

The Customs Journal

No. 659

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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.

THE VOICE OF AUTHORITY.

THE statement made by the Chairman of the Board at the recent C. & E. Dinner held in London to the effect that the Waterguard was the finest preventive service in the world, has naturally pleased every man in that branch of the C. & E.

It is not altogether surprising that public expression of a truth of this nature should cause so much pleasure when one realises that for many years the branch has merited such praise, but that it has never been given so publicly. We are grateful to Sir Francis Floud, therefore, that he has expressed his opinion of the Waterguard, and we can assure him that one result of his statement will surely be an increased effort on the part of every member of the Preventive Service to increase its efficiency.

It has been our opinion that the value of efficient revenue protection has not been appreciated in certain quarters to the extent that it should be. There has been a tendency to take things for granted. An illustration of the kind of loose thinking that has been indulged in was the calm assertion put forward some time ago that the old days of "running a cargo" are gone; that revenue protection has assumed a clerical aspect; and that fiscal innovations of recent years have made this change inevitable.

One of the most dangerous tendencies observed in persons who theorise in this connection is that of eliminating the fundamental principle upon which effective revenue protection and collection is based. They see an organisation based upon the knowledge that the trading interests involved are overwhelmingly

conducted on legitimate lines. They see commercial transactions invariably carried out by the straightforward business methods adopted to perfect a system that is designed to prevent fraud. They forget that the whole system, as far as revenue is concerned, becomes valueless when trade is conducted on illegitimate lines, and that successful trade of this kind breeds upon its own success.

We have every admiration for the successful work performed by other branches of the C. & E. in the direction of revenue protection. It is true to say, however, that the basis of the prevention of evasion is the Waterguard department. The coastline is an extensive one, and opportunities are still available. The financial inducement for successful smuggling is greater than ever it was. Modern invention has provided the modern smuggler with advantages that his predecessors never possessed. The personnel of the Waterguard is small, but the branch has met the new situation in its own way and the result has been effective protection.

One of the penalties of giving perfect service is that the smooth running of affairs consequent upon it, are too often taken for granted, and the cause is lost sight of. Occurrences such as we have heard of under the U.S.A. prohibition laws have given the citizen of the U.S.A. every reason to fully appreciate the value of an impeccable Customs Preventive Service. The Chairman of the Board of Customs and Excise has good cause to feel proud of the integrity, skill, and ability of his preventive staff.

CURRENT COMMENTS.

THE 1930 examination for promotion to Preventive Officer has come, and is gone. But the papers that were set will form the basis of many a lively discussion for an indefinite period; and those who have been through the exam. will, as usual, occupy their minds greatly in attempting to estimate the value of their own individual efforts—until the examiners settle the matter finally and inexorably, some eight weeks hence. That is all quite normal.

An unusual feature of this examination was that all the candidates—a record number of 129 attended—were ex-Service men, and it was apparent to any experienced observer that most of them were so well prepared that they did not regard the exam. as a very terrible ordeal. This is a point worth noting, in view of the evidence given before the Royal Commission, regarding the alleged lower efficiency standard of ex-Service groups in the Civil Service.

The facilities provided by the Association through the Educational Scheme have been utilised to the utmost by members of this group of candidates, and it is certain that, at the least, they are well up to normal standard.

* * * *

The general opinion regarding the examination papers is that they were fair and searching. The form of the questions was much appreciated as enabling the candidate to get a quick grasp of the meaning. There was universal satisfaction at the consideration and encouragement shown by the examiners, particularly at the Oral test. The examination for Preventive Officer has always been regarded by the staff as a very fair trial of capabilities, but on this occasion its reputation in this respect has been considerably enhanced.

* * * *

Many of the candidates took the opportunity to visit the Association Headquarters, where they displayed much interest in everything they saw of the inner workings of the P.S.A. They were all very bright and cheerful, in spite of the examination, and also in spite of the unfortunate fact that some of them were in temporary financial difficulties owing to the insufficiency of the cash advances obtained before leaving their home ports. This situation arises from the fact that until after the written test is finished, no candidate knows how long he will be staying in London, and therefore cannot obtain an advance to cover a full week's stay, which may be necessary. The Association will endeavour to find some solution to this problem in order to avoid a recurrence of the trouble.

It is understood that sixteen candidates did not avail themselves of the opportunity to sit. The explanation of this would be difficult to find, though in some cases domestic circumstances are the cause. The percentage of non-starters is so small, however, that it gives no ground for thinking that the pay and conditions of the A.P.O. grade are in any way attractive. Any tendency to think this is immediately counteracted by observing how assiduously the candidates to-day apply themselves to months of preparation and study, in the anxious struggle to get out of the A.P.O. grade.

* * * *

The evidence given by the Rt. Hon. Sir John Anderson, G.C.B., when he appeared as witness before the Royal Commission has now been published. It has a particular interest for our members because of the several references to the Immigration Staff, with relation to the Customs Staffs. The part played by the Customs Preventive Staff (the term "Waterguard" becomes more confusing every day) as regards Immigration work was left in obscurity. It was stated that Immigration work at places where no Immigration Officer is stationed was undertaken by Customs Officers who "deal with cargo." This statement was made to indicate that the normal work of Customs Officers was entirely different from Immigration work, which deals with *persons*. That is, of course, true where the Customs Officer is an Officer of Customs, but where the Customs Officer happens to be a Preventive Officer it is not accurate, because the Preventive Officer is a highly trained expert in dealing with individual persons, and his normal work gives him a much wider experience of dealing with members of the travelling public, of every degree and nationality, than can be obtained in the Immigration Service. As a matter of fact, the foundation of the present Immigration Staff was built upon Waterguard experience. In the early stages officers from the Preventive Staff were loaned to the Home Office, and these were the mainstay of the work until the inexperienced recruits could be trained. Many of these officers returned to their own department, but a fair proportion of the Immigration Staff at the present time is composed of officers permanently transferred from the Preventive Staff. At non-approved ports Immigration duties continue to be performed by the Preventive Officer in conjunction with his ordinary work.

It must be admitted that to understand the exact difference between the two outdoor Customs departments is not at all easy for anyone

not closely connected with them, and there is every excuse for inaccurate impressions. Broadly, the position is that the Customs Preventive Officer specialises in dealing with persons, and incidentally performs all Immigration work falling to the Customs department. The Officer of Customs specialises in cargo, and does not undertake Immigration duties.

* * * *

Another interesting item in this evidence was the reference to the qualifications required of Immigration Officers. It was stated that "the educational requirements are comparatively simple, but the question of personality, tact, address, ability to take rapid decisions, etc., bulks large." Now, these are exactly the qualifications that are required from members of the Preventive Staff, but in our case they do not by any means cover the whole of the requirements. Entry to the Waterguard is by means of an open competitive examination, including a selection Board interview to ensure that candidates possess the necessary personal qualities. At a later stage the Waterguard Officer takes another examination. This time it is to test his knowledge of voluminous and intricate departmental regulations, and here again there is included an Oral examination to make a further test of these extremely important personal qualities. If he is successful in this ordeal he becomes a fully-blown Preventive Officer. Later again another examination comes along, and this time it is to test his administrative capacity, and his ability to supervise. After the written part of this exam. he once more submits to a test of his personal qualities by appearing before a Promotion Board. Success at this exam. makes him a Chief Preventive Officer.

It is more than obvious that tact, address, personality, etc., are absolutely essential in the Preventive Service, but it is also obvious, from the fact of so many examinations, that a very great variety of technical knowledge is required as well, and from this it follows logically that the occasions when rapid decisions are necessary are both numerous and varied.

In the Immigration Service examinations in either educational or departmental subjects appear to be unnecessary. The stock-in-trade of the Immigration Officer is, apparently, personality. It must be admitted that the Immigration Officer uses this quality to the best advantage. He is a most valuable official, and, in the difficult duties he has to perform, he well earns the salary applicable to his post.

But Immigration Officers and Preventive Officers come into daily contact with each other, and what sorely puzzles the Preventive Officer

is by what process of reasoning, in view of all the circumstances, do the powers-that-be value his work at £100 per annum less than that of his friend in the Immigration Service.

* * * *

The facilities provided through the Association for reduced fees to members desiring to join Messrs. Boots' Book-Lovers' Library continue to be well appreciated. The requests for application forms have increased this year, and arrangements have been made to supply the necessary forms to all new subscribers, and to those who are renewing their membership, in time for the 1st February.

Any P.S.A. member desiring further information of this valuable library service can obtain full particulars from the Association Headquarters.

Is It a Knotty Point?

BY W.M.S.

In a recent issue, "Reasonable" revives the subject of the pilfering of bonded stores—a controversy which spread itself over several issues of the "Customs Journal" in May and June last year. As he has this time brought the V.E.C. into it, and thereby gives his interpretation some semblance of authority, it might be necessary to state that the V.E.C. has not yet gone into the matter to secure an official ruling on the point. Perhaps, like the writer, those in authority on that committee do not consider any special ruling necessary—the instructions are well defined.

C.C., Vol. I., contains all the necessary instructions for dealing with any irregularities in connection with goods liable to Customs duties, and most officers can discriminate between such goods and goods liable to Excise duty by the necessary particulars given on Shipping Bills. At one time there was a doubt as to procedure when goods were liable to Excise duty, but the insertion of par. 22a in C.C. I., Part I., cleared the atmosphere in that direction. Therefore, where is the knotty point?

The existence of a Bond over the goods seemed to have scared "Reasonable." As one who contributed to the controversy last year, I do not wish to enlarge upon that now, but I wonder what he would do if a man pilfered goods from under seal on a vessel coastwise, where there was a bond in existence owing to the duty being over £20?

Questions set at the Examination for Promotion to the rank of Preventive Officer.

14th JANUARY, 1930.

Total marks obtainable for this paper ... 600
Total marks obtainable—

Paper I	600
Paper II	400
Oral	400
Total	1,400

FIRST PAPER—

Time allowed, 3 hours. 10 a.m. to 1 p.m.

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

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

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

(a) At 9 p.m., while visiting your station with your A.P.O., you observe the Chief Steward of the S.S. "Arabia," which arrived with 120 passengers from the Far East on the previous day, going ashore. You intercept him and question him regarding the contents of a parcel he is carrying, and find that it contains two boxes of cigars O.S. wrapped in a silk kimono, none of which, he admits, were declared on List 142. Being dissatisfied with his general demeanour you pursue your enquiries and ultimately find in his possession a quantity of opium.

(b) While patrolling your station aloft at 8 p.m. you observe a local waterman's boat leaving a steamer which arrived from foreign during the day and is lying off awaiting a berth. You instruct the Mate-in-Charge to intercept the boat, and find in her the owner and the Assistant Harbour Master, who, on being questioned, admits possession of 400 Cigars O.S. and 3 bottles of Cognac which, he states, he purchased from the Master of the steamer. The latter admits the truth of this statement and confesses that the goods were concealed on board. Both exonerate the waterman from any knowledge of or connection with the transaction.

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

(a) During the rummage of a vessel from foreign one of your A.P.O.s informs you that the Chief Engineer, in whose berth he has found concealed 2 lbs. of Indian Cheroots, has offered him £1 not to report the offence.

(b) The Master of a vessel on arrival from Trieste informs you that he has on board the body of one of the crew who has died on the previous day.

(c) During the examination of baggage ashore you find that a passenger has landed, and has with her, a dog which she has not declared and for which she has no landing licence.

(d) While you are engaged in the examination of baggage, a gentleman presents four pieces which he states are the property of his wife, who is waiting outside the exit being too unwell to attend to the formalities. He has not travelled with her from abroad but merely come to meet her on her arrival.

3. (a) With reference to the Public Health Regulations, define the terms:—

Infected Port; Foreign Port; Infected Ship, and state what signals, day and night, must be shown by an infected ship.

(b) Define a "bottle" and state whether, and if so in what circumstances, you would charge a passenger the bottle surtax on wine in cask. Under what conditions may wine be admitted to duty for private use without test?

(c) While proceeding in uniform along a public thoroughfare in the vicinity of a Naval Dockyard you observe a Petty Officer coming from the direction of the Dock Gate carrying a parcel which you strongly suspect contains perique tobacco. What action would you take?

4. (a) What are the instructions governing the issue of inward surplus stores to French merchant vessels whilst in British waters?

(b) As a Preventive Officer on boarding duty you visit a coastwise vessel. What action would you take to satisfy yourself that the vessel is a *bona fide* coaster, and has been so employed for a considerable time?

(c) (1) Give the meaning of the expression "ship laden with a grain cargo."

(2) What does "grain" mean in this connection?

(3) State fully what action would be required of you as Preventive Officer on the arrival on your station of a vessel laden with a grain cargo.

(5) (a) On the arrival of a vessel from the River Plate, one of the seamen, who is severing his connection with her at once, presents his effects for clearance and produces 8 oz. Cavendish Tobacco stating in reply to your questions that he has no other dutiable goods. On examining his bag you find 8 oz. Havana Cigars, which he admits he intended to smuggle. What action would you take?

(b) What are the instructions in regard to the examination of the baggage of Naval Officers:

(1) When accompanied by the owner;

(2) When sent ashore lashed in charge of servants?

(c) Explain the term "Deck Cargo" under the Merchant Shipping Act, 1894, and state briefly what is the object of measuring such cargo. What are the rules for measuring spaces occupied by "deck cargo" other than oil fuel?

6. (a) What are the regulations regarding the liability of vessels concerned in smuggling, to fine or forfeiture? Define the term "responsible officer" in this connection.

(b) On boarding a vessel from Helsingfors this month you find carried on deck:—

24 telegraph poles averaging 37 feet in length and 28 inches middle girth. Calculate the tonnage and state what action you would take.

(c) Define the term "Explosives" under the Explosives Act, 1875, and state briefly the regulations governing the removal coastwise of explosives.

7. (a) What quantity of (1) tobacco, and (2) perfumed spirits, may be landed duty free by a Naval Rating going on leave for three nights on return from foreign service. Should he be in possession of a Landing Pass or a Liberty Ticket, or both? What would you do if he had a quantity of perfumed spirits exceeding that authorised?

(b) The following goods are presented to you for shipment as stores:—

Ex Warehouse:—

- 10 lb Cavendish Tobacco.
- 25 cases Whiskey.
- 12 cases Wine N.E. 25°.

On Drawback:—

- 1 cwt. Sugar, Polarisation ex. 98°.
- 1 bag Roasted and Ground Coffee (1 cwt.).

State the documents required, the extent of your examination, what records you would make and how you would dispose of the documents. Also state what action you would take if you discovered that two bottles among the whiskey contained only water.

(c) A passenger from Boulogne declares and produces two new silk dresses purchased abroad, stating that one is intended as a present for her sister who lives with her in London, and the other for her own use. The value of each dress is £12 and the weight of each 12 ounces. How would you proceed as a Preventive Officer?

8. (a) Describe fully what action you would take on the arrival on your station of:—

- (1) A British Yacht.
- (2) A Foreign Yacht.

(b) Whilst examining baggage you discover concealed in a trunk belonging to a passenger from Antwerp 2 Revolvers and 100 rounds of ammunition. A closer examination reveals a parcel of revolutionary pamphlets. State what action you would take.

(c) What are the instructions for dealing with non-dutiable merchandise imported in passengers' baggage?

SECOND PAPER—

Total marks obtainable for this paper ... 400

Time allowed, 2 hours. 2.30 to 4.30 p.m.

All Questions to be taken.

1. A passenger from Marseilles declares and produces as his private effects the following goods on which he requests to pay the duty:—

- 2 bottles of Liqueurs, each .22 gall.
- 3 packs of Playing Cards.
- 6 new Silk Shirts weighing 4 oz. each and valued at 30s. each.
- 3 tins Negrohead Tobacco, each 7 oz. net.
- 16 tins Cavendish Tobacco, each 4 oz. net.

Concealed in his baggage you find:—

- 3 new Silk Shirts weighing 4 oz. each and of a total value of £3.

On being offered the option he elects to deposit treble the duty paid value.

State the total amount the passenger would be required to pay.

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

- (a) 3 boxes of Havana Cigars, each 15 oz. net.
- 3 bottles of Whiskey, each .16 gall. at 25° u.p.
- 1 doz. pairs Silk Stockings valued at 5s. 10d. a pair.
- 2 lb. Tobacco, unmanufactured, unstripped.
- (b) 1 doz. Safety Razors, valued at 4s. 2d. each.
- 1 pair Opera Glasses, valued at 30s. 0d.
- 1½ gall. Burgundy, in bottle.

3. (a) Define the term "Light Wood Goods," as used in reference to deck cargo.

(b) A British vessel arrives from Australia with the following deck cargo:—

28 Horses; 119 Sheep; 74 Mules.
and a quantity of timber measuring—

	Mean Length.	Mean Breadth.	Mean Height.
Sec. 1 ...	84 ft.	18.3 ft.	6.6 ft.
Sec. 2 ...	84 ft.	19.5 ft.	6.6 ft.
Sec. 3 ...	46 ft.	9.1 ft.	3.5 ft.
Sec. 4 ...	66 ft.	19 ft.	9.8 ft.

Under Sec. 1 there is a hatch measuring 18 ft. by 15 ft. by 3.6 ft.

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

4. A passenger from Havre declares and produces $\frac{1}{2}$ lb. Cigars, other sorts, and 5 reputed quart bottles of Sparkling Champagne, and when questioned denies possession of anything else liable to duty.

On examining his baggage you find concealed 700 ft. of blank cinematograph film of the standard width of $1\frac{3}{8}$ inches.

State how you would deal with the case as a P.O., and the total amount the passenger would be required to pay, assuming that he elected to deposit treble the duty paid value on the cinematograph films.

5. On challenging a Navy man on landing he informs you he is proceeding on 7 days' leave, and produces one perique tobacco (14/16th lb.), $\frac{1}{2}$ lb. tin cut (Service) Navy tobacco, and 50 cigarettes (2 16th lb.). He has no duty slip or landing pass.

How would you deal with the case, and what amount of money, if any, would you require from him?

6. A passenger from Montreal declares and produces the following goods as his personal effects:—

- 2 lb. Cavendish Tobacco.
- 3 bottles Rye Whiskey, each .15 gall.
- 7 packets Cigarettes, each packet 2 oz. net.
- 1 new Gramophone, value £11.

He claims preference as regards the whiskey and the gramophone. How much would he have to pay?

NURSERY RHYMES.

ADJUSTED BY "G.E.N."

No. 2.

A.P.O. Horner sat in a corner,
Reading up this year's "Ham";
But, nevertheless, 'twas the "V.E.S."
That pulled him through his exam.

H.S.A.

HAVE YOU HEARD

that The

HOSPITAL SAVING ASSOCIATION

increased its membership by 200,000 in ONE YEAR, that it COVERS YOUR WIFE and CHILDREN, YOUR PARENTS, BROTHERS and SISTERS if living with you and entirely dependent on you, all for

THREEPENCE A WEEK?

That you can have it

DEDUCTED FROM YOUR PAY?

WOULD YOU LIKE TO HEAR MORE?

Then write to:—H. J. Humphries, "The Laurels," 40, Raneliffe Road, East Ham, London, E.6, Hon. Sec., H.M. Customs Waterguard Group, E.1010.

A C. and E. Parody.

The following verses, to the tune of a famous chorus, were sung at the Customs and Excise Dinner on January 4th in London:—

EVOLUTION;

Or, Many a Year Ago.

Heigho! Many a year ago,
The Excise was a small affair, but we have
watched it grow,
We saw the Whitley Council born, we saw the
first U.O.

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
The present staff was in the clouds, regarding
us below,

No doubt unborn Commissioners were waiting
in a row.

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
We dared not call a Spade a Spade, we were
polite, you know,

There was an I.G.W. whose strongest word was
BLOW,

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
However hard we worked, we never got the
D.S.O.,

There were no Women Officers, with medals in
a row,

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
The River Thames was never known its banks
to overflow,

Now daily we enjoy a *Floud* whom Whitehall
used to know

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
The Gauger was a famous man, from Inverness
to Bow,

The stuff he drank was over-proof, not mainly
H₂O,

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
My final verse, I fear, you'll find perhaps a trifle
vague,

But who'd have thought of Chancellors week-
ending at the Hague

Ten, twenty, thirty, forty, fifty years ago.

Heigho! Many a year ago,
We hadn't got a Chancellor who saved his
country's "dough":

We'd hoped to have one here to-night, who
cherished each "G.O."

Ten, twenty, thirty, forty, fifty years ago.

But who'd have thought our guest would be the
famous Philip Snow—

Den, twenty, thirty, forty, fifty years ago.

R.W.S.

Civil Service Confederation.

EXECUTIVE COMMITTEE MEETING.

A meeting of the Executive Committee of the Civil Service Confederation was held on Monday, 6th January, 1930, at Livingstone Hall, Broadway, Westminster, when Mr. George Chase presided over an attendance of twenty-eight.

A discussion took place on the subject of Equal Pay, it being reported that the Equal Pay Committee had come to the conclusion that the evidence so far heard before the Royal Commission indicated that the Commission might not take the view that the principle of Equal Pay was accepted, and that it might therefore be necessary to give evidence in support of the principle. It was decided that it be an instruction to the Confederation representatives on the Equal Pay Committee to move that the Equal Pay Committee should proceed with the preparation of its case for presentation to the Commission on the assumption that the principle of Equal Pay had been accepted by the House of Commons, but should have in reserve a case in support of the principle, in case the Royal Commission should take the position that the principle had not been accepted.

In connection with the claim put forward for increased scales of annual leave for certain classes in membership of the Warehouse Supervisors' Association, for which a case had been prepared for arbitration, it was reported that an offer had been made by the Controller of the Stationery Office on the 3rd January, 1930, which conceded the greater portion of the claim. Subject to the concurrence of the Association concerned, it was proposed to accept this offer.

It was reported that a second memorandum on the subject of Injuries on Duty, received from the Official Side of the Joint General Purposes Committee of the National Whitley Council, dealing with the question of injuries on duty sustained by Immigration Officers while travelling or waiting at a port within or without the United Kingdom, had been conveyed to the Immigration Officers' Association, the constituent organisation of the Confederation which had raised this matter, and the Association had expressed the view that this memorandum covered all the points raised by the Association. The National Staff Side had accordingly been informed that, as far as the Confederation is concerned, the Official Side memorandum might be regarded as satisfactory.

On the subject of exchanges between the Imperial and Irish Free State Civil Services, it was reported that a communication had been received to the effect that the National Staff Side had been informed by the Official Side that the Government of the Irish Free State stipulated that transferees to the Free State must be of Irish nationality, and must have entered the British Civil Service in an established capacity prior to the 1st April, 1922.

Arising out of a Report of the Confederation Representatives on the National Whitley Council, some discussion took place on the subject of the proposed formation of a Junior Clerical Grade to carry out the duties at present performed by Writing Assistants, Typists, and Machine Operators. No decision was registered on this matter, the next business being proceeded with.

Also arising out of the Report of the Confederation Whitley Representatives, a resolution submitted to the National Staff Side by the Staff Side of the Admiralty Administrative Whitley Council, dealing with the possibility of redundancy of staff in the Admiralty, was referred to the General Purposes Committee of the Confederation for consideration and report.

Information was given concerning a communication which the National Staff Side had received from the Treasury relative to a proposal that Prison Officers should be admitted to the Minor and Manipulative Grades competition for the Clerical Class. The clerical work of the Prisons had hitherto been carried out by Clerk Schoolmasters appointed by selection from Prison Officers. The Prison Commission had now agreed to the introduction of the Treasury Clerical Class, and it was proposed, subject to the assimilation of qualified Clerk Schoolmasters, to recruit in the future in the normal manner, and to compensate the Prison Officer grade for loss of prospects by rendering them eligible to compete at the Minor and Manipulative Grades examinations.

On the subject of the Royal Commission on the Civil Service, it was reported that representations were proposed to be made to the Commission by the following constituent organisations of the Confederation:—

- Civil Service Clerical Association;
- Association of Officers of Taxes;
- Ministry of Labour Staff Association;
- Executive Officers' Association;
- County Court Officers' Association;
- Association of Civil Service Sorting Assistants;
- Workers' Union;
- Registers and Records of Scotland Office
- Second Class Clerks' Association;
- Accountant of Court's Clerical Association.

The Executive Committee considered a reference received from the Half-yearly Council meeting held on the 28th November, 1929, on the subject of the resolution submitted to the Council by the Admiralty Draughtsmen's Association in the following terms:—

“That efforts be made to secure definite Staff Side representation on Promotion Boards.”

The Half-Yearly Council had referred this resolution to the Executive Committee, for report to the Annual Council, and the Executive Committee decided that it be referred to the General Purposes Committee for consideration and report.

The Executive Committee also considered a reference received from the Half-Yearly Council concerning the case of Mr. J. Garland, the President of the Foreman's Association of India, one of the affiliated overseas bodies of the Confederation. It had been reported to the Half-Yearly Council that Mr. J. Garland had been informed by the authorities in India that it was not proposed to retain his services at the expiration of his present term of service. The Foreman's Association of India, and Mr. Garland himself, took the view that this action by the authorities had been taken on account of Mr. Garland's Association activities, and the Half-Yearly Council decided that the papers be referred to the Executive Committee, with power to take such action in the matter as it thought appropriate. The Executive Committee referred this matter to the General Purposes Committee with power to act.

With reference to the outstanding War Bonus cases which were not taken in the proceedings before the independent arbitrator, but which have been the subject of discussion in recent months with the Treasury, it was reported that a communication had been received from the Civil Service Joint Committee giving the results of a number of these cases, and notifications had been sent to the Associations concerned.

The Executive Committee resolved that a letter be sent to Miss E. C. Maguire, expressing regret at her severance from the Executive Committee and appreciation of her past services.

Mr. W. T. Seddon was appointed a member of the General Purposes Committee to fill the vacancy occasioned by the death of Mr. H. J. Brewer.

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.

THE FUTURE DESIGNATION OF THE CUSTOMS PREVENTIVE SERVICE.

Sir,—As the reorganisation of the Waterguard Service is now engaging the attention of the appropriate Whitley Committee, it would appear opportune that the Preventive Staff representatives should submit proposals for a more comprehensive and appropriate designation.

What does the old title “Waterguard” convey to the British public? Nothing tangible beyond some hazy recollections of smuggling stories of the eighteenth century. Our department might just as appropriately be designated to-day an Airguard equally with that of a Waterguard.

With the recent compliments of our esteemed Chairman ringing in our ears, there has dawned a hope which may perhaps live longer than the usual Waterguard hopes concerning any tangible improvement in the treatment which has hitherto been our lot.

These suggestions are not meant in any way to side-track any issue, but as a reform which could be accompanied without any cost and in the stride of the existing negotiations; and in order to give appropriate recognition to the body of Waterguard officials, comprising what has been recently described in public on two occasions as the most efficient Preventive Service in the world, the following suggestions for a title are put forward:—

- (a) Customs Preventive Service.
- (b) Customs Preventive and Detective Service.
- (c) Customs Preventive and Marine Department.

A title embodying any of the above suggestions, but eliminating the obsolete and unorthodox one of Waterguard, has now become our due.

As far as the writer can ascertain, no Preventive Service in the world has the out-of-date title of Waterguard attached to it, and it cannot be justice to retain such an obsolete title for the “most efficient Preventive Service.”

The existing ranks might be reasonably retained as appropriate, with the exception of Waterguard Superintendent, which could be justly designated as Divisional Superintendent and Inspectors at Headquarters. It is also to be hoped that following the lines of reorganisation in other departments of the Customs and Excise, that one class of each grade only will be

constituted. There should be no need to-day for the constant changing of posts and removals of households which is constantly taking place. Particularly is this the case when it is remembered that the unattached officials of the grade concerned relieve both classes for leave and sickness.

These are reforms which may be effected without one penny extra cost to the Crown, but rather, if approved, might effect a considerable economy in lodging allowances and removal expenses.

Is it too much to hope that our department will receive such reasonable and businesslike attention during the coming negotiations?

Yours etc.,

“ONE OF THE PIONEERS.”

THE PROMOTION QUESTION.

Sir,—I was pleased to see my letter in “Journal” No. 657 commented upon by the writer of “Current Comments,” but his veiled satire was uncalled for.

However, Mr. Editor, if you can spare me the space, I should like to assure him that I have no illusions concerning the simplicity of successfully prosecuting a salary claim, or yet about his or anyone else’s simplicity. On the contrary, I fully realise that we have a very rough road to traverse; also, that we have some very astute representatives to do the plodding. Further, if he will read my letter again, he will see that I did not suggest that the points I raised were not covered in the written statement of our claim. What I did say, however, was that we did not stress the vital national importance of the preventive part of our duties in our claims for better pay, as against other less important items. I had no particular case in mind at the time, but since then there is a case to illustrate my meaning.

In London, where Association meetings are not very numerous, one has to resort to our “Journal” to voice one’s views. Therefore, I should like to say something about the most recent Whitley achievement concerning promotion from P.O. to C.P.O. Perhaps some of the other members will agree with me. The conditions now ripe for ratification are as follows:—“Candidates who qualify for promotion to be promoted in order of merit on the written papers, subject to the candidates whose written papers are of equal merit being promoted in their existing order of seniority as between themselves.”

This means that, although a man may have been a valuable asset to the Crown during the greater part of his service, it will be of no account unless he is also able to commit crammed theoretical knowledge to paper in a highly efficient manner. It would seem that it is an attempt to push ahead the man whose only qualification, perhaps, is clerical ability, and who may not have done any “real” work during the whole of his career.

It cannot be denied that a higher standard of clerical ability for the supervising posts is very desirable; but when we ask for this ability to be the sole factor on a merit basis, to decide whether a man is fit for promotion, I think we are making a big mistake, and incidentally tolling the death-knell of the Department’s greatest virtue, ZEAL.

Yours faithfully,

“KEW.”

WIDOWS AND ORPHANS.

Sir,—I am one of those who feel anxious. How do we stand when we retire? I entered the Service as an Extra-man on land duty in 1892, and in 1897 became established. Continuous service—does the extra time count?

I may mention that recently I heard unofficially that it did not. If that be the case I, with many others, would be heavily hit. Perhaps the P.S.A. could make representations on this vital matter; do you think so?

There is another little matter: the Widows’ and Orphans’ Pension Fund. Though I am in receipt of £250 salary and emoluments and uniform, I cannot contribute to same, leaving at my death my wife unprovided for, other than I save out of my small salary. This, Sir, is a burning question to me, and I have tried various channels out, but cannot get the right one.

I shall feel thankful if you will, through the “C.J.,” give some advice.

Yours, etc.,

“SENIOR.”

CORRECTION.

The date given in the Editorial appearing in last issue should read the 1st of July, 1897, and not the 1st of August, 1897.

Preventive Staff Association

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President: *W. G. Thomson*

General Secretary: *J. Merron*

Organising Secretary: *J. T. Sutton*

Assistant Secretary: *W. H. Powell*

CHANGES IN THE STAFF.

TRANSFERS.

WATERGUARD SUPERINTENDENTS, 2ND CLASS :—

McLaren, J., Swansea, to Assistant Inspector, Office of I.G.W.

Moroney, P., Unattached, Office of I.G.W. to Swansea.

CHIEF PREVENTIVE OFFICER, LOWER SECTION :—

Girvin, W., North Shields, Newcastle, to Southampton.

PREVENTIVE OFFICERS :—

Martin, A. L., Newport, Mon., to Swansea.

Roper, A. S., Swansea to Erith, London.

ASSISTANT PREVENTIVE OFFICER :—

Grant, L. A., Itchenor, Brighton, to Cowes, Portsmouth.

ENGINEER :—

Crack, W., North Shields, Newcastle, to Southampton.

PROMOTIONS.

ASSISTANT INSPECTOR TO INSPECTOR :—

Stuart, C. F., Office of I.G.W.

CHIEF PREVENTIVE OFFICER, UPPER SECTION, TO ASSISTANT INSPECTOR (UNATTACHED) :—

Keefe, P., Southampton to Office of I.G.W.

CHIEF PREVENTIVE OFFICER, LOWER SECTION TO UPPER SECTION :—

Purdy, A. W., Southampton.

PREVENTIVE OFFICER TO CHIEF PREVENTIVE OFFICER, LOWER SECTION (UNATTACHED) :—

Jenkins, G. H., Avonmouth, Bristol, to Office of I.G.W.

ASSISTANT PREVENTIVE OFFICERS TO PREVENTIVE OFFICERS :—

Griffin, L. P., Cowes, Portsmouth, to Newport, Mon.

Spencer, W. C., London to Kirkwall, Aberdeen.

OFFICERS LEAVING THE SERVICE.

RETIREMENTS :—

WATERGUARD SUPERINTENDENT, 1ST CLASS :—
Marr, G., Cardiff.

PREVENTIVE OFFICER :—

Lewis, L., Cardiff.

ENGINEER :—

Wood, W. C., Southampton.

ENGINEER MECHANIC :—

Parker, R., Gravesend, London.

VACANCIES.

CHIEF PREVENTIVE OFFICER, LOWER SECTION :—

Liverpool, 1.3.1930.

ASSISTANT PREVENTIVE OFFICER :—

*Itchenor, Brighton.

ENGINEER MECHANIC :—

North Shields, Newcastle, 28.3.1930.

*An allowance of £20 per annum for performing Long Room work, etc., is assigned.

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OBITUARY.

MR. H. MILLER,

Late Preventive Officer.

A wave of sadness has spread over the London Staff, following the unexpected news of the death of Mr. Harry Miller who, until shortly before Christmas, was actively engaged as a Preventive Officer in London. Harry Miller was one of those few people of whom it could be said that illness was almost a total stranger. Quiet, unassuming, carrying out his duties efficiently without fuss or bother, he earned the love and respect of all his colleagues; and this was amply evidenced on Monday last, when he was laid to rest at the City of London Cemetery. There were present at the graveside about seventy members of the Preventive Service, including the Waterguard Superintendent, five Chief Preventive Officers, Preventive and Assistant Preventive Officers, and representatives of the Launch Service. He was borne to the grave by a party of his late colleagues.

Mr. Miller's end was sudden and, we trust, painless, for he passed away in his sleep.

Hull Prosecutions.

At the Hull City Police Court on the 18th January, a seaman of the S.S. "Vesta" from Kotka, was charged with concealing 54/16 lb. of Manufactured Tobacco (O.S.) with the intention of evading payment of the duty thereon. The Magistrate, in fining the defendant the single value and duty, and interpreter's fee, or 30 days in prison, said they had taken into consideration the fact that he was a married man with six children. The goods were discovered by Mr. W. E. Thompson, A.P.O., under the supervision of Mr. Burge, P.O.

On the same date a seaman of the S.S. "Rewa" from Danzig was charged with illegally landing 12/16 lb. of Manufactured Tobacco (O.S.) with the intention of evading payment of the duty thereon. The defendant was stopped by a detective of the L. & N.E. Railway Company as he was attempting to get out of the dock by scaling a fence. He was fined the treble duty paid value and interpreter's fee, or 19 days in prison.

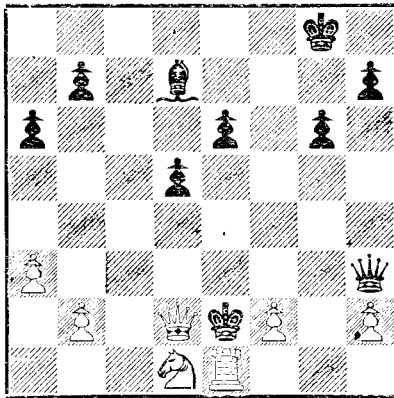
Mr. E. R. Norman, C.P.O., represented the Department in each case. The fines were paid,

SPORT AND SOCIAL.

Customs Waterguard Chess Club.

"Life is a kind of Chess . . . in which there is a variety of good and ill events that are, in some degree, the effects of prudence or want of it."—Dr. Franklin.

PROBLEM NO. 46.



Black to mate in two.

Solution to Problem No. 45.

1. P--QKt8bec. Kt. 1. moves.
2. Kt--K4.

This position (No. 45) was composed with the object of demonstrating to the novice the fact that in "queening" a pawn it may at times best serve the real object of the game (checkmate) to choose an inferior rather than a superior piece.

Civil Service v. Essex (50 boards) at the Ministry of Health.

To-day (25th) the above match takes place. Those wishing to view should arrange with the Civil Service Chess Association's Hon. Sec., Mr. W. H. Kirk, Ministry of Health, at that office.

LAWS OF CHESS (continued).

6. If at any time in the course of the game it can be proved that at the commencement of such game the men were placed incorrectly or

imperfectly, or (except such piece or pieces as have been properly omitted in a game at odds) that any one of them was omitted, the game shall be annulled.

7. At his turn to play the Player, or Opponent, may move one man only except when in Castling as in Law 15.

Movement of the Men.

8. This rule has been given previously under this heading.

RESULTS.

Mr. P. Payne, Holyhead, forfeits points to Mr. S. C. Steel, London, and Mr. R. J. Mayle, Liverpool.

Mr. J. Pescod, London, beat Mr. A. F. Mathews, Swansea.

Mr. E. Robbins, London, beat Mr. W. B. Clayson, Liverpool, and Mr. J. A. Lee, Swansea.

Change of Address.—Hon. Sec., 26, Blackheath Hill, Greenwich, London, S.E.10.

Trophy for the Chess Club.

An added impetus will be given to the Waterguard Chess Club by the announcement that Mr. C. M. Woodford, M.B.E., Inspector-General, is presenting to the Club a new trophy in the shape of a silver rook, to be contested for by teams drawn from various ports, or districts under the supervision of one Superintendent. This tangible token of Mr. Woodford's interest will arouse feelings of appreciation and pleasure, not only among the members of the Chess Club, but throughout the whole of the Preventive Service. We certainly can foresee an increase in the membership of what is rapidly becoming an extremely popular club, and healthy rivalry for possession of the trophy will undoubtedly result in many keen and interesting games.

We understand that both London and Dover have a team ready, and it is evident that no time is being lost in getting down to the competition.