

The Customs Journal

No. 664

April 5th, 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 "RESULT."

THE most interesting event since the last issue of the Journal was the publication of the list of successful candidates at the January examination for Preventive Officers.

The prosaic style of an omnibus G.O. hardly lends itself to emotional reactions, but we have no doubt that the recent one containing the fateful list caused many a pulse to beat a little faster and brought an end to much unenviable suspense. Certain factors had combined to create additional interest in this examination. We refer to the inclusion for the first time of Group C men, followed by the calling of the highest number that has ever sat the examination. We must always have the "Dismal Desmonds" with us, and they could hardly overlook such an opportunity as this provided. As a result there was much talk of inferior standard, and many dark hints at slaughter. Why anyone should desire to slaughter we could never ascertain, but in any case the list of successes deals very completely with such foolish and harmful talk.

The group called for the test have splendidly justified those who had refused to contribute to such theories. They tackled the situation that faced them in the right kind of spirit, and more than made up the shortage of practical experience, in so far as that is caused by less time in the A.P.O. Grade, by their determination to qualify.

Apart from the inevitable regret at the failures, the examination has been as successful as such mixed blessings can be. A reasonable test—of vital importance when qualification is the goal—followed by the record percentage of successes, have gone far to secure universal satisfaction. Other things have helped, and we are glad to say a good word for the usually greatly maligned examiners. The apparently insignificant innovations in the direction of assisting candidates to give of their best were helpful and greatly appreciated.

We heartily congratulate the successful candidates, and tender our sympathy to the unsuccessful. To those who still have another chance we wish better fortune next time and the will to make it so.

Congratulations are also due to the V.E.S. This is abundantly proved by certain figures that are published elsewhere in this issue. There can be no doubt that the high percentage of successes is mainly, if not wholly, due to the organised tuition provided by this section of the Association. In assisting the maximum number of members to obtain promotion, the organisation is fulfilling one of the primary objects of its existence. The system by which members are prepared for the examination has again overwhelmingly proved its utility, but efforts are being made and will continue to be made to further improve it.

CURRENT COMMENTS.

THE recently-announced result of the Preventive Officer examination has caused a greater and more widespread interest than has been the case regarding any previous examination. There are several reasons for this: an obvious one is the fact that for the first time a list of successful candidates has appeared in G.O. form, and thus everyone in the Service is supplied with the information. This innovation is much appreciated.

Another reason for extraordinary interest is that out of the unusually large number of candidates, not only is there a long list of successes, but also the percentage of passes is the highest on record.

Again, special interest has been attracted because practically all of those who sat were ex-Service entrants. It is gratifying to note that anticipations in certain quarters that this class would fall short of the normal standard have been proved to be wrong. As a matter of fact there is very good reason to believe that the quality of work at the examination on this occasion was higher than usual.

This happy situation can certainly be attributed in the main to the excellence of the V.E.S. methods of tuition. The ex-Service officers suffer the disadvantage of late entry to the Service, and most of them have realised the value of the Educational Scheme as a means to making the maximum effort towards gaining by merit something of what they have lost through accident of circumstances arising from conditions at the time of their recruitment.

The unanimous opinion regarding the recent examination is that it was an exceptionally fair test. Even those who have been unsuccessful are satisfied on this point, and it is generally agreed that candidates received every possible consideration. It follows, therefore, that those who have won good positions have succeeded through sheer hard work. Merit of this kind deserves reward, and is certainly a good thing for the department as a whole.

* * * *

That there is now a long waiting list of embryo Preventive Officers will no doubt have caused consternation amongst those who are looking forward to the next examination. At the moment there seems not much possibility of another "call-up" for at least two years. Waiting for a chance to qualify for promotion from the bottom grade has always been the bugbear of the Preventive Staff. Alert and capable officers are apt to lose heart and grow stagnant in these circumstances. Obviously the Service would gain in efficiency if something could be

done to overcome this difficulty; but the remedy will not be easily found.

* * * *

"Peak" in his letter to the Journal last issue refers to this same problem. One can well sympathise with his point of view when he suggests early examination, and a permanent waiting list of qualified Preventive Officers. His proposal that the examination should be possible after three or four years' service could, however, hardly be accepted. This is rather too short an experience.

It might be mentioned that during the discussions on the question of reconstruction entrants' seniority, at the P.S.A. Conference about three years ago, a proposal was made by the Executive, which aimed at securing opportunity for any A.P.O. to sit for the examination at about six years' service. It was argued that this would go a long way towards solving the seniority problem, and at the same time would remove the one defect in the merit system of promotion. The proposal failed to get the consideration it deserved because at the time feeling on the seniority question was running very high, and it was evidently believed that an attempt was being made by the Association officials to side-track the seniority question.

Since then, however, the air has cleared somewhat, and now that "Peak" has made similar proposals perhaps the matter will be revived, and discussed in a more favourable atmosphere than on the last occasion. The experience of the past few years will enable many to appreciate the wisdom of the original proposals.

* * * *

Reports regarding the improved uniform cap have now been received from the districts to which the sample pattern was submitted for inspection. General approval has been expressed, and the Executive has accordingly decided to proceed immediately in the matter.

Regarding uniform generally, several letters have recently appeared in the Journal. From these there would appear to be an impression that because of more important issues under consideration, the Association has temporarily dropped interest in questions concerning uniform. This is not strictly accurate. The Association never abandons, even temporarily, subjects affecting the staff. All the time these minor matters are under control, and the Executive Committee is always ready for the appropriate moment to take any necessary action. It would certainly not help us much if at the present moment we started a general discussion

on uniform. In any case there has been very great improvement in the clothing now supplied, and the suggestions now made for further improvement do not demand urgent consideration.

* * * *

At the C. & E. Joint Committee meeting on March 24th, further discussions took place regarding the question raised by the Preventive Staff representatives in connection with baggage examination at Air Stations. In particular, a local Whitley agreement on the staffing of Heston aerodrome was discussed.

Heston is the latest Customs air-port. Private owners of aircraft arriving from the Continent will now be able to come straight to London instead of having to land at Lympe or Croydon for Customs examination. As Heston is outside the London fog belt it is expected that the commercial air liners will find it a convenient landing place during foggy weather.

* * * *

The cost-of-living figure for March 1st was 61. This is a drop of three points from the previous month, and it does not look very promising for the next revision of bonus, if such is to take place at all. Probably, however, proposals for consolidation will be presented to the Staff Side before the end of the current six-monthly period. The present bonus is based on a figure of 70.

* * * *

The omnibus weekly Order No. 11/1930, paragraph 4, appears to have puzzled a great number of our members. Numerous inquiries have been made concerning its meaning. Confusion has arisen through the fact that the P.S.A. has put forward proposals for the abolition of the present method of paying seizure rewards, and many people appear to have thought that the Order had some connection with these proposals. There is no connection whatever. The Order applies only to members of the Officer Grade.

* * * *

At the last meeting of the Departmental Council it was agreed to set up a joint sub-committee to consider and report on the question of promotion to the Officer Grade. This is the outcome of discussions that have taken place on the C. & E. Joint Committee over a considerable period. It is probable that the Preventive Staff will have representation on the sub-committee.

DOCKS.

Deep down in the heart of every one of us is the desire for the beautiful—very deep down often. Now the question has been asked more than once, "Are Customs officers human?" Boatmen have discussed it in their club rooms, and trimmers during their dinner hour have grown quite heated about it. But in this desire for the beautiful they are just like postmen or anyone else. Some find the romantic urge satisfied in themselves and feel themselves to be fierce he-men hunting to death the equally fierce, stop-at-nothing smugglers; others are painfully conscious of the lack of romance in their occupation. No songs are written about them. Whoever heard a waddling baritone at a church concert warble "Here's jolly good luck to the girl that loves a Preventive Officer?" Nor have long thatched artists been observed setting up an easel outside the watch house to paint the A.P.O.s coming forth in their double-breasted jackets and natty little caps.

This regret burning in the heart of many of us is due to a confusion of ideas. It is thought that the essentially beautiful must be essentially romantic. Quite wrong!

What could be more beautiful than the docks by night—unless it be the docks on a pensive autumn evening? At night, the crepuscular darkness ahead, broken intermittently by the light from your torch, holds wonderful mysteries. And there are the gaunt shadows of resting cranes and the mountain-like piles of tar and junk, fantastic, contorted objects suddenly seen—a genuine Whistler.

Perhaps, too, at evening time, the sun sinks placidly into the black waters before your eyes, and little ribbons of silver play in between the passive ships. Or a little fishing boat glides in ghost-like.

Thus by evening and by night, as also by day, there are many strange and many pleasing things to see, many tiny aspects of beauty to glimpse, many soul-satisfying little experiences.

Breathes there the man with soul so dead who has not been able to grasp these little grains of beauty, scattered in the wind? Who has not thrilled at the pathos of resting, disused machinery in some by-way of the docks, reminiscent of Hodgson's old plough covered by tall thistles? And will he say then that there is nothing of beauty in his life?
C. F. SHAW.

NURSERY RHYMES.

Adjusted by "GEN."

Little Miss Muffet
Got up from her tuffet,
And tripped to the "Continong";
She brought back some silk,
Tried the Customs to "bilk."
But found her experience "na bong."

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

Notice to Members.

ELECTION OF COUNCILLORS.

The following members have been nominated in the above election:—

London Area.—A.P.O. Grade: Mr. G. Binks and Mr. M. J. Sullivan.

Tyne Area.—P.O. Grade: Mr. W. A. Colwill and Mr. L. Gardiner.

Scotland Area.—P.O. Grade: Mr. A. P. Angus and Mr. W. M. Sheehan.

Ballot papers are being circulated forthwith, and they should be returned before the 30th of April. They may be handed to the District or Local Organiser, or sent direct to the Organising Secretary.

The following members have been elected unopposed in the areas concerned:—Mr. A. E. Farmer (Liverpool), Mr. F. Warren (Cardiff), Mr. R. H. Maynard (South Coast), Mr. G. W. Grace (Gravesend), and Mr. J. Shooter (Hull).

J. T. SUTTON,
Organising Secretary.

CHANGES IN THE STAFF

to MARCH 17th, 1930.

ASSISTANT PREVENTIVE OFFICERS:—

Adamson, J.
Benham, V. J.
Dummer, J. H.
Duncan, P.
Elliott, E.
Farmer, E. N.
Forrest, W. J.

Geary, A. G.
Hogg, J.
McGruther, A. G.
Monks, H. H.
Perry, F. W.
Prater, C. S.
Swan, W.
Wiltshire, A. A.

TRANSFERS.

ASSISTANT PREVENTIVE OFFICERS:—

Beglain, J. E., Whitehaven, Preston to Newcastle.
Butterfield, E. J., Manchester to Barrow, Preston.
Cormack, J. H., Grangemouth, Edinburgh to Leith.
Douglas, C. M., Swansea to Leith.
Fisher, K. H. W., Eastham, Manchester to Liverpool.
Gidden, S. W., North Shields, Newcastle to Southampton.
Golfrey, W. W., Gravesend, London to Sharpness, Newport, Mon.
Hogg, L. G., London to Harwich, Ipswich.
Keefe, R. J., Milford Haven, Swansea to Liverpool.
Macbeth, A. F., Barry Dock, Cardiff to London
Macdonald, J., Wick, Inverness to Aberdeen.
Murray, J. K., Londonderry, Belfast to London.
Partridge, E. M., Liverpool to London.
Payne, P., Holyhead, Chester to Manchester.
Shearer, J. F., Leith to Bo'ness, Edinburgh.
Stimpson, F., Barry Dock, Cardiff to Milford Haven, Swansea.
Taylor, W. A. L., Belfast to Londonderry, Belfast.
Williamson, F. J., North Shields, Newcastle to West Hartlepool, Sunderland.

OFFICERS LEAVING THE SERVICE.

RETIREMENTS:—

CHIEF PREVENTIVE OFFICER, Lower Section.
Presents, C. J., Liverpool.

ASSISTANT PREVENTIVE OFFICER:—

Phillips, F. J., Liverpool.

MATE-IN-CHARGE:—

Macfarlane, C., London.

VACANCIES.

CHIEF PREVENTIVE OFFICER, Lower Section,
Blyth, Newcastle, 24.4.1930.

PREVENTIVE OFFICER, Dover, 22.4.1930.
MATE-IN-CHARGE, London.

Examination Result.

Following is the list of Assistant Preventive Officers who were successful at the examination for promotion to the rank of Preventive Officer held in January:--

Order of Merit.	Name.	Port.		
1	Spear, Phillip,	London.	45	King, Harry, Newport.
2	Cumberlidge, Leslie N.,	North Shields.	46	Whayman, Bernard W., Boston.
3	Sunley, William H.,	Hull.	47	Chester, Edgar R., Hull.
4	Boughton, Arthur,	Weymouth.	48	O'Leary, William M., Folkestone.
5	Reilly, Bernard C.,	Dover.	49	Rock, Albert V., Harwich.
6	Robinson, Samuel W.,	Swansea.	50	Vining, James G., Middlesbrough.
7	Mudd, Simon,	Immingham.	51	Clarke, Bertie R., Weymouth.
8	Powell, William H.,	London.	52	Lindley, Horace C., Preston.
9	Gallagher, John J.,	Liverpool.	53	De Cothi, Albert A. C., Avonmouth.
10	Coulson, William C.,	Dundee.	54	Read, William F., Hull.
11	Dedman, Christopher,	Southampton.	55	Burrows, James, Southampton
12	Gray, Harold H.,	Dover.	56	Palmer, Horace C., Gravesend.
13	McKinna, Norman E.,	Ardrrossan.	57	Gamble, Cyril, Hull.
14	Richardson, G. W.,	Middlesbrough.	58	Jarvis, Arthur J., Manchester.
15	Gilbert, Harold E.,	Weymouth.	59	Reeves, George W., Grimsby.
16	Long, Stanley, C. C.,	Bo'ness.	60	Robson, Cuthbert C., North Shields.
17	Murphy, Sidney,	Liverpool.	61	Henry, August B., Liverpool.
18	Mitchell, Magnus C.,	Leith.	62	Merchant, Richard W., Liverpool.
19	Smith, Hugh,	North Shields.	63	Bolton, John H., Liverpool.
20	Woodward, Frank A.,	Hull.	64	Stoneham, William H., Gravesend.
21	Harris, Thomas V.,	Bristol.	65	Harvey, George O., Portsmouth.
22	Moss, Arthur,	Hull.	66	Peck, Arthur V., Harwich.
23	Holderness, Robert A.,	London.	67	Spencer, John R. F., Plymouth.
24	Simms, William F.,	Grimsby.	68	Rundle, Stanley G., Plymouth.
25	Platten, Albert N.,	London.	69	Eldridge, Walter O., London.
26	Northfield, Edward,	Southampton.	70	Martin, William F., Newhaven.
27	Richardson, Arthur J.,	Gravesend.	71	Lambert, Alfred E., Workington.
28	Lovell, George A.,	Cardiff.	72	Crimmins, Francis, Plymouth.
29	Bell, Thomas W.,	London.	73	Blann, Albert H., Newhaven.
30	Harris, Harry F.,	London.	74	Hore, Harold W., Dover.
31	Hill, Frederick T.,	Liverpool.	75	Garlick, George H., Manchester.
32	Songhurst, Arthur W.,	London.	76	Jones, William T., Liverpool.
33	Logan, Francis G.,	Avonmouth.	77	Howland, Hubert H., Dover.
34	Codd, Alfred N.,	Hull.	78	Rutter, Harry, Manchester.
35	Gair, Donald C.,	Leith.	79	Browne, Albert W., Cardiff.
36	Densley, Alfred W. P.,	Cardiff.	80	Foley, Harold A., Portsmouth.
37	Mort, William,	Liverpool.	81	Humphries, Henry J., London.
38	Howell, Jack,	Avonmouth.	82	Tuck, William W. R., London.
39	Jenvey, Herbert J. E.,	Weymouth.	83	Browning, Wilfred E., Southampton.
40	Legg, William, H. B.,	Swansea.	84	Robinson, Joseph, Liverpool.
41	Mera, Edward W.,	Blyth.	85	Hill, William R. C., London.
42	Baxter, John E.,	Liverpool.	86	Heppel, Percy V., Harwich.
43	Allee, Alfred J. P.,	Hull.	87	Gahan, Alexander F., Liverpool.
44	Hartshorn, Edmund A.,	Folkestone.	88	Almond, William H., London.
			89	Easter, Wilfred G., London.
			90	Rowe, Thomas, Plymouth.
			91	Gatford, Arthur G., Harwich.
			92	Griggs, Thomas F., London.
			93	Knott, Herbert W., London.
			94	Hicks, Percy W., Gravesend.

Answers to Examination Questions.

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

First Paper.

QUESTION 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?

ANSWER.

3. (a) **INFECTED PORT** means a place for which the Medical Officer of Health has notified the local Officer of Customs and Excise in writing, that from a date specified all ships from that Port, and all ships which have called at that Port during the voyage, are to be detained for examination.

FOREIGN PORT means a place or port situate elsewhere than in the United Kingdom, the Channel Islands and the Isle of Man.

INFECTED SHIP means a ship which at the time of its arrival from a foreign port has on board a case of cholera, yellow fever or plague, or which has had on board a case of cholera or plague within a period of seven days, or of yellow fever within a period of eighteen days prior to that time.

The Master of an infected ship must, when the ship is within three miles of the coast of any part of the United Kingdom, or is within the limits of a port, cause to be hoisted (i) at the masthead, or where it can best be seen, during the whole of the time between sunrise and sunset, a day signal, consisting of a large flag of yellow and black, borne quarterly; (ii) At the peak or other conspicuous place where it can best be seen, and at a height of not less than twenty feet above the hull of the ship, during the whole time between sunset and sunrise, a night signal, consisting of three lights, arranged at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white, and the other lights at the ends of the base of the triangle shall be red in colour.

(b) "BOTTLE" means any vessel ordinarily of glass which, however eccentrically shaped, has the characteristics of a bottle, i.e., body, neck and mouth, but when of large size may bear such names as demijohn, carboy, etc.

The term "bottle" also covers any other vessel (including kegs) of a capacity not exceeding two gallons. In cases of doubt as to the application of the definition, the Board's directions should be sought.

On wine actually imported by passengers in casks, no bottle surtax is chargeable. For the purpose of this question the bottle surtax would be charged on wine in vessels which fall within the definition of a "bottle," of a capacity exceeding two gallons, and up to but not including nine gallons.

On wine, however, in vessels of a capacity of nine gallons and upwards, no bottle surtax is to be charged.

Wine may be admitted without test on the following conditions:—

(i) In casks or other vessels of a capacity exceeding two gallons, as n.e. 42°, provided the senior officer in attendance certifies on the Baggage Prime "Wine not officially tested, n.e. 42°—Satisfied."

(ii) If in bottles or vessels of a capacity n.e. two gallons, and such officer certifies as above, at the appropriate rate, i.e., as n.e. 25°, 27°, or 42°.

Before wine is assessed for duty at the higher rate, the owner is to be informed that the goods will be tested if he desires. In such cases, or if the officer is not prepared to give the above certificate, the goods are to be sent to the King's Warehouse or baggage warehouse for assessment of duty.

(c) Having strong suspicion that the parcel carried by the Petty Officer contained dutiable goods, I would discreetly enquire from him whether the parcel contained any dutiable goods. If his replies were in the affirmative, ask whether it is duty paid, and call for evidence such as duty slip, landing pass or liberty ticket. If on the contrary, he would be required to accompany me to the Guard Room—that being the nearest spot for search. If, however, he objected to this course, he would be given the option of going before a Justice or before the Collector, or other superior officer, who would decide whether there ought to be a search or not.

Correction.—In the last issue the reference to Form 424 should read Form 232 T.A.

The V.E.S. and the Examination.

The result of the recent examination held for promotion to the rank of Preventive Officer is still fresh in the memory of our readers, more especially those who were directly concerned in it. There are those who are happy and relieved in the knowledge of successful effort, and the Central Committee extend their congratulations to them all. There are also the remainder who, unfortunately, have exhausted their chances, or have patiently to wait for the next opportunity.

Whilst expressing sympathy with the former, the Central Committee desire to bring the following facts to the notice of those who still have another opportunity, and the larger number who will take their first chance at the next examination.

Out of the total of 94 successful candidates, 77 were V.E.S. students, which represents approximately 82 per cent. More important, however, is the analysis of the failures. Of the 49 candidates who failed, 21 were non-V.E.S. students. Of the remaining 28 who participated in V.E.S. tuition, no less than 11 took one course only, and

not one of the remainder took the full V.E.S. courses. Despite this, however, the V.E.S. was successful in assisting approximately 73 per cent. of the candidates who took advantage of the scheme to pass the examination. Only approximately 43 per cent. of non-V.E.S. candidates were successful. In addition, for the second time, a V.E.S. student took the first place.

It is hardly necessary to dwell upon the advantage to be derived from this section of the P.S.A., and the Central Committee earnestly appeal to the prospective candidates at the next examination to do justice to themselves in the first place, and secondly, justice to the scheme which was inaugurated for their particular benefit, by taking advantage of the organised system of tuition in departmental knowledge available in the Vocational Education Section.

A full course of tuition consists of 2 Preliminary, 3 Intermediate, and 3 Advanced courses, covering approximately two years. Do not delay further, but send in the completed application form below at the earliest opportunity.

FILL IN THIS FORM NOW.

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

Preliminary Course
Please enrol me for 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, Gardiner 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.

The New Entrants' Guide.

By "NOD."

When one comes to consider things as a whole, the new entrant into our Service has little or no advice as to how things should be done and why. There are numerous publications, such as codes, guides to large, small and intermediate ports, hand-books, and general orders for the officer of more mature knowledge. But what for the greenhorn? Nothing.

Therefore, after much thought and deep consideration, I will endeavour to set forth in these columns a few hints of inestimable value to the embryo with a view to his advancement.

We will assume that it is your first day on duty. Provide yourself with a small notebook of about five hundred pages and half-a-dozen pencils to enable you to make notes of things of more than passing interest. You will probably be handed over to a gentleman whose rank is THE C.P.O.'s MAN. Give all due respect to this gentleman and curry favour with him, as you will find later that it is to him that you must look for Sundays on duty. He will lead you to a large sheet covered with weird hieroglyphics. Do not be alarmed and think that you have to decipher the writings of some unknown race—it is merely the appearance sheet. On this you must sign your name and the exact time of your arrival and departure, or approximately if you are not quite sure. Should there not be a spare line, sign on the back of the sheet.

After this you will be led to the sacred precincts of the store locker, where you will be issued with a lovely pair of blue overalls and a lamp. You must bear in mind that on no account must you get the former dirty. Do not run away with the idea that this is your official uniform; you will probably get this in about twelve months' time. The lamp is to help you see your wages at the end of the week.

Then you will be escorted and introduced to your future brother officers. The introduction usually takes the form of "Pray allow me to introduce to you Mr. So and So." The phraseology, of course, varies with different ports.

In all probability you will be attached to a rummage crew. This, my dear friend, has nothing to do with church sales or bazaars. Now comes the crowning moment of your life when you step into H.M. uniform. Until such time as you get your new outfit you will be rigged up with a nondescript hat, jacket and waistcoat kindly given you by obliging officers who have no further use for them (and neither has anyone else). The fit will never be found to be perfect, the hat, for instance, will either be ten sizes too large or too small. Never mind, what do us dry-dock sailors care?

Having safely wedged or slid yourself into uniform, you will have time to survey and reflect on your brother officers present, but I would advise you to keep these observations to yourself.

After a few moments' respite, you will start out with three other officers on your first day's rummage. You must carry your overalls and lamp, and maybe you will be given those of your chums to carry, together with one or two attache cases and oddments, not forgetting the tuck stick.

Pressure of space, and also ditto on the part of the Editor, forbids me to write any more, but later, I propose to give you further hints, special attention being given to rummage. Those wishing to go deeper into the subject should enrol in my special classes, so if they would kindly fill in the coupon on page five of cover for an elementary course, and send me a postal order for £1, I SHALL be pleased.

(To be continued—perhaps.)

Service Dinner at Folkestone.

The Folkestone and Dover staffs of H.M. Customs and Excise held a very successful and enjoyable dinner at the Queen's Hotel, Folkestone, on Friday evening of last week.

The Chair was taken by Mr. E. Hall (Collector of Customs, Dover). He was supported by Mr. J. Andrew (Clerk to the Folkestone Magistrates), M. Ligere (Commissionaire Special at Boulogne), Mr. T. W. Matthews (Waterguard Superintendent at Dover), Mr. H. Parks (Chief Immigration Officer, Dover), Mr. J. Bailey (Surveyor of Customs, Folkestone), Mr. E. J. Lundberg (Chief Preventive Officer, Folkestone), Mr. H. Melville-Smith (Surveyor of Customs, Dover), Mr. J. C. Mackins, Mr. G. E. B. Brown (Assistant Collector, Dover), Mr. Fox and Mr. Underdown.

A very excellent repast was served.

Mr. Andrew, prop-sing the toast of "The Department," recounted some of the incidents of smugglers and preventive men in days gone by, and voiced appreciation of the work of the Customs at Folkestone. The Chairman replied.

Mr. Matthews gave the toast of "The Visitors," to which M. Ligere replied.

The health of "The Chairman" was proposed and drunk with musical honours.

Mr. Lundberg said he wished on their behalf to thank the Dinner Committee. (Applause.) The bulk of the work had fallen on Mr. Barnes, who had been splendidly assisted by Mr. Goldsmith. He would also like to thank Mr. Platten for the beautiful decorations which they saw on the table. (Applause.)

A very delightful musical programme was provided during the evening, a feature being community singing and the amusing adaptation of some well-known airs with local lines. Those contributing included Messrs. E. A. Hartshorn, W. S. Goldsmith, W. Murphy, C. du Vall and Major Bull.

UNIFORM.

"NOD."

Once again the burning question arises apropos our disreputable uniform. Yes, I say, with all seriousness, and without fear of contradiction, that at least 100 per cent. of our staff require a more superfine outfit. We do not require anything that will be in the least conspicuous or spectacular, but something that will raise our STATUS to such an elevation that even the most lowly Hindoo fireman will gaze on our august presence and murmur, "Glory be to Allah!" A few suggestions in this direction would not be amiss:—

P.O.s—Hats.—Cockade hats which may be worn either fore or aft according to the taste or inclination of the Officer concerned. Officers wearing such topees on the oblique should be punished by a heavy fine or lose at least two Sundays O.T.

Waistcoats.—These may be dispensed with in favour of a nice woollen pull-over, "yellow and black borne quarterly" substituted.

Jackets.—Vast improvements could be made in these atrocious creations. The colour to remain as at present as it coincides and is appropriate to our feelings with regard to the salary claim. Two or three more rings may be added to the sleeve. The waist should be drawn in to obviate that "straight line" effect and the shoulders should be padded, with oakum for preference.

Trousers.—Trousers should be worn below the knee as is la mode, and one or two turn-ups on each leg according to length of service. Two narrow strips of gold braid at the side. Creases to be at the side as in keeping with the Royal fashion.

N.B.—Braces should invariably be worn with these nether garments to uphold the dignity of the Service and to show that we have visible means of support.

Additional Embellishments.—One sabre. This would be very useful for cutting "hard," or giving "cutting" replies to disagreeable smugglers. Should a P.O. get tired of carrying this it may be dispensed with and given to the A.P.O. to carry.

The whole ensemble would have a *tres chic* effect, I am sure.

A.P.O.s—A slight modification is indicated by reason of lower order, category, rank or specification.

Hats.—The design as at present. Ventilation holes to be placed in the top in the form of an equilateral triangle, each hole to be not less than six inches apart. White hat covers to be worn the whole of the time between 16th April and 31st October. Rummage crews to wear special black hat covers the whole of the year. Busbies may be worn or used during the night watch.

Waistcoats.—See under P.O.s, ditto, only black and yellow borne quarterly.

Jackets.—No drawn-in waist as the "straight line" effect is sometimes desired. One gold band, four inches deep on each arm. On the upper right arm a gold star for every year's service and a gold crescent for every seizure made. Should there not be sufficient room for the latter, the additional

may be worn on the left arm or round the lapels. One large pocket to be placed inside the coat to carry overalls, lamp, wax, tape, dip-rod, steelyards, wire, plumb, sample bags and bottles.

Additional Embellishments.—A cuff-stay to be worn "where best seen" on the left or right-hand side or between the legs as is most comfortable. This implement would come in very useful when the slip is left in the office.

These few suggestions I feel sure, would, if carried into effect, greatly uphold the dignity of the Service and put us on that plane of self-confidence which we all so much desire. Should, however, these ideas not meet with general approval, may I further suggest of "Navy." Shelve it indefinitely.

TERMS.

The following extract from a letter, by W. J. Little, which appeared in the Journal of the C. & E. Federation (27.7.29) will interest those officers who are contemplating promotion:—

"At the Executive meeting on June 21st, 1929, I was requested to supply 'The Journal' with the definitions of the various set terms I had previously obtained from a sound and reliable source, and communicated to the Council.

There are five main terms in the Surveyorship examination papers, viz., State, Review, Discuss, Enumerate, and Describe.

"State" means to give literally without comment or addition.

"Review" means to give either an historical account, or else examine critically, the matter under notice. The nature of the subject and the context of the word "Review" must determine which meaning is intended.

"Discuss" generally means to give the advantages and disadvantages to Revenue, trader, consumer or public. That gives six points in which the entire ground of the question can usually be covered.

"Enumerate."—Give literally, without comment or addition, in proper sequence.

"Describe" means to present the operation or effect, form or character, of the matter proposed, in narrative form."

OBITUARY.

Mr. A. W. P. DENSLY.

It is with profound sorrow that we have to announce the death of Mr. A. W. P. Densley, A.P.O. Councillor for the South Wales District for a number of years. While on board the "Megantic" in the Bristol Channel last Sunday, he opened the doors of the baggage port on the main deck, fell overboard, and was drowned. According to reports, he was apparently under the impression that he was stepping on deck when he opened the doors. Up to the time of going to press the body had not been recovered.

Mr. Densley sat at the last examination for promotion, and his name appears in the list of successful candidates published last week.

We join his wife and two children in mourning the loss of one who gained the greatest respect of all who knew him.

Free Goods and Drugs.

by "VULCAN."

When news is scarce it is not an uncommon practice of the gentlemen of the Press to re-write some old news, add a few fresh particulars, and serve it up as a report from our Special Commissioner. One of the topics that is always good for lurid disclosures is, of course, the drug traffic.

There is a danger that this can be overdone and that most special reports should be taken with the proverbial grain of salt. Despite this "pulling" it is nevertheless true that the drug trade has a much wider scope than imagined by the public and by even a large number of officials, police and Customs, who are brought into contact with it. From time to time, however, the curtain is raised and brief glances are given at the trade at work. Most of the readers of this will know of the Brilliant Chang ring, brought to notice by the death of a popular actress. A rather interesting case is related by a Mr. Donohue in an article which appeared in an American magazine which treats only with actual cases which have been before the Courts. The actual case is not, of course, of main interest. It is as a means of disclosing several unsuspected "runs" that it gains any prominence. Without entering into a long account of the investigations carried out by the U.S.A. Customs Officers it may be briefly stated that they arrested a certain Charlie Cook, alias Charles Webber, for being concerned in the smuggling of dangerous drugs. It was proved that Mr. Cook had had five cases, declared as toys, imported from Hamburg, per s.s. Arabic on July 7th, 1926. It was further proved that instead of toys, the contents were 112 pounds of morphine, and 225 pounds of heroin. Mr. Cook (or Mr. Webber), was sentenced to fourteen years at Atlanta Jail, reduced on appeal to ten years. It was ascertained that, in the few months before his arrest, no less than twelve packing cases of drugs had been passed through the Customs by means of a trick, or rather, a series of tricks. As it may, perhaps, be of interest to our officers to know fuller particulars, a list of the known cases is given at the end of this article. The reason why the contents were declared as toys, bowling pins, etc., is that these articles are light in weight and compare favourably with the low specific gravity of narcotics.

Date.	Ship and Line.	Declared Contents.
Mar. 8—	Paris (French).	1 Case—Shoe Stretchers.
Mar. 12—	Andania (Cunard)	5 Cases—Toys.
Mar. 29—	per International Mercantile Marine	2 Cases—Toys and Bowling Pins.
Mar. 31—	Suffren (French)	1 Case—Shoe Stretchers.
June 23—	Belgenland (White Star).	3 Cases—Shoe Stretchers.

THE V.E.S.

IMPORTANT NOTICE TO PREVENTIVE

OFFICERS.

The Central Committee of the V.E.S. has been giving consideration to the new conditions for the examination for C.P.O., as recently agreed upon the Departmental Whitley Council.

It will be noted that the new examination will contain questions bearing upon administration in connection with Water-guard practice and regulations. In order to meet the new conditions, particularly as regards the introduction of administration as a definite part of the syllabus, a course has been set up to assist members of the Association who will be candidates at the examination. The new course is supplementary to the one already in existence, and is specially compiled to encourage initiative and to assist candidates in dealing with administrative problems as a necessary preparation for the actual examination. This course is (2) below.

The Committee can vouch for the capability of the tutor who has framed the series of questions, and who has kindly undertaken the task of checking the papers. It is their considered opinion that the institution of this course will prove of inestimable value to any P.O. at the examination.

The two courses of preparation for the C.P.O. examination now consist of:

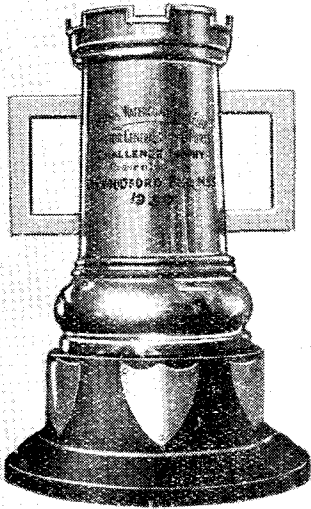
- (1) a course designed to test the candidate's practical knowledge of the duties of a C.P.O., and the action required in certain instances, and
- (2) A course designed to develop initiative and to assist the candidate in approaching administrative problems.

Either, or both, courses are available to members of the Association. The fees are 30/- for each course, and the fees cover postage. Preventive Officers likely to be called for the examination in October next are advised to make early application, and, if desired, the fees may be paid in instalments. Applicants should specify the course required. Applications should be sent to the Secretary, V.E.S., 13, Bee-Lane London, E.C.3, from whom any further information required may be obtained.

S. C. STEEL,

Secretary, V.E.S.

- (4) Amount to be allocated for prizes season 1929/30.
- (5) Vice-Presidents.
- (6) Printing.
- (7) Arrangements of next season's play, and consideration of the British Correspondence Chess Association's offer of a match.
- (8) Inter-Port contest rules.



Photo

"Customs Journal"

Prosecution at North Shields.

Stated to have bought the spirit for the purpose of having a good time when he reached his home in Norway, a fireman on board the s.s. Karmit, was charged at North Shields with concealing 11 bottles of spirit, with intent to defraud the Customs.

The spirit was found in a portmanteau, and defendant admitted that it belonged to him.

Through an interpreter he explained that he did not declare the liquor because he did not want the ship's officers to know he had it on board. It was stated that a portmanteau was found under 5ft. of coal.

The offender was ordered to pay the single duty amounting to £6 11s., and 10s. interpreter's fee, with the alternative of one month's imprisonment.

The spirits were found by Mr. Beech, A.P.O.

Cardiff Docks Cup Competition.

On Thursday, 27th March, the Customs team met the Ocean and Stranaghans F.C. at Spiller's Ground, Pengam Farm. A large number of supporters for both teams came to cheer them through this semi-final. Mr. H. Howell, C.P.O., many P.O.s, A.P.O.s and members of the long room staff were present.

The Ocean team opened play with fast passing and fierce attack, but they had to work some time for their first goal. After obtaining the lead they pressed again, but our defence cleared and gave the forwards a chance for counter-attack. Neat footwork on the right wing was followed by a difficult shot from E. Lindley. The ball ran the whole length of the crossbar along the face of it, and the goalie had difficulty in clearing.

Then came attack and counter attack one after the other, but though Ocean's conceded three corner kicks, we failed to score. Shortly before the interval our opponents added a second goal with a hard shot at short range.

In the second half Ocean pressed hard, and in a melee around the goalmouth they found the opportunity to score again. Their right wing proved formidable, but oftentimes our left wing broke through yet failed to get across. For a time we were forced to defend, and after a number of corners a fourth goal was registered against us. When all seemed negative our right wing got clear and passed across to the left; left returned to centre, and C. Powell netted a brilliant goal. The recovery was too late, but we held our own and proved dangerous on many occasions. The speed set by the cup-holders had proved a great asset to them, for it was due to this that the result showed such an uneven score in a really good match. (Result 4-1 against.)

When the final whistle blew our swan song of the cup for 1930, we had the satisfaction of having reached a place in the competition which justified our entry.

Team:—H. R. Baker; C. Knowles (C.H.), A. Sweet; N. Ramsey, W. J. Newing (Capt.) (C.H.), A. W. Browne; F. Clark, E. Lindley, C. Powell, C. Hill, C. Finch. Reserves: Messrs. Saunderson, Burden and Steadman.

The late Mr. Miller.

We have received a letter from Mrs. Miller and her son, expressing very sincere thanks to the members of the Preventive and Launch Services for the sympathy shown in their recent bereavement. It has been a consolation to know that Mr. Miller had so many friends amongst his colleagues.