

The Customs Journal

No. 668

May 31st, 1930

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 HA'PORTH OF TAR.

It was our privilege a short time ago to listen to an interesting discussion upon the abilities and shortcomings of present-day shipbuilders. The argument was rather technical, and was obviously not without the prejudice that will obtrude itself when the parties to it are of different generations. Whilst we were not uninterested in all the discussion, it was the parting shot of one of the disputants that gave us food for thought. At the end of a lengthy discourse upon modern tendencies in ship construction, our friend wound up with the statement that instead of finishing the job in the "right and tight style," many of the present-day builders would prefer to spend ten times as much upon the installation of the most modern and expensive of pumping apparatus. There are many well-known proverbs that adequately epitomise this standpoint, and unfortunately it is not only in the building of boats that their applicability is sometimes obvious.

We of the Preventive Staff have experienced several illustrations of this kind of "building," and it may be as well if at this particular moment, when reorganisation is again in the air, we revive a few memories.

There appears to be in certain high places a most peculiar mentality in connection with the organisation of the Waterguard. Even before the reorganisation period of 1929 and onwards the theory of the persons concerned was that any claim of the grades could be disposed of by an increase in the number of supervisory posts. It was hoped that the application of the Reorganisation Report to the Waterguard would put an end to this theory by placing the executive grades in their proper position as regards responsibility and remuneration. It is the sound belief of most persons interested in the Waterguard—and, we venture to say, not excluding members of the Official Side—that the reasons which prevented thorough reorganisation at that, and subsequent times, were unfortunate in more ways than one. Still, such reorganisation was not brought into effect, but as a palliative an addition was made to the number of super-

visory posts. Only those intimately connected with the rank and file are able to appreciate the damage caused by this "botching" process. Once again in 1923, with the creation of the Coast Preventive Force, came the opportunity to put matters right. But instead of a statesmanlike scheme of reorganisation in the direction of an improved P.O. and A.P.O. grade, we saw the same hypothesis prevail, and more additions were made to the supervisory posts. It would possibly have cost a little more to improve the remuneration of the lower grades, but that expenditure combined with a more economical use of the capabilities of those grades would have meant a more efficient and contented organisation. In its place we have seen a farcical and expensive system of supervision of the C.P. Men, the sole reason for the increase; an uneconomical use made of the two lower grades; and a disappointed staff determined to secure adequate remuneration and decent conditions. It is the claim that had inevitably to be made by that staff that has caused regrets, on the part of high officials even, that reorganisation was not properly effected when the opportunity presented itself.

The inevitable has happened, and again our case is on the tapis. We are wondering whether anything has been gained from previous experience, or whether the pitcher will again go to the well. We cannot, however, refrain from hoping that in the event of additions to the higher posts being contemplated the question will be considered from the angle of the necessity or otherwise for increased supervision, and not from that of such increases constituting an inducement to the staff. In conclusion, we would say that as regards the character of its personnel, or the capabilities of its lower grades, the Preventive Staff of to-day can and does justify less supervision than hitherto. What it does require is a reorganisation that will be statesmanlike in its conception and form. In short, it requires building on the lines that will render unnecessary the pumping apparatus referred to by our argumentative friend.

CURRENT COMMENTS.

ON the Friday before this issue of the Journal appears, a most important special meeting of the Waterguard Sectional Committee is due to be held. At this meeting the Official Side reply to the Salary Claim will be made. The moment that has so anxiously been awaited by all ranks of the Preventive Staff has at last arrived. At the time of writing it is too soon to judge whether the position will turn out favourably or otherwise. The Staff Side have received an intimation of the Official views in outline, but not until after a full discussion can the situation be accurately weighed up.

It is not permissible to publish comment in detail upon matters which are the subject of Whitley discussion, but full information on the salary claim will be communicated to the membership by other means.

The one thing that members are urged to guard against is the rumour merchant. On an occasion like the present, clear thinking is essential, and this can be ensured only if authentic information is entertained. Such information will be issued promptly from the Association Headquarters. It is important that the members stand solid behind their representatives, and leave no room for doubt that this is the case.

It should be remembered that the Executive can act only within the instructions of the Council. No modification of our claims can be made without reference back to the Council. The Executive can, however, proceed to arbitration on their present instructions if such a course becomes necessary.

* * * *

A special meeting of the Executive has been called for Thursday, 29th May, for the purpose of discussing the latest developments and determining the course to be adopted. On the same date the Staff Side of the Waterguard Sectional Committee meets at 6.30 p.m. in preparation for the meeting with the Official Side on the Friday.

* * * *

The recently reported case of an attempt to smuggle into London a large quantity of tobacco by means of "free goods," might be used to illustrate how sadly mistaken is the smuggler who imagines this to be a good method for dodging the Customs. It might also be used to illustrate something quite different.

There is one thing it certainly does show, however, and that is the inaccuracy of the

theory held by a good many people that business organisation to-day is so efficient as to make it impossible for the "free trader" to find a market for any appreciable quantity of smuggled goods. In many quarters there is an opinion that Customs examination is less important for this reason. It would seem that once again the efficiency of the modern business community has been rated too highly. In this case there was evidently a market for the goods.

* * * *

The article by "W.M.S." in the last issue points out a truth which must eventually be fully realised by everyone. In the Customs and Excise there is only one Department where detective ability can be properly developed and thoroughly trained. That department is the Preventive Department. Without detective ability a man has small reason to be called a Customs Officer. His qualification has become so much a dead letter in the Officer Grade that it is now possible to regard men trained in clerical spheres as fitting recruits for the Grade.

"W.M.S." points out that not only is the Preventive Officer well experienced in revenue work, but has also proved his knowledge of Customs procedure and regulations by passing a searching examination. Through intensive study in connection with this examination, he has a wider knowledge of Customs work than can be obtained by the average member of the Officer Grade under present conditions. Surely he is the only real Customs Officer—practical experience, trained detective instincts, proved knowledge of general departmental regulations, all combine to place him in this category. Yet he is considered not to have the wit to deal successfully for revenue purposes with a consignment of potatoes in bags, cement in sacks, or bales of wastepaper. But, he may apply all kinds of varied and complicated regulations to a vessel arriving from foreign, and, as a mere incident of the job, walk ashore with £200 or £300 in his pocket, collected from members of the crew, on various items ranging from silk and other *ad valorem* goods down to chutney or fruit in syrup.

* * * *

It is necessary to refer to the letter of "Mercator" in the last issue. Evidently he is under a wrong impression, and others might share his opinions.

He says that the writer of "Current Comments" omits to state the policy of the Executive Committee on the question of further

opportunity for officers who have failed to qualify for C.P.O. at previous examinations. The Executive, of course, has no policy but that laid down by the Council. In this matter the policy is to obtain further opportunity for these officers if possible, and the Executive has carried out Council instructions by raising the question on the Waterguard Sectional Committee. The matter, after discussion, was adjourned. This is a perfectly normal process with any item on the agenda. At the next ordinary meeting of the Waterguard Sectional Committee discussions will be resumed.

* * * *

It is announced that the cost-of-living figure has fallen a further two points since April. The figure for May is 55. The fall is attributed to reductions in the prices of coal, butter and milk.

* * * *

Before the Royal Commission recently the representative of Cambridge University, giving evidence, condemned the bonus system because of the difficulty it presented to anyone contemplating the Service as a career. The value of a post was usually assessed on the basic rate of salary, and this was misleading.

* * * *

According to newspaper reports the large transatlantic liners are to carry American Customs Officers for the purpose of explaining to passengers the U.S. Customs regulations. Evidently the American Treasury has more money to spend than ours.

It will be interesting to give American Customs Officers an illustration on their own premises of the English method of searching ships.

* * * *

In connection with the "Densley" appeal, it is interesting to note that the Chief Preventive Officers' Association has subscribed five guineas. The spirit in which this donation is made will be well appreciated by all members of the Staff, particularly as it is well known that individual contributions from the C.P.O. Grade have been on the generous side.

* * * *

At this time of the year there is always great pressure of work at Association Headquarters in preparation for the Annual Conference. The present crisis in the Salary Claim increases the pressure, and it is hoped that members will understand any delay in dealing with matters of minor importance.

Presentation at Inverness.

MR. P. GILLAN.

At the Custom House, Inverness, on May 20th, Mr. P. Gillan (Chief Preventive Officer) was presented with an inscribed gold watch on the occasion of his retirement from the Service.

Mr. L. D. Robertson (Collector) presided, and in testifying to Mr. Gillan's good qualities as a man, dwelt on the conscientious manner in which he performed his duties as an official, and trusted he would be long spared to enjoy health and happiness in Erin's isle, the country of his adoption.

Mr. W. J. Fletcher (H.C.O.), Mr. P. G. Mackintosh (P.O.), and Mr. J. Petrie also paid enthusiastic tribute to their departing colleague. Mr. Mackintosh (who had charge of the presentation) voiced the staff's appreciation of their departing chief and the regret that was felt at his departure. Several letters of appreciation and good wishes had been received.

In the unavoidable absence of Mr. J. Leith (Waterguard Superintendent), the presentation was made by Mr. Gleeson (Chief Clerk), who, in doing so, amplified the remarks of the previous speakers. Mr. Gleeson referred to the widely scattered nature of the Chief Preventive Officer's District, and the difficulties which had to be encountered in its supervision. He spoke of the pleasant relations which had prevailed between Mr. Gillan and the officials with whom he came in contact, and wished him, on behalf of the subscribers, the best of luck in his retirement.

Mr. Gillan felt that he was leaving the Service in his prime, and was sorry to have to cut himself adrift to some extent from the many friends he had made during his stay in the Inverness Collection. He thanked all for the sympathy and help he had received at every turn.

A vote of thanks to the Collector and to Mr. Gleeson terminated the ceremony.

OBITUARY.

MR. H. W. BAKER.

It is with very deep regret that we have to announce the sudden death of Mr. H. W. Baker, late C.P.O. at Hull. Mr. Baker retired from the Service only as recently as September last, and his sudden demise came as a great shock to his former colleagues, with some of whom he had been conversing two days previously.

A representative gathering of officers of the Department attended the funeral, six of whom acted as bearers.

He leaves a widow, a son and daughter to mourn his loss.

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

WEST HARTLEPOOL.

The annual meeting was held on May 21st at West Hartlepool. Satisfactory reports were given by the District Secretary and District Organiser.

Officers elected for the coming year were as follows:—Chairman, Mr. Roberts (P.O.); Vice-Chairman, Mr. Ainsworth (A.P.O.); District Secretary, Mr. Warren (P.O.); District Organiser, Mr. Bonnar (A.P.O.); "Customs Journal" Correspondent, Mr. Warren (P.O.).

Several matters of local interest were discussed.

CHANGE OF ADDRESS.—District Organiser, Hartlepool District: Mr. J. C. Bonnar, Ashley House, South Road, West Hartlepool.

CARDIFF.

Some important business was discussed at a meeting at the Old Arcade Hotel on May 12th, relative to the accommodation offered by the G.W.R. The members thought that the present accommodation could be altered to better advantage, although it was urged that new accommodation was the only really satisfactory remedy.

As a result of the transfer of Mr. S. Steadman to Dover, it was necessary to elect a local Organising Secretary, and Mr. C. Saunderson (A.P.O.) was unanimously voted to the office.

Sincere regret was expressed at the removal of Mr. Steadman, and each and all wished him the success and happiness which his association with Cardiff merited.

ELECTION OF COUNCILLORS.

Members in the areas concerned are hereby informed that the following members were successful in the recent elections for the Council:—Messrs. M. J. Sullivan (A.P.O.), A. P. Angus (P.O.), and L. Gardiner (P.O.) for the London, Scotland and Tyne areas respectively.

J. T. SUTTON,
Organising Secretary.

TYNE AREA.

ELECTION OF COUNCILLOR.

The members of the A.P.O. Grade in the Tyne Area are hereby informed that Mr. G. Hyde, A.P.O., has been elected unopposed as Grade Councillor in the vacancy caused by the transfer of Mr. L. N. Cumberlandge.

J. T. SUTTON,
Organising Secretary.

IMPORTANT.

ELECTION OF ADDITIONAL COUNCILLORS.

The above election under Rule 4, sub-para. 2 (c) will take place immediately.

The Districts that have not direct representation under the previous elections are:—

Manchester, Swansea, Bristol, Plymouth, Dover, Harwich, Grimsby, Hartlepool, Aberdeen, and Belfast.

The election for the two P.O. grade representatives under this rule will take place first, and nominations are hereby requested. It should be noted that only members stationed in the above-mentioned Districts are eligible for nomination, but members stationed in other Districts may nominate. Nominations should be signed by two members of the Association, and should be accompanied by a statement from the nominee that he is willing to accept the position in the event of his being elected. The closing date for the receipt of nominations is the **15th June**. They should be forwarded to me at 13, Beer Lane, London, E.C.3.

No other intimation of this election will be sent out.

J. T. SUTTON,
Organising Secretary.

PROSECUTION.

HULL.

The master and boatswain of the steam trawler "Galvani" were intercepted by Mr. H. B. Osborne (P.O.) and Mr. H. Lonsdale (A.P.O.) during the small hours of the morning of May 21st, with the result that the boatswain was charged with knowingly unshipping 15 oz. cigars (o.s.) and 4 oz. cigarettes. He was fined £1/15/1. The master was charged with being knowingly concerned with the boatswain in unshipping 15 oz. cigars, and was fined £3/1/6.

Answers to Examination Questions.

(Published by arrangement with the V.E.C.)

First Paper.

QUESTION 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 has a quantity of perfumed spirits exceeding that authorised?

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

Ex Warehouse:—

- 10lb 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?

ANSWERS.

(a) A Naval Rating on return from foreign service and proceeding on leave for three nights may land the following (for his personal consumption), duty free:—

- (i) 3 oz Tobacco (including service and other tobacco, cigars and cigarettes).
- (ii) ½ pint Perfumed Spirits.

The Liberty Ticket, only, to be produced in the case of landing the above quantities.

Where the quantity of Perfumed Spirits exceeds the quantity allowed duty free, the whole quantity should be covered by a Landing Pass, or the excess covered by a Duty-slip receipt. Failing this, the excess would be detained; the full facts of the case being reported on Form 458.

The Naval Rating would be allowed to clear the quantity that would have been passed duty free on payment of the duty.

(b) Documents required:—Shipping Bills for tobacco and wine; Shipping Bills and Permits

for spirits; and Drawback Shipping Bills for the sugar and coffee.

I would examine externally all the packages and compare gross weights, marks and numbers with the relative documents.

Any packages which appear to have been damaged or tampered with would be examined internally.

At least two cases of spirits and one case of wine should be examined internally.

The tobacco would be shipped (seals intact) on the gross weight stated.

A sample (4 oz.) of roasted and ground coffee would be taken and sent for test; and a small sample of sugar taken for C.P.O.'s test and certification on the Drawback Shipping Bill.

The tobacco, wine and spirits would be secured under seal, and the particulars of the goods shipped would be noted on the vessel's inward Clearing Bill.

A record of the examination, sampling and shipment would be made on the respective documents, using the words "Seen on board," where applicable, with the date and time of shipment.

Shipping Bills and permits would be returned to the Officer at the Warehouse from whence the goods emanated, and Drawback Shipping Bills forwarded to the Collector, Debenture Branch.

I would institute discreet enquiries as to the substitution, noting time of delivery, mode of transit, time of receipt of the goods, and whether the package showed signs of having been tampered with before or after delivery on board. The vessel would be rummaged.

Certify short shipment accordingly on the shipping bill and attach a report of the circumstances. Notify the shippers of the shortage. The actual quantities shipped would be endorsed on the inward clearing bill.

(c) I would allow immediately delivery of the dress intended as a present for her sister, on payment of duty at the *ad valorem* rate.

In the case of the dress intended for the use of the passenger, delivery would be allowed at the "weight" basis. A declaration, duly signed by the passenger, would be required on Form 129.

A duty-slip receipt would be handed to the passenger for the respective amounts taken.

NOTE.—A slight addition is necessary to the definition of "Responsible Officer" given last week at the end of question 6(a). The definition should include "Wireless Operators and Ships' Surgeons."

DENSLEY APPEAL.

	£	s.	d.
Previously acknowledged	54	17	0
Port, etc.			
List No.			
Burry Port	231	0	2 6
Llanelly	232	0	2 0
Port Talbot	233	1	4 0
Fishguard	234	0	15 0
Briton Ferry	235	0	4 6
Keyland	236	0	2 6
Milford Haven	237	1	9 0
Swansea	238	2	19 6
Swansea	239	2	6 6
Leith	176 & 180	2	13 0
Belfast	72	0	5 6
Belfast	71	1	0 6
Goragwood	73	0	5 0
Coleraine	74	0	2 6
Londonderry	75	0	15 0
Wisbech	247	0	2 6
Greenock	212	1	0 0
West India Dock	287/8	0	19 6
Millwall Dock	289	0	14 0
Runcorn	84	0	6 0
Glasgow	266 & 268	3	5 6
Clydebank	268	0	17 6
Bowling	269	0	2 0
Harwich	249/50	2	15 6
Brightonsea	244	0	7 6
Colchester	241	0	2 0
Ipswich	243	0	3 0
A. Breckwell, Esq.	391	0	4 0
Dundee	192	1	12 6
Dover	124	0	5 0
Dover (Ldg. & Cler.)	122/3	3	17 0
Folkestone	120	1	16 0
Ramsgate	121	0	8 6
Whitstable	119	0	2 6
Newhaven	125	1	15 6
Dover	116	2	19 0
Amble	164	0	4 0
C.P.O. Association	302	5	5 0
C. M. Woodford, Esq., M.B.E.	300	1	1 0
Total to May 25th, 1930	£99	9	0

J. T. SUTTON.

CHANGES IN THE STAFF.TO MAY 26th, 1930.
APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICERS:—

Clark, M. L.; Dyson, W.; Feggans, S. A.;
Roberts, E. R. V.

TRANSFERS.

CHIEF PREVENTIVE OFFICERS, LOWER SECTION:—

Barrett, A., Newport, Mon to Portsmouth.
Cameron, A., Unattached, Office of I.G.W.
to Inverness.
Dove, E. A., Unattached, Office of I.G.W.
to Newport, Mon.

PREVENTIVE OFFICERS:—

Heaver, F. J., Milford Haven, Swansea to
Gravesend, London.
Helm, J., Cardiff to Newport, Mon.

ASSISTANT PREVENTIVE OFFICERS:—

Atkins, A. S. N., Bristol to Weymouth,
Southampton.Lindell, G. F., Leith to Bristol.
Robertson, W. P., Grangemouth, Edinburgh
to Leith.
Steadman, S., Cardiff to Dover.

PROMOTIONS.

PREVENTIVE OFFICER TO CHIEF PREVENTIVE

OFFICER, UNATTACHED:—

Rolls, A. H., Dover to Office of I.G.W.

ASSISTANT PREVENTIVE OFFICERS TO PREVENTIVE

OFFICERS:—

Boughton, A., Weymouth, Southampton to
Milford Haven, Swansea.

Reilly, B. C., Dover to Bo'ness, Edinburgh.

Robinson, S. W., Swansea to Cardiff.

OFFICERS LEAVING THE SERVICE.

DEATH:—

O'Neill, C., Hull.

VACANCIES.

MATE-IN-CHARGE:—

Southampton, 29.7.1930.

ENGINEER-MECHANIC:—

London, 16.7.1930.

SIGN, PLEASE!

*"I shall pass through this World but once;
Any Good Thing that I can do, or any Kindness
I can show to any human being, Let me do it
Now, and not defer it; for I shall not pass this
Way again."*

Twenty years ago, when one quoted this little sermon to oneself, people were struck by its novelty as much as its appeal. Nowadays, though its authorship is unknown, everybody recognises it. All I dare hope is that the appeal is still strong, for I want to tell all my colleagues in the Department, old and young, men and women, of the arrival of a great opportunity to apply it.

There are two other quotations I want to use. The first, variously ascribed to Ananias, Judas Iscariot, and the man who discovered America, is "Charity begins at home." The other, originating with George Robey, describes our security in life as "One foot in the grave and the other on a banana-skin."

Is it possible to reconcile altruism with self-preservation and a flippant but pointed reminder of our mortality?

Sure, and the cost is precisely three shillings per annum.

The Board is about to inform the Department that the subscription to the Post Office Sanatorium Society can in future be deducted from salaries. We have worked hard to secure this privilege. No one not involved in the question can imagine the difficulties that have had to be surmounted in order to obtain this apparently simple but tremendously valuable facility, and I will not waste time now in describing them.

What I do know is that for every person who will take the trouble to post his subscription annually, fifty will sign a simple authority to have 1/6 deducted from their pay every six months.

Provided—yes, provided—that the object is a good one. It is up to me to prove that. If I do, will you act? It is so easy, it is so cheap;

it is the easiest, cheapest combination of insurance and benevolence that has ever come your Way.

It is dreadful to have to admit that everybody is acquainted with the ravages made by tuberculosis. It would be superfluous on my part to describe what we all have seen, the crash that comes to the family of a Civil Servant when he falls a victim, unless (and this is the Great Unless) he is able, at the very first suspicion, to throw all question of expense aside and take the immediate offensive against an enemy who is easiest beaten when earliest encountered. Whether it is yourself, or the man you know, or the man you don't know, the story is the same.

Now the Society has not merely got 100,000 members; it has had long years of experience. They have taught it some important lessons, and two of the most important are these.

One, to encourage everybody to hit the enemy as soon as he is in sight, or even if he is only suspected of being round the corner.

The second, that members differ enormously both in regard to the type of tubercular trouble to which they are liable and in regard to the method of treatment which is best for them, medically or socially.

There is no herding. Family and outside medical opinion is sedulously respected, every case is handled with remarkable speciality, and the tremendous size and reputation of the Society ensures that no question of money, geography or official facilities shall hinder the work in any instance.

The gates of over thirty sanatoria alone are open to its members—that fact alone shows the Society's strength.

Three *per cent.* of the cases treated in 1928 ended fatally—that fact alone shows what the Society can do.

There is no "waiting list," and before very long a branch for members' wives will be established.

* * * *

Now, gentlemen, what about it? I am not going to believe that the Customs and Excise is going to miss this splendid opportunity.

Eighteenpence every six months, deducted from salary without fuss or bother, once you sign that precious slip which confers protection on yourself and short-circuits half the charitable appeals which all support and all dislike.

Sign, please!

Is the Customs Officer Efficient?

By "W.M.S."

The article in the last issue must have evoked some comment. A letter to hand from a friend in the Landing branch indicates that he is particularly cross. Listen: "Your article on the whole is nonsense, and your comparison with conditions obtaining years ago in the Service is entirely out of place, and intended to convey a misleading impression of progress in the Waterguard and decadence in the Landing department." So that is his interpretation. My reply is "No" and "Yes," so far as the "pro-

gress" and "decadent" part of the business goes.

Progress has been made in the Waterguard, as a department, in the direction of greater efficiency, and in the system of ensuring that only those of experience, and those duly qualified, get the responsible work to do. Progress has also been made in the "officer" grade in the matter of better conditions and of enhanced salaries. So, you see, progress has been made in both branches.

He goes on a little further to say "The members of the 'officer' grade are necessarily of a higher intellectual standard than that required in the Waterguard. . . ." Shades of Carnegie! Tut, tut! Who is this fellow? I don't remember meeting him at Eton.

I have yet to discover that it requires an Oxford or Cambridge education to administer Customs regulations. Apart from the point of education, an acquirement with which the present Waterguard officer is perhaps as well and truly fitted as his colleague in the sister branch, I would like the definition of "intellectual standard." If it is that undefined bogey which at one time in history kept a man who could not speak "well off" from reaching an administrative position in the country, and we have not got beyond that in the Customs and Excise, then the word "decadence" is very useful.

The point at issue, however, is not related to the individual, but to the system. My friend of the high intellect must not draw any inference from the article that it was an attack on the personnel of the officer grade. I'm quite sure his colleagues would give him a trouncing—they are, I think, more broad-minded to-day. The Waterguard officer's duties being devoted to the protection of the Customs revenue, and Customs regulations and procedure being the business of his official career, he is necessarily in a position to give some opinion on Customs efficiency—past and present.

The "intellectual standard" idea was no doubt the basis of an attempt some years ago to make the Waterguard branch a watertight branch, which could be reserved for "those boatman fellows." Up to a point it succeeded fairly well, and an endeavour was made to maintain the prescribed conditions and the limits of responsibilities. But such a system, creating, as it did, so widely different sets of Customs officers, could hardly be expected to continue. The Waterguard officer soon found that, like the policeman, he was there to be called when wanted, and quite frequently had, perforce, to perform duties outside the prescribed limits without being called, so that the Revenue could be efficiently protected. Now he is required to peruse, study, and know practically the whole gamut of Customs regulations. And this evolution still proceeds apace. It is to the credit of the Waterguard staffs that they insisted, and still insist, that the officer required to perform responsible duties should prove himself to be fully qualified first. Do not mention "intellectual standard" to me, or I shall get quite cross also.

Customs work is as much a profession or trade as any other where articles, or apprenticeship, are required. This was recognised in the past by the authorities who only permitted responsible work to be done by officers qualified by experience and departmental examination. The Preventive Officer to-day is fully qualified for his post, and by reason of his experience and qualification is, I would like to repeat, the best officer for Landing and Shipping duties.

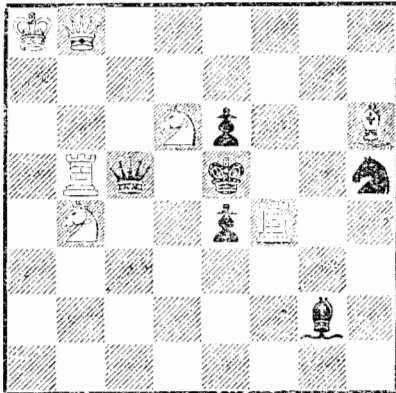
SPORT AND SOCIAL.

Customs Preventive Staff Chess Club

1st PRIZE. PROBLEM NO. 54.

By A. G. STUBBS.

Black.



White.

White to mate in two.

Solution to No. 53.

- | | | | |
|--------------------------------|--------------|--------|----------|
| White. | Black. | White. | Black. |
| 1 Q—R3(a) if P—K3 | | | if KP×P |
| 2 Kt—Kt4, etc. | 2 Q—B5, etc. | | |
| | if KtP×P | | if Kt—K3 |
| 2 B—Q1, etc. | 2 B×Kt, etc. | | |
| (a) Threatening 2. Kt—Q3, etc. | | | |

1929/1930 TOURNAMENT.

Players are reminded that the time limit to this tournament ends to-day, May 31st. The result of all finished games should be sent to the M.C., Mr. Boodle, "Hill View," Alfred Road, Dover, Kent, and unfinished games on which a result cannot be agreed by the opponents must be sent to the Hon. Sec., Mr. W. W. Bishop, 26, Blackheath Hill, London, S.E.10, who will

send the position after Black's last move for adjudication. The rule governing these adjudications is that a diagram of the position is sent without names to the Club Referee for his decision, and any players not agreeing with this adjudication may, on request, have the position forwarded to Mr. W. M. Brook, of the Kent County Chess Association, whose decision must be accepted as final, any expense incurred by the club in this second ruling being defrayed by the disputing players.

Mr. Brook says that should any position sent him be difficult he will send it through the K.C.C.A. to Paris for M. Eugene Znosko-Borovski to adjudicate.

Please send results or unfinished games in as soon as possible.

Inter-Port Contest.—W. E. Morrison, Dover, beat S. C. Steel, London.

An asterisk should have been placed before footnote and against Mr. Dudley in pairing notice given in the last issue, as R. E. Dudley and W. W. Bishop will probably play over board.

CRICKET.

Cricket so far has suffered considerably at the hands of the weather, quite a number of matches being spoilt by rain. London opened the season on May 3rd with a game in which only one side was able to bat, the same thing happening on the following Saturday. Cardiff commenced a week later with a spoilt match.

London's league matches, which are played on Wednesdays, have been a little more fortunate, and the two that have been played, against the Stores Branch and the Long Room, have been contested with an anxious eye skywards. Perhaps this is the reason that the other teams won. However, the side is getting into its stride, and was heartened last Saturday by a win against G.P.O. South at Eltham.

Cardiff have managed a win against Cardiff Agonians by 42 runs to 39, in which C. S. Hill scored 19 and H. R. Baker 16, and N. A. Ramsay took 7 wickets for 16. They suffered a reverse last Saturday against Cardiff Gas Works, scoring 33 against the Gas Works' 98 for 9.

Smoking Concert at Cardiff.

A very pleasant evening was enjoyed by members of the Cardiff staff on May 16th at the Windsor Hotel, when Mr. S. Steadman, who is leaving the port, was entertained. From the speeches it was evident that Cardiff was losing a keen and willing Association officer.

Messrs. C. S. Hill and E. Lindley provided the music, and songs were enthusiastically sung under the leadership of Mr. A. W. Browne. Mr. Steadman expressed his appreciation of the attendance, and hoped to hear of his colleagues through the columns of the "Customs Journal."