy episodes of this description do not interest our particular readers, and in any case they know that the most entertaining of them are not to be found in the columns of the daily press. Our purpose is the much more prosaic task of throwing very cold water on the more youthful of our colleagues who may be a little excited about the limelight which has been thrown upon them.

Mr. Baldwin—who certainly is well qualified to judge—recently said that flattery by the Press is giddy wine to those who are not accustomed to it, and in order that we may not become in any way intoxicated, we propose to remind ourselves of our limitations. For to realise one's limitations—or rather, to realise the limitations placed upon one, which latter we will agree is just a little different—is surely good for the soul, and tends to sober the intoxicated as expeditiously as is possible. Let each one of us, therefore, take a survey of our own particular Department, and ensure that in the survey we cogitate upon the comparatively simple duties that we are not considered capable enough to perform. The result may be extremely aggravating to one's sense of logic, but nevertheless the sobering effect will be obvious. It may be that consolation will be sought in the knowledge that unlimited tact and discretion is required from a Preventive Officer (assistant or otherwise) when performing necessary public business in connection with Yachts, and that to successfully prevent fraudulent evasion of the Revenue by Yacht owners

the Officer must have considerable knowledge and experience. It may also be argued that the detection and final conviction of our merchant acquaintance who felt this November weather so keenly, was not exactly similar work to that referred to in the classical phrase of "routine and repetitive." It may be further contended that these are only isolated instances that inadequately portray the vast extent of Waterguard duties requiring for their performance knowledge and initiative of a high degree, but the cold water of facts will rapidly bring us to a sober realisation of our position in this Service. The facts of which we would remind ourselves are neatly arrayed in Section B of the Reorganisation Report (1920) of the National Whitley Council. Therein we discover the duties of the Clerical Class defined, and even our search for sobriety does not tempt us to reproduce them. Therein we also find that the once despised "pen pusher" has a normal day of seven hours with (Ye Gods!) a half-holiday every Saturday, and that he enjoys 24 days' leave per annum. Our chastening process will have previously brought to our notice that his maximum salary of £250 is attainable at the age of 36.

We know that we have a 48 hour week. We know also that our leave is not as generous, and that we are liable for duty day and night, and available for transfer to any port in the country. As for that Saturday half-holiday, well —. Some of us can reach £250, but the great majority will be nearer 50 when they achieve that giddy height. Our reflections will be more than a sufficient antidote to any giddiness we may have felt. It may be that we will suffer considerable reaction; but that will not do us any harm.

Reorganisation for the Administrative, Executive and Clerical Classes. Reorganisation also for the great majority of departmental technical classes, but for us—a dose of cold water. We can, however, fight on,

CURRENT COMMENTS.

IT is at last possible to announce that a date for the next Waterguard Sectional Committee meeting has been fixed. A Staff Side meeting will be held on Monday evening, 2nd December, and this will be followed by a full meeting with the Official Side on the succeeding day.

The chief item on the agenda is, of course, the Salary Claim. Although everyone is anxiously looking forward to a continuation of discussions on this question, it would be well to note that conditions in the Civil Service at the moment are not conducive to quick decisions in cases such as ours. The existence of the Royal Commission must have a slowing effect on all salary claims just now. It might be observed, however, that the slowing-down process appears to occur when there is some chance of a claim proving successful. There seems to be no tendency to delay in reaching decisions which are adverse to Staff aspirations.

There is not much likelihood of any definite pronouncement from the Official Side on Tuesday next, but if anything is forthcoming, even to the effect that the claim is still receiving consideration, it will go a long way towards allaying discontent and despondency amongst the Staff. There is really no need for pessimism, and, indeed, those who understand how well equipped the Association is for fighting the case through every stage, are very optimistic. Nevertheless, the effects of "hope deferred" are bound to show themselves in the present circumstances but members are advised to weigh the existing situation carefully, and to be patient a little longer.

* * *

Another important item that comes up for discussion at the Sectional Meeting is the question of Seizure Awards. The decisions taken at the last Conference regarding this subject have been well received in the Districts when Councillors have made Conference reports.

This is a very satisfactory state of affairs, and it is very encouraging to the Staff Side representatives who have to negotiate on this knotty question. There is no desire to settle the matter apart from the Salary Claim, and it is hoped that the two items can be merged. The Staff Side will certainly make this request.

* * *

There seems every possibility of agreement being reached on the question of the type of examination for promotion to the C.P.O. Grade. Many Preventive Officers who are nearing the "call up" are anxious to hear the final result of these negotiations. There is a desire for information as to the probable effect the proposed change would have on the numbers called for the next examination. Members are assured that at the appropriate time all possible information will be given.

On the day following the Waterguard Sectional Committee meeting there will be a meeting of the P.S.A. Executive, which will last probably for two days, but the length of the Executive's deliberations will to a great extent be governed by what transpires at the W.S.C. meeting. A full report of the progress made on the various matters will be received.

* * *

Apart from Waterguard Sectional reports, the Executive will have several other very important items under consideration. The report of discussions that have taken place with the Official Side, on a Sub-Committee of the Departmental Council, regarding the application of the National Council Agreement on subsistence rates, will be of prime interest. The Waterguard representatives on this sub-committee have argued for better rates for the Waterguard Staff than those proposed by the Official Side.

As far as can be gathered, the National Council have attempted to lay down scales of subsistence according to class distinction rather than with reference to actual need of individuals. Hotel proprietors and seaside landlords are not so appreciative of the fine distinctions of class, and are apt to make the same charges to the £200 a year man as to the man on £500. The bulk of the Waterguard relief work is at seaside places during the height of the season, and the officers sent on special duty to these places have got to pay.

* * *

Another report with which the Executive will deal is in regard to promotion to the Officer Grade. The Sub-Committee of the Customs and Excise Joint Committee, set up to go into this question, has now held two meetings. At the second meeting the Sub-Committee based their discussions on written statements from the various organisations concerned. The Waterguard representatives are claiming priority in these promotions for the Preventive Staff because of their special experience and knowledge.

* * *

The Executive will have to give consideration to the as yet unsolved problem of how to cope with the volume of work arising from the Suggestions Committee. The amount of work dealt with by this Committee is amazing. Much of it affects the Waterguard either directly or indirectly. It is important work, but the Association officials, under present circumstances, can give only the barest attention to it.

The half-yearly meeting of the Civil Service Confederation takes place on 28th November, and there will undoubtedly be much material for report from this meeting with regard to matters with which the Royal Commission has been so far concerned.

* * *

The evidence so far taken by the Royal Commission has been of a general character. That given by the National Staff Side is what the rank and file of the Service would have expected, and since the substance of it must be well known it is hardly worth reporting. There is every indication, however, that interesting situations will arise as time goes on. The most informative evidence has not yet been heard.

It is understood that during the week commencing the 9th of December evidence will be received by the Commission from the heads of four different Civil Service Departments. It is gratifying to learn that the Chairman of the Board of Customs and Excise will be giving evidence.

* * *

The Cost-of-Living figure for November is 67 as compared with 65 for the previous month. For food alone the corresponding figure is 59. The rise in prices, according to the Ministry of Labour Gazette, is mainly due to the increased prices of eggs.

* * *

It is interesting to note that at the Fourth Annual Dinner and Dance of the London Collections, arranged for January 4th, 1930, the Chancellor of the Exchequer and Mrs. Philip Snowden will be present. The Financial Secretary of the Treasury will also attend.

* * *

A good deal of controversy seems to have arisen owing to the fact that no reference is made in the recently issued Baggage Instructions to the half-gallon concession as regards Liqueurs and Cordials in Crews' Effects, and with relation to Seizures.

It will be important to candidates for the next examination to clearly understand that the provisions of G.O. 73/1925, in this respect, still govern the situation. Obviously it would be inappropriate to embody instructions on these points in Volume 1, Part 4. There is no doubt that when the remaining parts of Volume 1 are issued the necessary instructions will appear therein, i.e., Crews' Effects in Part 5, and Seizures in Part 1. It is understood that revision of these parts is now in process.

PROSECUTIONS.

SUNDERLAND.

A charge of smuggling spirits was preferred on November 7th against three firemen of the Swedish steamer "Bara" from Ostend. Mr. A. C. Booth (C.P.O.) appeared for the Crown.

On the previous day the vessel was searched by a rummage crew under the supervision of Mr. E. B. Jenner (P.O.). Mr. George Miller (A.P.O.) discovered a space in the firemen's quarters between the end of a locker and the ship's side. On removing a board he found in the space thirty bottles of spirits the proof quantity of which was 2.34 gallons. The prisoners admitted joint ownership of the spirits.

The Bench ordered the men to pay £11 3s. 0d., single value and duty, among them.

BRISTOL.

Before Mr. Justice Charles at the Bristol Assize, on November 13th, a seaman of the s/s "Trekieve," from Buenos Aires, was indicted under the Coinage Offences Act, 1861, for having imported 20 coins resembling sovereigns of the King's realm. There was a second count of being in possession of counterfeit coins with intent to utter them.

Mr. W. D. Mathias was counsel for the prosecution and Mr. F. A. Wilshire defended.

In cross examination the offender stated that he purchased the coins in Buenos Aires for ten cents each, intending to have them made into bracelets for friends of his in this country. He admitted that he had similar coins in his possession at Hull last year, and that he had changed two of them in a tobacconist's shop there.

The City Analyst gave evidence regarding the composition of the coins.

Detective-Supt. Tanner stated that there was a certain amount of traffic in these coins carried on by seamen, and the Mint and Scotland Yard had traced a number in London. The British Government were in communication with the Argentine Government to try and stop the traffic. He also stated that the offender had a bad record and had been previously convicted for theft, while at Hull last year he was convicted for importing and uttering similar coins.

The accused was found guilty on both counts.

His Lordship stated that the jury had found the only possible verdict, and the accused appeared to be an old offender in the traffic. The only way to stop it was to deal severely when such cases were proven. The sentence would be three years' penal servitude.

The coins were discovered at the dock exit at Avonmouth by Mr. F. S. Worner (A.P.O.), acting under the supervision of Mr. A. Griffin (P.O.).

RECONSTRUCT the CUSTOMS.

By "STUDENT."

THE amalgamation of the Customs and Excise took place at a time when it was thought that the duties of each branch had become sufficiently near one another to form a convenient alliance which would produce efficient and economic results. At that time it was deemed expedient to leave the Waterguard as a separate branch, chiefly in order to give special attention to the prevention of smuggling by passengers and the crews of ships.

Whatever the reasons were, it is becoming increasingly evident that the amalgamation was not sufficiently comprehensive to allow for future legislation, and the leaving out of the Waterguard now appears to have been a mistaken policy. Of recent years the Customs and Excise has been entrusted with so many duties of a non-revenue nature that the Department is rapidly becoming unbalanced. On the one hand we see that the Excise has lost many of its revenue duties to the Local Taxation Authorities and assumed a great deal of social work, whilst on the other hand the Waterguard has boiled over and expanded well into the territory of the Customs Landing Branch, and in company with them has taken over many duties on behalf of other Departments of State. Whilst the Excise can be seen drifting apart from the Customs, the Waterguard and Landing branch have been drawn together to such an extent that they are now performing practically identical duties. The same books of instructions and orders serve both, and it is understood that even the Board of Customs and Excise themselves are experiencing the greatest difficulty in maintaining the slender barriers between them. Indeed, this difficulty can easily be appreciated when it is learnt that in framing their orders, the Board have to take great care in the use of a capital or small "O." When writing the word "officer" a capital "O" means an Officer of Customs and Excise, i.e., the Officer Grade, but the small "o" may be taken to mean any officer of the Landing or Waterguard branches. It is understood that this difficulty has now been largely overcome by using a small "o" in every case and by dividing an order into two parts—one for the Waterguard Officer and one for the Landing Officer. This arrangement may overcome the difficulty in separating the pair, but it certainly adds to those of officers by making them timid of handling matter which, although commonsense urges immediate action, should in strictness be passed on to the other branch. These lines of demarcation, where they are distinguishable, are generally very crooked and treacherous to officers, and, more often than not, cause unwarrantable delay in the conduct of public business.

Other evidence of how far apart Customs and Excise are drifting can be obtained from the average Unattached Officer, especially one who has been transferred from Customs to Excise, or vice-versa. His language is seldom nice, and he frankly admits that he does not know whether he is on his head or his heels for a few months. On the

other hand, Waterguard Officers performing Landing Officers' work as they often do, take to it like a duck taking to water. Many experienced officers are of opinion that a split between Customs and Excise is necessary, as the field of knowledge is becoming too vast for mortal man to cover efficiently, but it is very difficult for them to understand why the Waterguard and Landing Branch are maintained as separate entities within the same department when they have so much in common. An outline of the respective duties of these two departments will serve to indicate the number of similar duties they perform, where serious overlapping occurs, and where economies could be effected.

It should be explained first of all that the Waterguard deal with all cargoes of free goods in bulk. These cargoes include grain, loose ore, timber and other unenclosed goods. The Landing Branch deal with dutiable cargo, and free goods in packages. With free goods it is the existence of the enclosing sacks or cases which decides which branch shall examine the particular item of cargo in order to detect any smuggling. If wheat or potatoes are landed in bags the Landing Branch deals with them, but if landed in bulk, even if the sacks are split and the contents bulked in the hold of the ship, the Waterguard take over the work. The Waterguard Officer, who is trained in the detection of smuggling, can deal with bulk free goods, but the Landing Officer, who may be one of those unfortunate Unattached Officers previously mentioned, and who may not have the least idea of smuggling prevention deals with the free package goods—the very part of the cargo where smuggling is likely to occur.

Merchants pass entries for their consignments at the Custom House, and the Waterguard Officer and the Landing Officer compare goods landed from the vessel with these entries to prevent smuggling by wrong description or the concealment of dutiable goods amongst free goods. Dutiable goods duly entered as such would be cleared by the Landing Officer no matter what proportion of the cargo consists of goods in bulk or in packages. Each branch sedulously deals with its own particular portion. Again, in the exportation of goods on drawback, if the goods are ship's stores, the Waterguard deal with them, and if cargo, the Landing Branch is responsible. It is under this system that we have the spectacle of two branches dealing with the same ship at the same time.

It is difficult for officers to determine which branch should deal with certain work. How much more difficult, then, must it be for the public to understand how to comply with the necessary requirements. It must be very puzzling to them, and certainly encourages them to use the jibe "Red Tape," a remark invariably applied to anything in the Civil Service which jars on their business sense.

Customs procedure is largely built upon old foundations which are sound, but the structure which

has been built upon them by post-war legislation is fast becoming a "Chinese Puzzle." The observing Officer wonders how much longer the authorities will continue to bolster up this crazy and uneconomic structure. Surely the time has arrived when serious consideration can be given to all these things; when artificial grading obstacles can be swept aside; and when this aspect of C. & E. work can be adjusted to conform with the high reputation for business efficiency enjoyed in all other respects by the Customs and Excise Department.

Preventive Staff Association

Head Office

Thames Chambers,

18, Beer Lane,

London, E.C.8.

Telephone ROYAL 4279

President: W. G. Thomson

General Secretary: J. Merron

Organising Secretary: J. T. Sutton

Assistant Secretary: W. H. Powell

SOUTHAMPTON.

A meeting of the Southampton Branch was held at the Alexandra Hotel on Thursday, November 14th. There was a very good attendance, and Mr. Maynard occupied the Chair.

The following were elected representatives on the L.W.C. for the ensuing year:—Messrs. Stanford and Maynard (P.O.s), and Messrs. Beer and Matthews (A.P.O.s).

The remainder of the agenda was enthusiastically discussed, and consisted of purely local matters.

CHANGES IN THE STAFF.

To NOVEMBER 25th, 1929.

TRANSFERS.

PREVENTIVE OFFICERS—

Costain, J. H., Barry Dock, Cardiff to Peel, Douglas, Isle of Man.

Francis, A. G., Workington, Preston to Liverpool.

Pollock, H. R., Liverpool to Port Talbot, Swansea.

Watkins, E. G., Middlesbrough, Sunderland to London.

MATE-IN-CHARGE—

Groves, A. E., Liverpool to London.

OFFICER LEAVING THE SERVICE.

RETIREMENT—CHIEF PREVENTIVE OFFICER—

(Upper Section)—

Romans, S. E., Lindon.

VACANCIES.

WATERGUARD SUPERINTENDENT—

1st Class, Cardiff, 1.1.1930.

PREVENTIVE OFFICERS—

Cardiff, 5.1.1930.

*Workington, Preston.

ENGINEER MECHANIC—

Gravesend, London, 9.1.1930.

*An allowance of £30 per annum for performing Long Room work, etc., plus £10 per annum for Registry of Shipping work, is assigned.

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.

CIVIL SERVICE PENSIONS.

Sir,

Whilst the subject of Pensions is still warm, through having been brought into the Chancery Division Court and dealt with on the 5th and 6th November may I be granted a little space in the "Customs Journal" to bring afresh to your readers one or two phases respecting pensions, and commenting also on the claim which, for the time being, is lost to pensioners.

First of all, it must be frankly admitted that there was, and I presume still is, no contract for superannuation between the Civil Servant and the Crown on entry to the Civil Service, but the entrant was quite justified in believing that both salary and superannuation were to be his recompense, payment or reward for his services to the State; that the latter was as well assured to him through long custom as the salary, both being alike incentives to zeal and rectitude throughout the duration of his service.

The Court has decided that Civil Servants have no legal claim to pensions. Nevertheless, there are Superannuation Acts in existence, and a practice which has been so long acknowledged could, one would think, be made legal. To obtain the "year's salary and emoluments" for widows and orphans of those who die in harness or immediately after retirement took eight years of struggle with the Treasury by some of the best brains and boldest spirits in the Civil Service. They contended that superannuation was Deferred Pay, the Crown becoming the gainer by every unfortunate servant who did not survive to get it. But the Treasury would not admit that it was deferred pay, and there is reason to believe that the same opinion is held to-day. The progress of the struggle as it took place was duly reported in "The Civilian" of that day. Perhaps the one who acted as Secretary, or those who represented the Civil Servants at the meetings with the Treasury have kept copies of all the proceedings but I remember reading, towards the close, that the then Secretary to the Treasury admitted that but for the provision of pensions, the salaries of Civil Servants would be 16 per cent. higher. This percentage per annum may be actuarially arrived at as the necessary deduction to provide a pension of two-thirds of salary with 40 years' service (or one-half and lump sum). If my memory serves me correctly,

there can be no doubt that superannuation is Deferred Pay. Pensions, equally with salaries, have to be budgetted or provided for annually. For convenience, perhaps, the two may be bulked together as one charge. Pensions are real things, and have to be brought into the reckoning.

The Treasury Minute of March, 1922, which it was sought to make null and void, caused great unfairness to those especially who retired immediately after the date of its operation, and to others since. An officer who retired as late as in February, 1922, got his extra pension based on the rate of bonus then prevailing (which was high) and retains it unaltered as long as he lives, whilst the officer who retired only a month later, and all others since, have received diminished pensions consequent upon the cost-of-living figures. The cost of living had dropped considerably, and salaries were due for revision on March 1st, 1922, and pensions became affected for the first time. Obviously, the former pensioners must be overpaid or the latter underpaid for equal time and service. The Treasury Minute did not treat all alike. It is stated that there are no less than five different arrangements or methods of assessment of Civil Service pensions in operation. What appears to be needed is one legalised, permanent system which would be fair and just to all.

Yours, etc.,

"PENSIONER."

Civil Service Confederation.

EXECUTIVE COMMITTEE MEETING.

A meeting of the Executive Committee of the Civil Service Confederation was held on Monday, 18th November, 1929, at Livingstone Hall, Broadway, Westminster, when Mr. George Chase presided over an attendance of twenty-four.

An application for membership of the Confederation was received from the Association of Admiralty Storehouse and Laboratory Staffs, numbering 520 members, and it was agreed that this Association be accepted for membership and allocated to the Professional and Technical Group.

Considerable discussion took place on the subject of Equal Pay, and the policy of the Executive Committee on this subject, in relation to the Royal Commission on the Civil Service, was finally embodied in the following decisions:—

"That the view of the Executive Committee is that the main claim for equal pay should be a claim for equal pay for women employed in grades common to both men and women; that in all other cases where women are employed readjustment of pay should be made by negotiation in consonance with the principle of equal pay; that existing standards of pay for men should be maintained.

That the basis should be that existing women should be allowed to proceed from their present point by men's increments to the men's maximum as from a current date, provided that women should be placed on the minimum of the men's scale where such is greater. Where a woman has been on the maximum of her grade for three complete years, a special in-

crement on the men's scale shall be granted.

All new entrants to a grade shall be placed on the male minimum and shall proceed thence by male increments."

On the subject of the claim for increased annual leave put forward by the Warehouse Supervisors' Association on behalf of certain members of the Association, in which assistance is being rendered by the Confederation, it was reported that the draft terms of Remit in the case had been submitted to the Stationery Office for agreement.

With reference to the application put in to the War Office by the Confederation on behalf of the Stores and Clothing Inspection Department Viewers' Association, for increased remuneration for certain members of the Association employed in the Royal Army Clothing Department at Pimlico, it was reported that a communication had been received from the War Office to the effect that a number of claims had been received from Trade Unions on behalf of other classes which the War Office considered to be in similar categories to the Viewers, and a decision on the case of the Viewers was being held in suspense pending investigation of these similar cases.

Applications for the assistance of the Confederation in connection with salary claims had been received from the Customs and Excise Stores Branch Association and the Association of Civil Service Record Keepers, and these cases are under consideration by the General Purposes Committee.

It was reported that memoranda received from the Customs and Excise Federation on the subjects of (1) Enlistment without permission; (2) Enlistment before appointment; (3) Earmarked appointments; (4) Duration of War Contracts; (5) All Colour Service to count for Pension; together with a further memorandum on Enlistment without permission, have been sent forward to the National Staff Side with a view to the inclusion of these subjects in the general case being presented by the National Staff Side to the Royal Commission on the subject of All Colour Service to Count for Pension.

On the subject of "P" Class men rejected on medical grounds for promotion to the Clerical Class, a report was received from the "P" Class Clerks' Committee of the Confederation to the effect that a reply had been received from the Treasury to the representations made by a deputation from the "P" Class Clerks' Committee, and, certain doubtful points having been cleared up by a further deputation which met the Treasury on the 9th October, notification had been conveyed to the Treasury of the acceptance by the Confederation of the Treasury proposals for dealing with "P" Class medical rejects, which were regarded in the main as satisfactory.

Consideration was given to the question of compulsory retirement at 60, in relation to the Royal Commission, but it was decided that no action be taken by the Confederation.

It was reported that the National Staff Side had adopted a proposal made by the Confederation that the Government should be asked to give an undertaking that it would discuss with the staff organisations and Whitley bodies its intentions with regard to the recommendations of the Royal Commission.

BY THE WAY.

A sailor, charged at Bristol with importing imitation sovereigns, paid the Avonmouth staff a compliment when he remarked that amongst sailors it was known to be easier for a lost soul to get through Hell than for a sailor to get through Avonmouth dock with smuggled goods. Reference to the camel and the needle's eye may have sounded better, but the appreciation of vigilance would have been the same. I imagine that when seamen speak like this they are far from approving of the efficiency of the Preventive Staff. The remark appears to be more in the nature of a complaint, for seamen often think they have a genuine grievance when they are pulled up for evading payment of duty and their tobacco costs them more. I suppose from their point of view they have real reason for complaint. Taking seamen as a class, however, they look upon attempts at smuggling as a kind of sport in which the Preventive Staff is the chief obstacle. At any rate, I am glad that the Avonmouth obstacle has drawn forth an unsolicited public testimonial. The testimonial appeared in the local Press, but was probably of insufficient importance to find its way into the big dailies. I did not expect the high and mighties to get enthusiastic over efficiency within the Civil Service.

* * *

Getting out of ruts is not always easy, but if we are destined to keep to ruts all our lives, it may be beneficial to enjoy a change of rut sometimes. But then a lot depends upon your kind of vehicle and the class of road most suited to it.

* * *

Modern roads, especially those of the arterial variety, are very good indeed. They are made so of necessity. You can get roads now that are almost good enough to play billiards on.

The efficiency and speed of road transport have made the modern road what it is to-day. The road maker has had to rise to the occasion. When traffic was lighter and slower it was not necessary to lavish so much care and attention on the composition and state of the highways. I well remember times when stones were sprinkled on the bad patches of the turnpike roads during the wet periods of the year, and the ordinary traffic gradually levelled these patches uniform with the rest of the road. It wouldn't do to-day.

* * *

Time was when the roads were mainly distinguishable by ruts, especially in rural districts. Farm horses were thoroughly used to them and regarded them with affection. They (the horses) moved in a groove of their own, a groove large enough to accommodate one horse, flanked by two deep ruts which accommodated the wheels of the cart. The horse could always be left to carry on by himself. He would keep to his ruts and go his own steady pace, and get there in the morning. He had no

ambition to grow more efficient, and if, perchance, you tried to pull him out of his rut to take another, and perhaps better, road, he would look round at you as if to say that it isn't done. You'd have a difficult job to make him deviate, and if you left him to himself he'd soon get back to his old rut again. He was so very much like what the Waterguard used to be—a traveller in ruts. There are not many ruts in the roads to-day, and there are not many ruts in the Waterguard. Perhaps we regret the passing of the horse who loved his rut. He has given way to machinery—something more efficient. We cannot regret the fact that there are very few lovers of ruts in the present-day Preventive Staff. Ruts and efficiency do not appear together. The will to go forward demands a better road. A better road demands increased skill and initiative.

P.A.R.

Cardiff Prosecution.

On November 14th a steward of the S/S Phyllis Seed, from Bordeaux, was charged at Cardiff in connection with an attempt to conceal liqueurs and champagne.

Mr. C. Finch (A.P.O.) gave evidence of rummaging the offender's cabin and of receiving a declaration that he had no dutiable goods.

Mr. S. T. Gatheridge (A.P.O.) stated that whilst rummaging the forward storeroom he found two gallons of liqueurs and a similar quantity of champagne (all in bottles) concealed beneath sacks and salt fish.

Defendant admitted the offence and was fined the single duty-paid value of the goods, amounting to £18 19s. 10d.

The rummage crew was in charge of Mr. A. Baulch (P.O.).

Mr. H. Howell (C.P.O.) conducted the prosecution.

Customs Journal

∴ ∴ **Terms of Subscription** ∴ ∴

Payable in advance

To readers not eligible for Membership
of the Associations,
one copy 6/- per annum, post free.

Back Numbers, single copies, post free 4d.

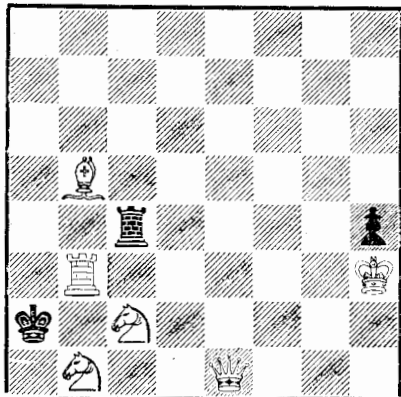
All communications relative to the supply of copies
of this paper should be addressed to

The Secretary, Mr. P. SPEAR,
101 Upton Park Road,
Forest Gate, London, E.7

SPORT AND SOCIAL.

Customs Waterguard Chess Club.

Problem 43.



White mate in two.
By SAMUEL LOYD.

Key to No. 42 :—Kt—B6.

HOW CHESS IS PLAYED—Continued.

DRAWS.—If the best possible moves were made on both sides any game of chess should end in a draw, but it is not by this unheard-of skill only that draws are brought about. If a player fails to checkmate his opponent's king the game is counted as a draw.

There are two special kinds of draws which need the beginner's attention—a draw by *stalemate*, and a draw by *perpetual check*.

STALEMATE.—If, when about to move, a player finds that he cannot make any lawful move, and if at the same time his king is not actually in check, then there is stalemate and the game is drawn, no matter how superior the forces of his opponent may be. This position illustrates stalemate :—

8 ; 8 ; 8 ; 8 ; 8 ; 1p 2K 2p ; 1 P2 B2 P ; 4 k 3.

If it is black's move in this position the game is drawn, for Black has no move and his king is not in check. (He cannot move either pawn, for it is blocked, and his king is warned off the adjoining squares.) Here is another stalemate position :—

White King on his K1, Black P at K7, K at K6.

PERPETUAL CHECK.—A position may easily arise in which a player can keep checking his opponent's king unendingly. Such a position is this :—

q 1 b 4 k ; 6 p 1 ; 8 ; 4 Q 3 ; 8 ; 8 ; 6 P P ; 7 K.

White has had the worst of the game, but he can now draw by "perpetual check." He moves his queen to K8 check, the black K has to move to R2, whereon White checks again by Q—R5 check. Black has got to go back to Kt.1, whereon White Q returns to K8 check. By playing the Q from K8 to R5 alternately White effects a perpetual check and Black must be content with a draw. Here is another illustration of perpetual check :—

8 ; 8 ; 8 ; 8 ; 4 kt 2 k ; 8 ; 6 P 1 ; 3 R2 R K.

Black, with move, easily draws by perpetual check. He checks with Kt—B7 and Kt—Kt5 and repeats moves and so escapes with a draw.

(To be continued.)

CIVIL SERVICE v. KENT.

Next Saturday, December 7th, the above match is being played at the Ministry of Health. Those who would like to witness the match should write Mr. W. M. Kirk, Hon. Sec. Civil Service Chess Association, Ministry of Health, Whitehall, S.W.

Fowey Customs Officer Honoured.

A pleasing ceremony took place at Fowey Custom House on November 4th, when Mr. John Sutherland, who recently retired from the Customs service as Preventive Officer, was the recipient of the Imperial Service Medal. The presentation was made by Mr. C. Nicholls, of Plymouth, Collector of Customs, who paid high tribute to Mr. Sutherland's unblemished record of service. Mr. Allwork, of Plymouth, Waterguard Superintendent, was present, and also spoke of the esteem and regard which all departments felt for Mr. Sutherland.

Many congratulations and good wishes were extended to the recipient. Mr. Sutherland joined the service in 1895, first coming to Fowey in 1898. He remained until 1915, when he returned to London, being again transferred to Fowey six years later. He retired on 2nd May last.

OBITUARY.

It is with much regret that we announce the death, on the 18th November of Mr. E. C. Cunningham, C.B., Accountant and Comptroller General. This sad news comes as a shock to everyone. He was a well known figure, and was greatly esteemed for his genial and kindly disposition. His interest in sports and social events in the Department brought him into contact with members of the outdoor services and by them he was greatly appreciated for his good sportsmanship.

The funeral, which took place on the 22nd November, was attended by great numbers from all branches of the Customs and Excise. A full account of the ceremony will appear in our next issue.