

The Customs Journal

No. 649

September 7th, 1929

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.

A TRUE SIGN.

ANOTHER open competitive examination for Assistant Preventive Officers will be held during this month, one feature of the examination should receive some attention.

Since the new conditions of recruitment have been in force there have been two examinations, and the most significant feature of both has been the extremely small number that have entered. It is logical to presume that at the present time, when tremendous unemployment has caused its natural reaction upon the labour market, the prospect of securing a Civil Service appointment would have induced an entry of many thousands to these examinations. The fact that the entry has been so small speaks volumes, and it is our view that immediate consideration should be given to the matter.

It may be that the necessary quota of recruits have been secured from the small number that have competed, and doubtless they have conformed to the requisite standard. At the same time, however, industrial conditions outside the Service will not always remain as they are to-day, and we hope that in the very near future the Service will have to enter a competitive market for its recruits. It is this phase of the problem that should force a remedy.

It has been our privilege to meet a good many of the new entrants to the A.P.O. grade, and we unhesitatingly affirm that they are of the right type for the work. Apart from the strangeness that affects every recruit to Waterguard duties, they tackle the work in all its phases with the

right spirit, and we feel assured that those responsible for their introduction will have no need to regret their action. After careful consideration, they decided upon the type that it was advisable to recruit, and we believe that as time goes on the wisdom of their choice will be unquestioned. It is practically certain, however, that given ordinary conditions in the industrial world, they will not secure the recruits that are required unless there is the essential inducement. In relation to this matter our experience has been illuminating. We have yet to meet the new entrant who has entered the grade for its own sake. In every instance it has been a case of Hobson's Choice.

The situation is by no means healthy, and the remedy is apparent. The inducement should be such that under ordinary circumstances would attract the right kind of man for the position. That has always been the policy, and it should be applied in this instance. It should not be overlooked that the conditions of service for A.P.O.s are not very attractive. They are liable for service at any port in the United Kingdom, and the recruit must face the prospect of leaving home. The work itself, requiring as it does night and day attendance on weekdays and Sundays, does not appeal to many.

If the Civil Service Commission believe that under normal conditions they can recruit young men between the ages of 19 and 21 of the required standard at the princely remuneration of 27s. per week, with no guarantee of proceeding beyond 54s. per week, they are unduly optimistic.

CURRENT COMMENTS.

BY this time it will be common knowledge that our Inspector-General, who is known personally to many of the Waterguard staff, is about to leave us on retirement. Beyond mentioning that Mr. Thompson has earned the reputation of being something of a wizard at Customs lore, and that he has indicated an uncanny instinct for doing the right thing in tricky circumstances, it is not intended here to make the usual eulogistic remarks appropriate to occasions when popular figures reach the time of severing connection with the Service. That will be done elsewhere in due course, and it will, no doubt, be an interesting feature in the Journal when it is presented to the members.

* * * *

At the moment the thing that concerns the Waterguard staff most is the question of who is to succeed our retiring Chief. On each occasion when this post has fallen vacant we have had a rather tense situation. This time is not likely to be an exception. Never in its history has the Waterguard had such need of a wise and capable chief. Someone who understands the intricacies of Waterguard work, and is energetic. The quality of sympathy need not be mentioned, because to understand the work is to be sympathetic with the officers who perform it.

The anxiety of the staff in regard to the filling of this post is, on this occasion, due to persistent rumours that quite a number of aspirants have entered the field, and that these people in almost every case have not that intimate knowledge of the Waterguard that we would desire to see.

The loss of this post to the Waterguard would of itself be deplorable, but it would be an insignificant happening as compared with an outside appointment that was not popular with the staff.

* * * *

In view of all the circumstances, the Association has communicated with the Board, asking for an opportunity to express the views of the staff. It is encouraging to note that the request has been granted, and an interview has been arranged at which the staff will be represented by the Association Officers. By the time this issue of the Journal appears the interview will have taken place.

* * * *

It is rarely that at this time of year—the close season for Association activity—that events of such importance arise. The need for an early settlement of the matter is, however, very obvious. Whoever succeeds to the post of Inspector-General will have an exceedingly busy time in the months to come.

Many enquiries have been received at the Association Offices from Assistant Preventive Officers who have gathered the impression from some source or other that recruitment of the Immigration Officer grade will in future be from other Civil Service Departments.

At the moment there is nothing definite on this point, although it is understood that some suggestion to that effect has been mentioned in connection with the Reorganisation of the Immigration Officer Department.

Members are informed that the P.S.A. has this question in hand. In the event of other branches of the Service being used as a source of recruitment for the Immigration Service, the obvious claims of Assistant Preventive Officers to special qualifications for this work will be pressed.

* * * *

The recent article by "Idris," published in the Journal, appears to have created a good deal of interest. There are many who would have recognised the author even without the well-known nom de plume.

In connection with his article, it might well be emphasised that hydrometers are supplied to many Waterguard stations already. It is obvious now that almost every Waterguard station must be so equipped. In the past there has been a strange belief that Preventive Officers should regard these instruments as sacred objects. The old-fashioned C.P.O. would hold up his hands in horror at any suggestion that his staff could read and understand these simple little affairs. It is remarkable how these ancient notions can suddenly evaporate. But there is need for a great deal more of this kind of evaporation before the Waterguard gets logical treatment.

* * * *

Mr. W. W. Bishop, who was instrumental in forming the Waterguard Group of the Hospital Saving Association, deserves congratulations on the fact that the subscriptions from members of the H.S.A. may now be deducted from salary. It is too much to say that Mr. Bishop was responsible for the introduction of this very convenient arrangement, but this much can certainly be said—that he used his best efforts in support of the claim for this concession. He bombarded the P.S.A. with requests for help to achieve this end, but at that time there were Official Side proposals which aimed at curtailing the number of deductions from salary for various bodies, and there seemed no prospect whatever of obtaining any concession for the H.S.A.

Since then, owing to a change of circumstances, Mr. Bishop's ambition has been realised. Waterguard Officers are urged to take advantage of the facilities available under the H.S.A. scheme. Obviously the cost is too small to consider, and now, even the trouble of remitting subscriptions has been removed.

* * * *

At the recent P.S.A. Conference, when the report on Electric Torches was under discussion, reference was made to a special safety gadget designed for attaching the torch to the person. Mr. W. A. Powell had arranged with a contractor to manufacture these articles at a low price, and he had supplied many members of the staff with them at cost. Conference decided that as it was really necessary for some such device in order to guard against accidental damage or loss of the torch, action should be taken with a view to having the device introduced by Mr. Powell to be officially issued to all Assistant Preventive Officers.

It will therefore interest members to learn that informal negotiations have already taken place, and that there is every likelihood of there being an official issue of these gadgets in due course.

In the last issue of the Journal reference was made to an announcement in the Customs and Excise Sports Magazine which stated that the Amateur Rowing Association had decided to regard Preventive Officers as eligible for membership. Hitherto all Waterguard Officers had been barred on the grounds that they were professional boatmen.

The significance of the removal of this ban will be readily appreciated, and it is worth noting that the decision of the A.R.A. is the outcome of representations made to them by the Preventive Staff Association. The nature of Waterguard duties gives little opportunity to the officers to take part in regular rowing practice such as would be necessary for useful membership of a club. Nevertheless, it is hoped that those of our people who can handle an oar will take advantage of the new situation if it is at all possible. Copies of the C. & E. Sports Magazine are circulated to all London Waterguard stations, and there is full information for anyone desiring to join the rowing section of the Sports Club.

* * * *

The cartoons of the Conference which were published in the last issue of the Journal have caused much interest and amusement. It is a compliment to the artist, Mr. Spear, of London, who is a member of the Council, that disappointment has been expressed because his humorous sketches did not include more of the Council members.

In teaching us to laugh at ourselves, Mr. Spear is not by any means detracting from the serious side of Conference business. As a matter of fact he is doing good work by conveying to members throughout the country a more vivid idea of the personalities of those who represent them at Conference.

At a certain South coast port it has been the practice for many years past for the Waterguard staff to perform all duties in connection with the examination of free goods.

Recently a change has taken place, and it has now been decided that as this work is proper to the Officer Grade, it shall be performed by that Grade in future.

The reasons for this sudden awakening on the part of the Officer Grade are quite understandable, and at the moment one can be quite sympathetic. But the reason for the change is certainly not that the Waterguard Staff were incapable of doing this kind of work. They have, indeed, performed it successfully for years. They have done the work just in the same way that Waterguard Officers throughout the Service would do it. The examination of free goods at this port will henceforth be carried out by officials whose maximum salary is nearly double that of the officers who have performed the work successfully over a long period of time. This is all very puzzling.

* * * *

Members are informed that the General Secretary has been on leave during the past two weeks, and returns to duty on Monday, 9th September. Correspondence requiring his personal attention will be dealt with as early as possible after his return.

Customs Journal

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All communications relative to the supply of copies
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The Secretary, Mr. P. SPEAR,

101 Upton Park Road,

Forest Gate, London, E7

Civil Service Confederation.

EXECUTIVE COMMITTEE MEETING.

A meeting of the Executive Committee of the Civil Service Confederation was held on Monday, 26th August, 1929, at Livingstone Hall, Broadway, Westminster, when Mr. G. Chase (President) presided over an attendance of twenty-two.

On the subject of the proposals made by the Confederation for the establishment of certain Un-established Classes, it was reported that, agreement having been reached with the Union of Post Office Workers on the subject of the additions to the schedule of grades desired to be made by the Union, the agreed list, with a supporting memorandum, had been sent in to the Official Side.

It was reported that agreement had been reached on the Home Office Departmental Whitley Council with regard to the Reorganisation Scheme for Immigration Officers, during the discussion of which advice and assistance had been given by the Confederation to the Immigration Officers' Association. A feature of the Reorganisation Scheme is that the grade of temporary Immigration Officers is to be abolished.

On the recommendation of the General Purposes Committee, the Executive Committee agreed to support the general principle of the Five-Day Week for the Civil Service.

The General Purposes Committee also reported that it had had under consideration a memorandum, prepared by Mr. S. Slocombe, on the subject of Civil Servants and the Health Insurance and Contributory Pensions Acts, which had been prepared at the request of the Insurance Committee of the National Staff Side. The General Purposes Committee had approved this memorandum, which had been sent forward to the National Staff Side.

On the recommendation of the General Purposes Committee the Executive Committee agreed that the assistance of the Confederation be given to the Stores and Clothing Inspection Department Viewers' Association in connection with a claim for increased remuneration for the members of the Association employed in the Royal Army Clothing Department at Pinlco. It was also reported that correspondence was taking place with the Warehouse Supervisors' Association in connection with the claim of the Association for increased annual leave for certain of its members.

The Executive Committee agreed to take up, through National Whitley channels, the question of the desirability, on occasions which arise when Departments desire to fill vacancies, either temporarily or permanently, by transfers from other Departments, and invite staff in such departments to make application, of a standing arrangement being made for the headquarters of the appropriate associations to be informed of the number of

vacancies, the qualifications required, and the general conditions applicable to the proposed transfers.

It was reported that the attention of the National Staff Side had been called to a new Government Scheme seeking the co-operation and help of employers in connection with national savings, and to the fact that no provision had been made for the inclusion of Civil Servants therein. The Executive Committee endorsed the action taken by the General Purposes Committee of the Confederation in communicating with the National Staff Side to the effect that the Confederation favoured action being taken by the Staff Side with regard to the differentiation of treatment referred to.

Reports were given of recent National Whitley proceedings, dealing especially with the National Staff Side deputation to the Chancellor of the Exchequer on the 16th July, 1929; the Royal Commission on the Civil Service and the proposal made by the General Purposes Committee of the National Staff Side (which had been rejected by the Staff Side) that a conference should be convened of the Staff Side with representatives of national bodies not affiliated to the Staff Side, with a view to arriving at a common policy in relation to the Royal Commission; Appointments conditional on professional or specialised qualifications; Increases on Promotion; Open Competition; Decision taken by the National Whitley Council that agreed decisions taken by the Council should be signed by the Chairman and Vice-Chairman and communicated to Departments; Bonus Review Committee Report; Subsistence Committee Report; Leave for blind telephone operators; Provincial differentiation.

Considerable discussion took place on the question of the Royal Commission on the Civil Service, and the means to be adopted for securing a common policy on the subjects to come before the Commission. It was agreed that a sub-committee of the Executive Committee be asked (a) to make proposals on the subjects to come before the Commission in which the Confederation was particularly interested, and (b) to make proposals for co-ordinating the claims of associations on subjects on which the National Staff Side did not intend to give evidence to the Royal Commission.

It was further agreed that the sub-committee for this purpose should consist of Mr. W. J. Brown, Mr. G. Chase, Mr. R. D. Crook, Mr. A. J. T. Day, Mr. P. H. M. Hoey, Mr. A. L. N. D. Houghton, and Mr. W. E. Llewellyn.

It was reported that the membership of the Civil Service Nursing Aid Association was now about 2,000, and it was desirable that everything possible should be done to increase the number of applications for membership.

On the subject of the Outstanding War Bonus cases it was reported that discussions with the Treasury were to be resumed on the 27th August, 1929.

PROSECUTIONS.

PLYMOUTH.

At Plymouth Police Court on August 23rd, the mate of the vessel "Montcalm," from Roscoff, was charged with knowingly harbouring 48 bottles of brandy and 18 bottles of rum (8.93 proof gallons).

Whilst examining the vessel under the supervision of Mr. C. F. Winder (P.O.), the goods were discovered by Messrs. C. Searle and R. Rae (A.P.O.s).

The magistrates ordered the offender to pay £82 8s. 0d. (double duty-paid value) or go to prison for six weeks. The fine was paid. A fine of £100 was levied on the vessel.

Mr. J. T. Allwerk (W.S.) conducted the case.

SWANSEA.

The master of the steamer "Zurichmoor," from Antwerp, was charged with concealing 5 lb. O.S. cigars, and was fined the double duty-paid value. The goods were discovered in the seat locker of the chart room beneath charts and ship's papers by Mr. A. G. Colburn (A.P.O.).

Mr. A. S. Roper (P.O.) had charge of the examination of the ship, and the prosecution was conducted by Mr. Roberts (C.P.O.).

SEAHAM HARBOUR.

At a special Court on August 27th, the chief officer of the steamer "Dagny," from Dieppe, was charged with harbouring 28 bottles of brandy (3 proof gallons), a fifth of a gallon of perfumed spirits, and a third of a gallon of wine.

The prosecution was conducted by Mr. A. C. Booth (C.P.O.), who described how it was found necessary to remove the moulding of a settee in defendant's berth and partially dismantle it before access could be gained to the place of concealment in a space at the foot, otherwise inaccessible. Defendant was fined the single duty-paid value, £15 9s. 1d.

The officer who discovered the goods was Mr. W. F. Monk (A.P.O.), of the Sunderland rummage crew, under the supervision of Mr. A. E. Busby (P.O.).

CARDIFF.

On August 24th, at Cardiff Police Court, Mr. H. Howell (C.P.O.) conducted a prosecution against a messroom steward of the Spanish steamer "Nalon."

Evidence was given that Mr. L. J. Hall (A.P.O.), attached to the rummage crew under the supervision of Mr. A. Young (P.O.), during the rummage of a spare berth discovered sixteen bottles of brandy concealed in straw beneath crockery under the bunk boards.

Accused was ordered to pay single value and duty, with the option of one month's imprisonment.

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.

EXAMINATION OF BAGGAGE.

Sir,—Your correspondent, "Per Ardua ad Astra," asks me for my opinion of the arrangement whereby a passenger may pay duty on a bulk gallon of spirits and is required to leave the remainder (if any) in charge of this Department pending an application to the Board for its release. My answer is that as an attempt to soften in its application to the travelling public the rigour of the law, i.e. the Immature Spirits (Restriction) Act, 1915, the arrangement is both sound and reasonable. It is obvious that in order to avoid, by administrative action, this infliction of hardship upon incoming passengers, while at the same time ensuring the observance of the intention of the law, a line has to be drawn somewhere. Inevitably there must be borderline cases, but in this instance occasions where detention becomes necessary are exceedingly rare nowadays. No doubt in such cases the passenger would seize the opportunity for a time-honoured gibe about red tape methods; but it should not be beyond the capacity of an experienced and practical officer easily to placate the complainant.

Yours, etc.,

"IDRIS."

HOSPITAL SAVING ASSOCIATION.

Sir,—With reference to the communication from the late Group Sec. of D 582 Group published in your last issue, I have to point out that as General Order 47/1929 stands it only covers those contributors who are within the Hospital limits.

As regards those whose income exceeds the "Limits," and who are designated Honorary Contributors, the Association has yet to obtain the Board's permission for their subscriptions to be deducted from the salaries or wages sheet.

I have written to Headquarters on this account, and am assured that the necessary permission will be obtained as soon as possible.

Meanwhile, will Honorary Contributors please continue to send their subscriptions as usual?

To those within the "Limits" I would like to send a reminder that there are many who have not yet returned their forms giving the necessary permission for such deductions. This delay has prevented the scheme from being put into operation from 1st September as was intended.

To non-members I would like to point out that this is the appropriate time to join. Send along your enquiries to me at the above address and you will receive a prompt reply.

Yours sincerely,

H. J. HUMPHRIES,
(Group Sec., H.M.
Customs Waterguard
Group).

VOCATIONAL EDUCATION SECTION

The Examination of January 1930 Are YOU Concerned?

If you are. What are you doing to properly equip yourself for the Examination? :: :: ::

Remember the Unprecedented Success achieved at the 1928 Examination. The First Nineteen on the Successful List were V.E.S. Pupils, and the Great Majority of the Successful Candidates had Derived Benefit from the Section. ::

If you want systematic tuition designed by experts. If you require the assistance of tutors who are unequalled in their work. If you desire special courses upon your weak subjects; in short, if you want to ensure that you are as fit as you can possibly be in departmental knowledge, then do not hesitate, there is too much at stake. Get busy right NOW and

JOIN THE V.E.S.

SPECIAL NOTE.—Whatever may be your difficulties remember that this Section is conducted under the auspices of your Association. If you require information or advice, then write to the Secretary (V.E.S.), 13 Beer Lane, London, E.C.3. You can rest assured that everything possible will be done to help you.

FILL IN THIS FORM NOW.

The Secretary (V.E.C.),
Preventive Staff Association,
13, Beer Lane, London, E.C.3.

Please enrol me for Preliminary Course
Intermediate Course (delete Courses not required) in Waterguard.
Advanced Course

Departmental Regulations. Postal Order payable to P.S.A., London, value.....(insert amount), enclosed.

Name

Address

Tutors:—Messrs. Angus, Finley, Gardine Lake, Sheehan, and Thomson.
Please indicate Tutor desired, and choice of Tutors will be given as far as possible.
Fees 10/0, 15/0, and 20/0 per term respectively.

BY THE WAY.

I suppose a large number of people regard the Southern Railway as one of the most progressive in the British Isles; I certainly have met those who are willing to give it first place. There is no doubt that the manner in which the London suburban traffic question has of late years been handled by the Southern has been of inestimable benefit to a colossal number of residents distributed over the whole of south, south-east and south-west London.

This wave of progress has not been confined to the suburbs, and we have noticed during this summer the inauguration of a number of new features in railway travel over the main lines. One outstanding departure has been the new Golden Arrow Continental service which, by co-operation with the French Railways and the introduction of a new steamer between Dover and Calais, considerably shortens the journey between London and Paris.

There is still another improvement, designed for the comfort of Continental travellers arriving at Victoria Station, where passengers find it necessary to wait a short while for their baggage to be laid for examination, and where the proverbial tact and diplomacy of the Waterguard is put to its most severe test. This is the enclosing of that part of the arrival platform where the Continental baggage is examined. This will mean that instead of the platform being open to the high glass roof which spans the whole station, the platform will be separately enclosed by building at the back and ends and by the addition of a covering, presumably about twelve feet high. By this means the platform will be open only to the train. In the winter this enclosure will be heated by a new installation of hot water pipes.

An installation of loud speakers has been introduced at London Bridge, and each train is announced as it nears the station. It is found that this innovation works very well indeed, and saves a great deal of unnecessary questioning of officials. One of our officers, quick to seize upon anything that might prove of benefit to the Department, suggests that this move might be copied with striking effect at Victoria. Imagine a series of loud speakers placed at intervals in the baggage examination enclosure, informing passengers of the articles that must be declared, however small the quantity, and pointing out carefully that any worn or used silk or artificial silk garments must be declared. Our loud speaker would, of course, go one better than the leaflet, for I should insist that it made mention of cutlery.

This suggestion is made to the Honourable Commissioners without reference to the Suggestions Committee.

I saw the following limerick during the week, and feel sure it will be appreciated by our colleagues over the border, whichever side of the border they happen to be:—

There was a young man of Marseille
Who walked all the way to Dalry;
Oh, don't ask me how,
For he isn't there now;
He proceeded at once to Milngavie.

P.A.R.

Preventive Staff Association

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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 August 15th, and was well attended.

The South Coast Councillor (Mr. S. A. W. Beer) was present, and gave a very lengthy report on the proceedings of the Annual Conference held at the end of July. The meeting passed a resolution expressing every satisfaction and confidence in the Council's work regarding the Salary Claim.

Correction.

In the account in the last issue of a prosecution at Hull regarding a seizure of liquor on the steamer "Seefoss," the name of the officer conducting the case for the Crown should have read Mr. J. Kieran (C.P.O.).

OBITUARY.

MR. W. H. J. ALEXANDER.

It is with regret that we have to record the death of Mr. W. H. J. Alexander (P.O.), in the Ilford Emergency Hospital, London, on Wednesday, 21st August, after an illness lasting about three weeks.

In "Alec," as he was familiarly known in London, the Waterguard possessed one of those officers whose rise in the Service was worthy of note, from book-keeper to A.P.O. and to P.O. in the post-war years. In that dramatic episode, the landing at Suvla Bay, "Alec" was one of the crowd, though you never heard him mention the fact, and it is believed amongst his more intimate colleagues that the intense suffering which he endured on that occasion materially helped towards his early death.

To Mrs. Alexander, her son and daughter, goes out our heartfelt sympathy.

There was a fair attendance of Service colleagues at the funeral at Barkingside on Tuesday, August 27th. Among the large number of floral tributes was one from the London Preventive Staff.

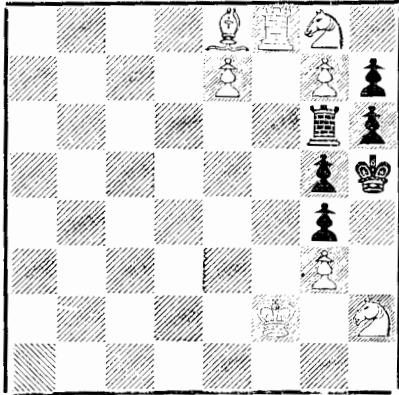
DODDS.—On August 23rd, at 6, Queen Terrace, Seaton Carew, John, the dear husband of Emma R. Dodds, and formerly in His Majesty's Customs, aged 82 years. Interred on Monday, August 26th, at Seaton Carew Churchyard.

SPORT AND SOCIAL.

Customs Waterguard Chess Club.

PROBLEM No. 38.

By P. H. Williams and Dr. J. Schumer.



White mate in one, then from position given above remove:—

1. The Kt at Kt8 and mate in two;
2. In addition to 1, remove the P at K7 and mate in three;
3. In addition to 1 and 2, remove the P at K7 and mate in four.

CUP CONTEST.

The following letter of congratulation was received from the President by the Hon. Secretary for transmission to the winner with the Cup:—

"I was pleased to learn that Mr. A. Hardie had won the Cup in the present contest, and whilst wishing the other competitors better luck next time, I should be glad if you would convey to Mr. Hardie my hearty congratulations on his success.

"Yours faithfully,
" (Signed) N. THOMPSON."

LOCAL CONTEST.

We hear that a member of the C.W.C.C., playing in local tournaments at Weymouth, obtained two first and one second prize in three contests, and won the prize for the highest points gained in the season. We congratulate him and wish him continued success.

Here are the scores of three short games:—

White,	Black.
1. P—Kk14	P—K4
2. P—KB3	Q—KR5 mate.

(This is known as "fool's mate.")

1. P—K4	P—K4
2. B—B4	B—B4
3. Q—KR5	P—Q3
4. Q×KBP mate.	

(This is known as "scholar's mate.")

1. P—K4	P—K4
2. P—KB4	Kt—QB3
3. Kt—KB3	P—Q3
4. B—B4	P—KB3
5. O, O.	Kt—K2
6. Kt—QB3.	B—K5
7. P—KR3	B—R4
8. Kt×P	B×Q.
9. B—B7 mate	

Chess Corrections.

Followers of chess in these columns should note the following corrections to the Cup Final game between Mr. Hardie and Mr. Boodle.

In the issue of July 27th, White's 24th move should read: 24. R×Rch. In the issue of August 24th, White's 30th move should read: Q—KKt7ch.

Another correction should be noted by beginners on page 156 of the last issue (August 24th). In demonstrating a separate Black move in column 2, line 2, a line should be drawn above the move, thus:

7. B—Q3.

Cardiff Cricket.

Aug. 17, at Llandaff Fields, Cardiff:—

Canton Cosmos 25 runs (Bray 4 wickets for 4 runs, N. Ramsay 2 wickets for 5 runs).

Cardiff Waterguard 46 runs.

Aug. 24, at Dinas Powis:—

Dinas Powis C.C. 110 for 8 wickets (declared) (Lindley 5 wickets for 20 runs).

Cardiff Waterguard 122 for 2 wickets (S. Bray 42, C. S. Hill 28, Knowles 40 not out).

Cardiff has one more match to complete their fixture list for 1929—against Brynmynn C.C. on September 7th.