

The Customs Journal

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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," 93, Fairfax Road, Hornsey, London, N.8.

It is essential that all matter for insertion in the forthcoming issue should reach the Editor on or before the Monday preceding day of publication.



INTIMATION was given at the last meeting of the Joint Committee (C. & E. Associations) held on the 6th April, that the Official Side intend to abolish the following books of Instructions to Preventive Men, Assistant Preventive Officers, and Preventive Officers. The two paragraphs still extant (one in each of the latter books) are to be incorporated in the appropriate standing Instructions or Code.

* * * *

Of the thirty-one cases on the agenda of the Executive Committee of the C. & E. Widows' and Orphans' Fund at the April meeting, fourteen cases related to the dependants of deceased Waterguard Officers. Grants were voted in each of these latter cases and aggregated to £217 10s. 0d.

In all this sad, but heart-warming, work of looking after the widows and orphans of our deceased colleagues, there is nothing so tragic as the application from a widow of a non-member. True, the rules of the Fund permit a little assistance in these cases, but such assistance is limited to **one** grant of a maximum of £15, and, even so, this is qualified in that only a specified amount can be spent under this Rule in each year.

Such a case arose at the meeting in question, affecting the wife and children of a P.O. who disappeared off the 4/11 watch in January. Being a non-member one final grant of £15 was made. Compare this with the possible aggregate of grants that could have been made over a period of years had he been a member—some £780.

It is such cases that make one wonder why many Waterguard Officers are still non-members.

* * * *

Treasury Circular No. 9/1937 announces that Wednesday, the 12th May, will be observed as a special additional paid holiday for all directly employed grades of the Civil Service. Any officer who, owing to the exigencies of the public service, is required to attend for duty on that day, will be treated in accordance with the current departmental practice as regards officers required to attend on paid holidays.

It is understood that some 3,000 applications have been received in regard to the 800 Coronation seats allocated to this Department.

* * *

It is with extreme regret that we announce the death on Saturday last of Mr. Charles Howard (late A.P.O.) at the age of 67.

"Charlie" Howard was undoubtedly the best-known and most popular member in his grade, and his long and very meritorious service on the Special Inquiry Staff will be a monument to his memory for many years. Although he was not employed on the work of the grade whose title he bore, he successfully upheld Waterguard traditions to the end.

He was laid to rest at Heston on the 8th April, and the mourners included representatives of many grades.

* * *

In this issue the list of Staff changes is rather lengthy, but it is felt that the link with superannuated colleagues is well worth the little additional space.

* * *

At what was without question the best organised affair of its kind yet attempted, Liverpool Waterguard staff entertained the London Football Team and supporters on Tuesday, the 6th April. The Inspector-General and Mr. A. W. Purdye (Waterguard Superintendent) travelled with the team.

That the London team suffered a crushing defeat, as reflected in the 7-1 result, did not detract from the keen and sustained interest of nearly 200 spectators, and the fact that London's only goal (against Liverpool) was scored towards the end of a gruelling game indicated the tenacity of the visitors and their gameness in fighting a losing battle to the end. All credit must be given to the home team's splendid scientific combination.

The match was followed by tea and entertainment, and those who were fortunate enough to get into the first sitting for tea (about 130) had the pleasure of hearing 'a few words' from Mr. B. J. Herrington (Waterguard Superintendent), Mr. J. T. D. Large, O.B.E. (Collector), and Mr. C. M. Woodford, O.B.E. (Inspector-General). Interesting speeches in each case and with a common theme that augurs well for the future advancement of social activity, not only in Liverpool but throughout the Waterguard.

A splendid outing—a splendid example—and well worth the inconvenience of the 6 a.m. arrival back in London.

* * *

Tailpiece—without comment (at this stage).

By a recent agreement the salaries of the Immigration Staff have been raised to the new limits shown hereunder. The old scale is shown in parenthesis:—

Inspectors, £625/725 (£575/680).
 Chief Imm. Officers, £500/600 (£456/575).
 Imm. Officers, £225/475 (£190/274/456).



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 Assistant Secretary: H. L. BOALCH.

The Complete Smuggler.

The complete smuggler arrived at Southampton in a German liner from Germany. He declared one camera.

But Chief Customs Officer Sherlock (no relation to Mr. Holmes) found:—

Another camera slung round his neck under his coat;

A third, a very expensive one, taken to pieces in his pocket;

A pair of binoculars in a suitcase;

A woman's jewelled watch in an overcoat pocket;

A man's watch in a jacket pocket;

Two women's watches in his trousers pocket; and

Under each arm, high up, was a man's watch.

The man, Yassusuke Kimura, a 34-year-old Japanese machinery salesman, of Cornwall Gardens, S.W., was fined £313 19s. 2d. at Southampton yesterday.

Daily Sketch, April 6th, 1937.

Do You Know—

That this Journal of ours was first published on April 9th, 1904, and that we celebrated our thirty-third birthday yesterday? We claim to possess the oldest Civil Service journal in Great Britain.

That Sir Christopher Wren built the third Custom House on the present site and that the original "Long Room" was in that building?

That Gravesend was named by reason of the fact that the graves of the dead from the Great Plague ended there, and that Tilbury derived its name from the fact that the bodies were left there "till buried"?

Civil Service Confederation.

PARLIAMENTARY REPORT.

March 16th to March 25th.

House of Commons,
March 25th, 1937.

Last month's report on Civil Service matters carried the proceedings in Parliament up to March 15th. The House rose on the 25th March and will not meet again until April 6th.

The most interesting statement affecting the Civil Service was made outside the House by Mr. Duff Cooper, when, speaking on March 24th at the meeting of the National Union of Conservative and Unionist Associations at the Friends' House, Euston Road, London, he said: "The Government hopes to place 10,000 ex-Service men in the Civil Service in the next two years."

To clear up exactly what is meant by this statement the following questions are being put down on the Parliamentary Papers for answer when the House meets:—

Mr. Kelly: To ask the Secretary of State for War whether, in view of his announcement that the Government hopes to place 10,000 ex-Service men in the Civil Service during the next two years, he can state the types of post which will be available for such ex-Service men, and the method by which they will be filled. (Tuesday, 6th April).

Mr. Creech Jones: To ask the Secretary to the Treasury what is the policy of the Government with regard to the absorption of ex-Service men in the Civil Service in the next few years; whether any special attention has been given to the matter recently, and whether any report will be made available to the House. (Tuesday, 6th April).

Some of the papers suggest that this allocation of posts will not in any way interfere with ordinary recruitment for the Civil Service, but it is not easy to see how 10,000 men can be placed in two years without some interference with existing habits and customs.

Mr. Duff Cooper had previously said very much the same thing, without giving figures, in his speech in the debate on the Army Estimates on March 16th.

Another interesting discussion took place in the debate on the Army Estimates, when Mr. Hicks spoke in connection with the Royal Ordnance Factories, especially concerning the insurance of industrial staff.

Questions of more or less special interest are appended:—

Holidays with Pay (Forestry Com. Workers). (March 16th).

"All persons employed by Forestry Commission receive holidays with pay."

War Office—Increases of Pay. (March 16th).
"Instructions to be given after settlement of various points of interpretation."

Prison Service—New Scales of Pay. (March 17th).

Sir J. Simon said: "The Representative Board could not have been under any misapprehension on this point. When the Prison Commissioners met the Emergency Committee of the Board in December, 1935, it was explained verbally that in accordance with the usual Civil Service practice serving Officers would be assimilated to the new scale, either at the new minimum or at the level of their existing rate of pay, whichever was higher; and by arrangement with the Committee the Commissioners circulated to all establishments a written statement clearly setting out the position. It was after this statement had been circulated, and after the Emergency Committee had consulted the Prison Officers, that the Committee again met the Commissioners in January, 1936, and accepted the new scales. There are no regulations which prevent an Officer attaining by annual increments the maximum of the new scale."

Admiralty (Increases of Pay). (March 17th).

"Instructions to be given after various points of interpretation settled."

Air Ministry (Increases of Pay). (March 17th).
As above.

Board of Education—Promotions. (Mar. 18th).
Post Office (Overtime Working—figures). (Mar. 18th).

Investments by Civil Servants. (Mar. 18th).

Lt.-Col. Colville said: "The principles regulating the conduct of Civil Servants in this and cognate matters are laid down in a Treasury circular dated 13th March, 1928. I do not think it either necessary or desirable to lay down more precise regulations in amplification of these principles, as their application must necessarily vary according to the position, the Department and the work of the officer concerned."

Government Employees—Holidays. (Mar. 18th)
Imperial War Graves Commission—Employees' Salaries. (Mar. 18th).

"Modelled generally on Home Civil Service."

Telephone Service—Overtime. (Mar. 22nd).
Industrial Employees—Pensionability. (Mar. 22nd).

Lt.-Col. Colville said: "I have recently received a deputation upon this subject. Their representations are under consideration."

General Register Office—Search Officers—figures. (Mar. 23rd).

War Office—Salaries. (Mar. 24th).
"Outstanding points now settled."

Customs and Excise Departmental Whitley Council.

The One hundred and ninety-fourth meeting of the Council was held at the Custom House, E.C.3, on Wednesday, 24th March, 1937, the Chair being taken by Sir G. Evelyn P. Murray, K.C.B., Chairman of the Board of Customs and Excise.

Staffing and Methods of Work.

Almost the whole of the discussion at the meeting concerned staffing matters, and a large number of local agreements and a small number of local disagreements were dealt with. The boundaries and staffs of Woman Pension Officer Stations in London South and London Central Collections were approved, and it was found possible to agree the staffs of the four London Central Export Stations, subject to the reference back to the Local Committee of the question of the creation of two Fixed Officer-ships vice two Unattached Officer posts, and subject to a Staff Side reservation as to the basis of assessment of the work of the Stations. Excise Station schemes in Chester, Ipswich, Liverpool, London Central and London West Collections were agreed. In the case of the latter Collection the agreement was conditional upon an understanding that immediate steps would be taken to create Stations in the Strand District, within the Collection, to cover general 'ad valorem' work in that area, and that the question of the ultimate allocation of this work would be left for later discussion. This proviso was necessary from the Staff Side point of view to secure that they were in no way committed to the transfer of this work to another Collection, such transfer having been indicated in local discussion.

Time attendance Station schemes in Liverpool, London West and Edinburgh Collections had been the subject of local agreement and these were duly ratified. One such scheme in Dundee Collection had been disagreed locally, but the Council was able to convert this to an agreement, the Official Side of the Council offering an additional Officer post which had been unsuccessfully claimed by the Local Staff Side. Another local disagreement relating to the addition of one Departmental Higher Clerical Officer at Stafford Parcel Post Depot was adjourned at Staff Side request, and the ratification of local decisions on certain inter-Collection transfers of work, and on Fixed Officer Groups in Chester and Derby Collections completed the consideration of local staffing decisions.

The Staff Side made reference to local treatment of the Waterguard schemes for Dover and Folkestone, and said that the Official Side proposals on this subject had been tabled locally last May. In June the Staff Side had made certain observations on the scheme and the

matter had stood adjourned for the Official Side ever since. Quite recently new schemes had been brought forward by the Official Side and before these were discussed the Official Side further announced their intention of appointing additional staff at an early date in view of the revenue interests involved. The sudden urgency of revenue interests after such a protracted Official Side delay did not appear to be in the spirit of Whitley as they understood it in this Department. The Official Side regretted that there had been so long a delay in dealing with the matter, but their understanding of the position was that the point of difference between the two sides locally was on the scheme of attendance, the local Staff Side having no objection to the additional Staff proposed. Steps would be taken to ensure early local discussion of the question.

Office Accommodation and Miscellaneous.

An adjourned item concerning the provision of extended accommodation during the Christmas period at the Plymouth Parcels Post Depot came up for discussion, and the Official Side said that enquiry of the General Post Office had resulted in that Department stating that it would be impossible for them to evacuate part of their premises to permit of the retention of the work in the premises suggested by the Local Staff Side. The item was adjourned for Staff Side enquiry on the point raised.

An enquiry by the Staff Side as to the method of implementation of a local agreement on the question of Launch Service leave at Harwich was met by the Official Side reply that Launchmen would continue to be relieved by Watchers approved to act in certain Launch Service capacities, but that separate leave lists would be provided for Watchers and Launchmen. The adoption of the remainder of the Examining Committee's Report, involving a large number of office accommodation agreements, completed the work of the Council, and it was decided to hold the next meeting on Wednesday, 21st April, 1937.

Aberdeen Meeting.

A meeting of the P.S.A. members was held in the Old Custom House on Tuesday, 30th March. The minutes of the previous two meetings were read and adopted, and the District Secretary then dealt with the election of office-bearers for the ensuing year. The following were elected:—

Chairman—Mr. Wales, A.P.O.
 Vice-Chairman—Mr. Eve, P.O.
 Dist. Organiser—Mr. Mitchell, P.O.
 Dist. Secretary—Mr. Innes, A.P.O.
 Whitley Representatives—Mr. Coulson, P.O.,
 and Mr. Wales, A.P.O.
 Auditors—Mr. Eve, P.O., and Mr. Budge,
 A.P.O.

Journal Correspondent—Mr. Grant, A.P.O.

The main item on the agenda, namely, the Reorganisation Scheme, was responsible for considerable discussion, and it was decided that the Scheme as it now stands would not alleviate stagnation in the Service, but rather tend to decrease the number of appointments to the P.O. grade in the future. The members agreed to scrap the Scheme and go forward with a straight salary claim.

The meeting closed with a vote of thanks to the Chairman, Mr. Eve, and to Mr. A. S. MacFarlane, who retired from the post of District Secretary after two years of splendid work.

Hartlepool District Meeting.

The Annual District P.S.A. Meeting will be held at West Dock, West Hartlepool, on Friday, April 16th, 1937, commencing 7.30 p.m. **prompt**. The Tyne Area Councillors (Messrs. Davies and Moore) have promised to attend.

It is hoped that as many District members as possible, who read this notice, both P.O. and A.P.O. alike, will try and attend. This is the last meeting before the next Conference, and it rests with the members to voice clear and emphatic instructions under Reorganisation. This may be your last chance. Take it NOW.

A Frog He Would A-Wooing Go.

From one of our baggage stations it is reported that a passenger wrote in, stating that during the examination of his baggage a live frog must have escaped from the trunk and that the frog must still be in our office and if found would we kindly post the same on? The Officers concerned say that, although they have seen several things hopping around, nothing of this description has been seen with any degree of certainty. Enquiries at the Lost Property Office drew a negative reply, but it was suggested that possibly a Frenchman was present at the time.

Southampton District Meeting.

A local meeting of the P.S.A. was held at Quilter's Hotel on March 23rd, Mr. Timby, P.O., being in the chair. Although the attendance was disappointingly small, many items of local and general interest were discussed.

On the issue of Reorganisation a motion "that the amendments to the Reorganisation Scheme as agreed at the previous meeting be tabled by our Councillors at the Half-Yearly Conference" was carried by the meeting.

The scheme of attendance at the Western Docks was the subject of a great deal of discussion, and the meeting was not in favour of a proposal to revise the watches there from 6 a.m.—2 p.m., 2 p.m.—10 p.m., 10 p.m.—6 a.m., to the 8 a.m.—4 p.m., 4 p.m.—11 p.m., 11 p.m.—8 a.m. system.

During the evening considerable regret was expressed at Mr. Shaw's decision to resign from the posts of Whitley Representative and Journal Correspondent. The thanks of the staff are due to him for the splendid way he has carried out these duties. Mr. G. Madeley was unanimously elected to fill the vacancy of A.P.O. Whitley Representative.

A district meeting will be held before April 17th, when the question of Reorganisation will be discussed for the last time before the Half-Yearly Conference. Members will be advised of the exact date as soon as possible. The vital importance of this meeting cannot be over-emphasised, and all members are urged to attend.

Fishguard Presentation.

At the Commercial Hotel on Thursday, April 1st, Mr. A. H. Partington, C.P.O., was made the recipient of an oak chiming clock and Mrs. Partington was presented with a cut-glass flower vase.

Mr. Partington has been stationed at Fishguard for the past 2½ years and is now transferred to Cardiff.

The Chairman, Mr. T. Evans, Landing Surveyor, opened the proceedings and expressed the feelings of all when he said that Mr. Partington had earned the esteem of all with whom he had contact, which included the Landing, Clerical, Waterguard, and G.W.R. Staffs. Other speeches were made by Mr. Oak, P.O., Mr. Page, P.O., Mr. Jones, A.P.O., Mr. Secombe, H.C.O., Mr. Westlake, D.C.O. and Mr. Francis, C.P.O. who succeeds at Fishguard.

All testified to his unflinching sympathy and understanding on all matters, official and social.

It is with heartfelt regret that we all see him go and we wish him all the best that life can offer. Although it will be a few days late, Fishguards' Easter gift to the Cardiff Waterguard will be the finest that anyone could wish for.

The presentation terminated with the singing 'For he's a jolly good fellow' and the rendering of three rousing cheers. W.H.W.

Hull Presentation.

The sun set in a blaze of glory on the forty-one years' Waterguard service of Mr. W. S. Burkey, Waterguard Superintendent, on the evening of the 30th March last, at the Vittoria Hotel, Hull, when a large and representative gathering attended to say an official good-bye to him. Mr. W. E. Kay, succeeding Superintendent, occupied the chair, and Mr. A. Cameron, Waterguard Surveyor, had the pleasurable duty of presenting Mr. Burkey with a silver tea service and tray, together with a gold wristlet

watch for Mrs. Burkey, on behalf of the staff and other well-wishers. Another presentation, which took the form of a framed photograph of the Hull staff, was handed to Mr. Burkey by Mr. R. A. Crooks on behalf of the Hull Waterguard Sports Club.

The following speakers expressed their regret at losing Mr. Burkey, and wished him long life and happiness: Mr. F. E. Crowe (for C.P.O.s), Mr. A. H. W. Manning (for P.O.s and Launch Service), Mr. L. Whittaker (A.P.O.s), Mr. R. F. W. Craven (Goole Staff), Mr. P. C. White (London Staff), Mr. Anderton (Custom House) and Mr. Lazenby (Humber Pilots). Congratulatory messages were read from the Inspector-General of Waterguard, the Hull Collector (who unfortunately was unable to attend), Waterguard Staffs of Grimsby, Boston, Kings Lynn, London, Liverpool, Newcastle, Middlesbrough and Charlestown; also from Mr. Clayton, Landing Surveyor, and Mr. D. F. Lamb, retired P.O. Mr. Burkey replied with great feeling, thanking all who contributed to the presentations and mentioning the happy days he had spent in Hull. Messrs. A. H. W. Manning, Crosby, Hart, Moss and Price of the Hull Waterguard Staff, assisted by "Jim and Phyl," provided admirable entertainment during the evening, and Messrs. Moss, Bradley, Walton and Barker are to be congratulated on the splendid manner in which they carried out the whole of the arrangements. The Service as a whole, and the Humber District in particular, will regret that the time for parting with Mr. Burkey has arrived, whilst Mr. and Mrs. Burkey will always be remembered with respect and esteem for the manner in which they carried out their duties as leaders of the Social life of the Hull Staff. Their kindness and generosity are indelibly marked on the memories of all who have come into contact with them. R.W.B.

Sunderland Presentation.

On Friday, April 2nd, a small but select company gathered together in the private room at the Minerva Hotel, High Street, Sunderland, to pay their respects to Mr. E. B. Jenner on the occasion of his promotion to the rank of C.P.O.

After some light entertainment by a concert party, the real business of the evening was opened by the Chairman, Mr. Lack, Assistant Collector. A letter was read from Mr. Brown, Collector, expressing his regret at having a prior engagement. This letter went on to say how much Mr. Brown would miss Mr. Jenner's help and concluded by wishing him the best of fortune in the future. Other letters, couched in similar terms, were read from Mr. Madden, Waterguard Superintendent, who is unfortunately on sick leave just now, and Mr. Coates, P.O., West Hartlepool.

The Chairman then extended a hearty welcome to visitors from other services and, the preliminaries over, entered upon a highly complimentary speech on Mr. Jenner's work in the past and hopes for further promotion in the future. He spoke in glowing terms of his solidarity of character and of his ever-willing help to younger members of the service.

Mr. Roy, P.O., then spoke on behalf of his grade, Mr. Wilkinson for the Launch Service, Mr. Wright for the Long Room Staff, Mr. Yeldham for the visitors, who between them represented the Port Sanitary Authority, Immigration Office and River Wear Commissioners, Mr. Tulley for retired officers and Mr. Miller for the A.P.O.s. Mr. Hodge, C.P.O., then presented Mr. Jenner with a handsome Grandmother clock at the same time expressing the hope that whenever it struck the hour it would also strike a happy note in the relations between Mr. Jenner and his staff wherever he was stationed.

In Mr. Jenner's voice was a decided tremor as he rose to reply to this overwhelming manifestation. However, he managed to assure us that he would try to live up to his reputation and went on to say, among other things, that although in the past C.P.O.s had been inclined to make an example of their subordinates he hoped that he would live to see the day when all C.P.O.s set that example themselves. This was met with loud approbation from all ranks. Mr. Jenner's health was then drunk and all joined in singing "For he's a jolly good fellow."

After a few more items by the concert party who were by now augmented by Messrs. Tulley, A.P.O. (retired) and Lewer, A.P.O., the evening was closed with a vote of thanks to our popular Chairman, three cheers for the Hero of the Evening with a special one for Mrs. Jenner and the King.

Those present included Mr. E. N. Lack, Assistant Collector, Mr. Hodge, C.P.O., and as many of the Waterguard Staff as were off duty. More would undoubtedly have come if the organisers had been able to give longer notice.

I should like to conclude this account with a comment of my own in which I am certain my colleagues will concur. It is that it is often thought that these expressions of appreciation and good will are just so many idle words cooked up for the occasion. In this case, however, our regret at losing so staunch a friend and so energetic an officer is spoken right from the heart of each one of us. He is known, as one member said in his speech, as "Good Old Jenner" and we hope that the sobriquet will stick. C.H.R.

Peterhead Presentation.

On the occasion of his transfer to Newcastle, Mr. R. Maxwell, P.O., was the recipient of a gift and sincere good wishes from the C. & E. Staff at Peterhead. The presentation of a fountain pen was made by the Surveyor, Mr. Bird.

Other members present were Messrs. Cardno and Smith (Officers), and Messrs. Bell and Sandcombe (Unattached Officers).

Smuggling Prosecution.

At Thames Police Court on the 19th March, Karl Svanfelt, carpenter on the S.S. Betancuria, was charged with knowingly unshipping 1½ lbs. Havana cigars, 12-2/16ths lbs. O.S. cigars, and ½ lb. cigarettes.

Messrs. E. E. Ray, P.O., and G. W. W. Bailey, A.P.O., detected the attempt whilst keeping observations on Middleton's Wharf at 2 a.m. on the morning in question.

Svanfelt, carrying a suitcase, was seen to leave the Wharf and enter a waiting taxicab; the contents of the case proved to be the goods already mentioned.

When brought before the Bench, Svanfelt put forward a plea of not guilty, but the magistrate thought otherwise and imposed a fine of £79/17/9 or the alternative of three months' imprisonment. The fine was not paid.

Dundee Prosecution.

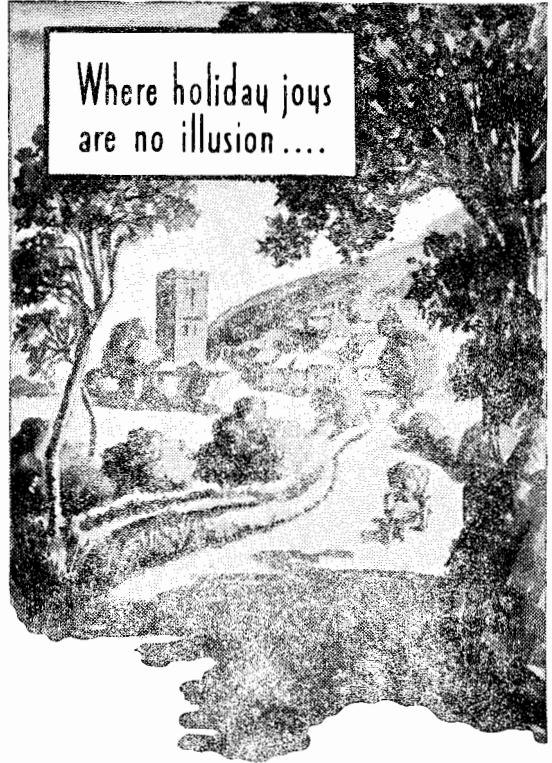
At Dundee Sheriff Court on the 3rd inst., a Lascar fireman, Faroze Meali, of the S.S. Clan Graham from Mauritius was charged under the Dangerous Drugs Acts with concealing four ounces Indian Hemp.

The drugs and ¾ lb. Cavendish Tobacco were discovered under a board at the entrance of the alley-way leading to the fiddley by Mr. J. A. Nicol, A.P.O., of the rummage crew under the direction of Mr. W. W. Gaillie, P.O.

Offender was convicted and fined £10 or forty days, with no time to pay, and on the second charge in respect of the tobacco he was also convicted, being admonished and warned, the Sheriff taking into consideration ability to pay and the fine already imposed on the first charge.

Expenses of 16/7 were awarded against offender on second charge, failing payment, a sentence of five days' imprisonment to run concurrently with first sentence.

The services of an interpreter were enlisted, and the proceedings were ably conducted by Mr. W. Bain, C.P.O.



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A Retrospect.

By the First Editor.

Looking backwards over the period that has elapsed, during which our Journal has well passed its majority, one is able to apprise matters connected with its inception and the spirit in which it was created. The advantages accruing therefrom can thus be better appreciated than the most lively imagination can foresee.

To the writer, it is a very acceptable privilege to be afforded the opportunity of stating once again the aims and objects of the gallant band of—shall we say?—the few pioneers who considerably over thirty years ago undertook to put our Journal on its feet. Viewing the spirit of present-day requirements, we think it is appropriate to repeat in a general résumé of the salient reasons for its formation and the policy to pursue thereafter.

At the onset, it must be clearly understood that the movement was not influenced in the slightest degree by any dissatisfaction with the then existing Service publications; because, generally speaking, all communications embodying Waterguard grievances and propaganda were always, we believe, duly inserted in the columns of the papers in question.

Despite this, the opinion generally prevailed at the time that in a Service which consisted of several large branches, the Waterguard, from sheer numerical strength, was thrust aside in the then keen struggle for class interest and advancement. We venture the opinion that this has been the correct view.

Then, on the other hand, it was manifestly apparent to average members of our branch of the Service that the then Board of Customs, if not antagonistic to us, by its policy towards us warranted a strong suspicion that the Waterguard was not worth much consideration. This, perhaps, was unintentional, and due in a measure to the higher officials surrounding the Board, of whom we had repeated, unmistakable evidence that the Waterguard at that time had no friends at court. Numerous instances could be given when our representations were curtly turned aside, sometimes in far from complimentary terms. Higher officials, including Surveyors-General, frequently told our representatives that the Waterguard had no grievances worth consideration, and generally used the stock argument as to the mode of entry into the Service.

Returning to the theme before us, fortunately at that time there were, serving at the port of Hull, some very capable and energetic men, and they decided on launching out in the effort to provide a purely Waterguard publication. A strong local committee was formed; there was

a Preventive Man versed in the art of printing, type-setting, etc.; a second-hand press with type was secured, and soon installed in his, the Preventive Man's, home, in full working order. The writer, then serving at Runcorn, was pressed into service as Editor—mark the word—and a loyal and highly capable Preventive Man at Hull was appointed Sub-Editor. In passing, one has much pleasure in stating that without his able, ungrudging and consistent support, the little paper would not have survived its birth; the distance between the Editor and his Sub. would have effectively settled that. A strong sub-committee, with a live Secretary, the whole-hearted support of every Waterguard Officer, and the Launch Crews, worked enthusiastically throughout.

The then superior Waterguard Officer at the port afforded very material and sympathetic assistance, which was highly appreciated. All the work in connection with the printing, folding, addressing, posting, etc., was undertaken by officers in their leisure hours.

One can vividly imagine the trials and inconveniences inflicted on our printer himself, his good wife and family, in the production of our little paper. The question of matter and copy for its columns often caused some anxiety, but on the principle of "Providence helps those who help themselves," the supply never became exhausted.

Among its first contributors, and in many cases for some years, were officers from all grades of the Customs Service, not only from within our own ranks, but such as a retired Assistant Waterguard Inspector, an ex-Landing Surveyor, a few Examining Officers, Outport Clerks, a Clerk-in-Charge, Chief Preventive Officers, and, of course, both Preventive Officers and Preventive Men, not forgetting the small, but virile, coterie of Waterguard men who for years had kept our case alive in other journals and publications.

Substantial progress attended the movement. The "Journal" reached the large family, as it were, of Waterguard Officers throughout the large and small ports scattered over the United Kingdom; was regarded by many as a connecting link between them: brought them into unison. Little personal items were circulated and kept the good-feeling spirit alive, which conduced to good fellowship, and so forth. Throughout its somewhat long career the journal has consistently maintained a high standard of fair play, its columns have never displayed any

paltry carping spirit, and it is confidently predicted that it will maintain its tradition for many years to come. True, on a few exceptional occasions, it has criticised both the Board and the Treasury when decisions vitally affecting the Waterguard were promulgated, notably the appointment in 1906 of an outsider to the then highest Waterguard position in the Service, when a strong protest was raised in quite a constitutional manner. After doing this, it is claimed that the higher official in question was loyally supported by all grades of the Waterguard Staff.

One cannot conclude these lines without placing on record the great and efficient services rendered to our Journal by those gentlemen who followed the writer in the office he had very reluctantly to vacate. Our feeble efforts were simply dwarfed by the great services rendered by the successive Editors at Grimsby and Hull, and which have been given by others subsequently. To the younger generation of the Preventive Staff is handed down the serious duty and heritage of upholding the influence of those who worked with grim determination at the inception of this Journal, to maintain its high prestige, and to pass it on to those who follow, in the best interest of every member of the Waterguard Staff.

Not a Superman.

A tendency has sprung up in the last few years to over-study for P.O.-ship. Most of us have noticed the change, and most of us know the reasons for it.

They are, in brief, a realisation by A.P.O.s that P.O.-ship is the job for them. Too much has been said on this subject for it to need amplification here. But the modern A.P.O. dwells upon it, and works himself into a state of nerves in case he should not win the prize. He thinks of those who will sit with him, and, being honest, cannot see that he is a better man than they. Consequently he determines to study "deep," spurred on by the realisation that the others are doing the same. Finally, the examination proves to them that they have studied too deeply.

Competition is the life-blood of the Service. It is logical to suppose that if everyone skimmed their studies, the passes in the exam. would be the same, because vacancies must be filled. The system of obtaining a qualifying mark is very well in theory, but in practice it is unworkable. At least, most of us are convinced that the examiners mark in such a manner that two-thirds of the A.P.O.s obtain the mark. Arguing on that assumption, a bunch of mediocre A.P.O.s will return the same percentage of passes as a bunch of intellectual ones. Naturally, it is in-

conceivable that the A.P.O.s going up for one exam. could arrange for all to have only a superficial knowledge of the regulations. Fortunately so.

Unfortunately, we are now experiencing the other extreme. Each A.P.O. is taking an almost neurotic view of the difficulty of passing. I think no one will agree with me more than those men who have sat the last two exams.

Nothing explodes their hypothesis more convincingly than a review of the question papers. Any A.P.O. with five years' service could have made an attempt at the first paper in the last examination. Although if he had not studied he would probably not have been sufficiently master of detail to pass. The paper was based on the normal everyday work of the department, and anyone who could not answer most of the questions would not be capable of doing a P.O.'s work on the dock. No unheard-of contingencies arose, no obscure regulation had to be administered, and the compulsory questions related to work found in every port. It was possible to avoid questions of which an individual had had no experience (I refer particularly to Naval work, which apparently is a hardy perennial).

May we not, then, take it for granted that the Board wants men as P.O.s who can do a P.O.'s work? May we not assume, further, that we are not required to carry in our heads knowledge of subjects with which we may never come into contact? Why do we have our Codes, if not as works of reference? No, in my opinion the Board frowns upon any attempt to know all. There is plenty for a P.O. to know in his own routine work. That alone can provide enough posers for one man. A.P.O.s at present are suffering from an exaggerated idea of a P.O.'s standing. I should be the last to detract from his virtues. He must have a fund of knowledge and experience, a certain authority of manner and a tactful and personable address. He must know his work in great detail. But he is not expected to be a superman, with the legal brain of a barrister, the mathematical acumen of a chartered accountant, the experience of a merchant, and the knowledge of a veterinary surgeon. Obviously he must have sufficient knowledge of all his regulations to know when a situation arises which is governed by them, but the old story of our not having our regulations always to hand is rather overdone. I think a little common sense would help us out of most of our difficulties, it not entirely according to regulations, then sufficiently for us to escape censure.

I am taking a chance. When I go up for my exam. I shall go in the anticipation of a normal paper, and not with the idea that a band of wicked old men have for months been devising something like a jockey's nightmare of the Grand National.

H.G.R.

Changes in the Staff.

to 5th April, 1937.

TRANSFERS.

ASSISTANT INSPECTOR :—

Grace, G. W. E. Unattached to Office of Inspector-General of Waterguard.

WATERGUARD SUPERINTENDENT—SECOND CLASS :—

Kay, W. E. Office of Inspector-General of Waterguard to Hull.

WATERGUARD SURVEYORS :—

Bateman, H. T. W. Inverness to Preston.

Clague, G. H. Unattached to Swansea.

Colwill, W. A. Unattached to Inverness.

Morgan, C. W. J. Swansea to Cardiff.

CHIEF PREVENTIVE OFFICERS :—

Abel, E. A. Goole, Hull to Hull.

Bessant, W. A. Unattached to London.

Busby, A. E. Unattached to Middlesbrough, Sunderland.

Costain, J. H. Unattached to Goole, Hull.

Creese, B. J. Unattached to London.

Foster, A. Unattached to North Shields, Newcastle.

Francis, A. G. Unattached to Fishguard, Swansea.

Gordon, R. A. W. London to Newcastle.

Hall, W. Middlesbrough, Sunderland to Liverpool.

Lockwood, A. H. Liverpool to Hull.

Lovell, G. Unattached to London.

Manson, W. A. G. Hull to Glasgow.

Partington, A. H. Fishguard, Swansea to Cardiff.

Richardson, A. London to Gravesend.

Sutton, J. T. Unattached to London.

Tarrant, A. T. Unattached to Southampton.

PREVENTIVE OFFICERS :—

Dunlop, C. R. London to Gravesend, London.

Fox, J. Grangemouth, Edinburgh to Salcombe, Plymouth.

Jones, A. J. Leith to Liverpool.

Phillips, T. F. Newcastle to Harwich, Ipswich.

Rae, R. Lossiemouth, Inverness to Grangemouth, Edinburgh.

Westerdale, B. I. Methil, Dundee to Hull.

ASSISTANT PREVENTIVE OFFICERS :—

Ace, W. M. London to Swansea.

Crawford, P. M. Liverpool to Holyhead, Chester.

Cutler, J. M. Swansea to Milford Haven, Swansea.

Glover, J. E. Plymouth to Penzance, Plymouth.

Harrison, J. Fowey, Plymouth to Harwich, Ipswich.

Lane, H. A. Swansea to Plymouth.

McCurdy, S. F. Harwich, Ipswich to Holyhead, Chester.

PROMOTIONS.

WATERGUARD SURVEYOR TO ASSISTANT INSPECTOR,

UNATTACHED :—

Jones, T. H. Cardiff.

CHIEF PREVENTIVE OFFICER TO WATERGUARD SURVEYOR, UNATTACHED :—

McEnaney, M. Newcastle.

PREVENTIVE OFFICERS TO CHIEF PREVENTIVE OFFICERS, UNATTACHED :—

Annis, A. S. Liverpool.

Jenner, E. B. Sunderland.

Jones, W. H. Gravesend, London.

ASSISTANT PREVENTIVE OFFICERS TO PREVENTIVE OFFICERS :—

Giffin, F. Liverpool to Peterhead, Aberdeen.

Merchant, H. J. Liverpool to Leith.

Simmonds, A. H. Gravesend to London.

Sutton, W. G. Ipswich to Sunderland.

Throgood, C. W. Gravesend to Cardiff.

O Wad the Power—

Although this extract is taken from the "Daily Citizen" as far back as 1913, it is interesting to note that the press were pleased to term us "our lords the Customs men."

"The Customs service is not an institution which has ever basked in the sunshine of unclouded popularity, either in this country or in any other. But it has the merit, at any rate, of keeping people amused. Whenever anything particularly silly is done in the neighbourhood of ports and slips one may be sure the Customs is at the bottom of it. Great efforts are now being made to ease the inconvenience of the journey from London to Paris, and just when everything seemed to promise well to reform, an unexpected difficulty presents itself. The examination of passengers' luggage on the Channel boats, which is the key to the situation, cannot be undertaken by the Folkestone-Boulogne route because it would make it necessary for the Folkestone Customs officers to sleep at Boulogne. Now the Folkestone Customs officers cannot bear to pass a night away from home. They cannot eat French food nor sleep in French beds. Their wives do not like their being away. So the whole scheme of reform, as far as Folkestone and Boulogne is concerned, falls to the ground. Trains may be delayed, luggage may be lost, the *entente cordiale* itself may be imperilled, before the Customs service shifts from its position. There is something about this adamant officialism that recalls the land of the Zollverein, where the bureaucrat is king. One day our lords the Customs men will be told that we are going to adopt a Free Trade system and that they need not trouble to examine luggage any more either ashore or on the boats. That will be a day of retribution for them and for the smuggler alike."

The True Romanticism of Waterguard Protection.

The Press has recently handed us a bouquet and I am sure that we are all delighted. "Shrewd, observant men," they term us and then follows a significant remark; our work is "always romantic." It is therefore to be deplored that, after "observing" other grades with bigger salaries than our own, we become unutterably "romantic" and hope for better pay ourselves. Like real cads we forget our old school tie, remember Oliver Twist and ask for more. And this, in spite of our Micawbers who would have us wait for something to turn up.

But let us romance a little. A few comparisons can give us some interesting speculation. Why, we can almost write a fairy story.

A Preventive Officer has approximately the same salary maximum as a Departmental Clerical Officer. Both have responsible posts, but is there any doubt as to which is the more responsible? The most a clerk can lose is his fountain pen. A Preventive Officer, however, can lose anything from a hundred pounds or so in duty money and his reputation, to his assistant who might pick a wild night and a deep sea for a sudden "ducking."

Do our Press friends know that the man who assesses and accepts duty on foreign acquired articles at our baggage ports receives a smaller salary than the clerks in our Labour Exchanges?

After two promotions (each involving good solid study) a Chief Preventive Officer takes charge of the Preventive Staff of a port which may include thirty officers. His maximum salary, however, is less than that of an Excise Officer. This particular example breathes of more than romance, It sounds sheer fantasy, but is, unfortunately, true.

We read that the Immigration Officers now go to a higher maximum than most of us are ever likely to see under our present scales. Yet their work was once done entirely by our Department. As Stan Holloway might say, "There is nowt of reason in it."

So that when you receive your next salary and you consider it a trifle small, please don't be discouraged. Remember that you have romance. For my part I have never tried to pay my landlay with it, but no doubt our Press friends could tell us how.

USK.

An Innocent Aboard, BEING EXTRACTS FROM THE DIARY OF SILAS SNOOP, ASSISTANT P.O.

13th Sept.—Overheard this morning Bloggs, Assistant P.O., telling Miggs ditto, that he had received, on good authority, information that one of the 'pioneers' in the Buffshires, which regiment is due back from India on the 17th per S/S Neuralgia, had boasted that he had an infallible system for 'doing the Customs.' Apparently he intended to hollow out the Last Post, whatever that may be, and stuff it with silk. Did not let them know I had heard, but intend to see further into the matter when the Neuralgia arrives.

17th Sept.—Asked Mr. Neerswell, P.O., if I might be put on the examination of Regimental Stores. He agreed, and I noted with satisfaction that Bloggs and Miggs were consigned to the duty of passing the troops' private possessions. The hunt for the Last Post is something which I shall never satisfactorily explain away. I approached a Corporal.

Myself: "Er—Corporal, I want to see the Last Post."

Corporal: "The what?"

Myself: "The Last Post."

Corporal, going slightly red: "You had better see the Quarter Bloke about that. Here, sir."

Quarter Bloke: "What's the trouble?"

Corporal, who has some difficulty in speaking: "This chap wants to examine the Last Post, sir."

Quarter Bloke, going very purple: "The what?"

Myself: "The Last Post. Is there any difficulty?"

Quarter Bloke, swallowing hard: "Oh, no, Officer, but you had better see the Adjutant about it." He then went up to the Adjutant, saluted, and said something which appeared to amuse the Officer very much. When they had recovered from their mirth the Adjutant came over to me and said: "I am sorry, Officer, about the Last Post; at the last moment we decided to leave it behind with the Sergeants' Mess."

I wonder who tipped that 'pioneer' off?

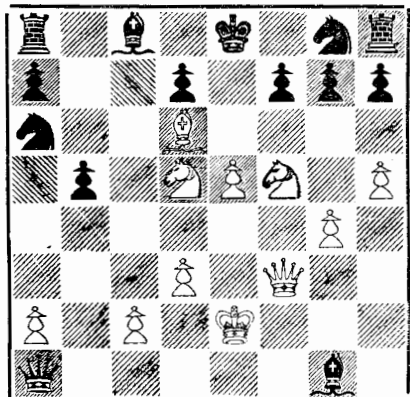
Southampton News.

The temporary establishment of Southampton as a base for the Empire flying-boats of Imperial Airways adds a new feature to Waterguard work at this port. These aircraft arrive off Hythe across the river, passengers and baggage being conveyed by fast motor launches to the baggage shed at 50 Berth. As a non-stop journey from Alexandria takes little more than 12 hours members of the staff may soon be spending their long week-ends in Egypt.

Preventive Staff Chess Club.

PROBLEM NO. 151

BLACK



WHITE

Mate in three.

Solution to No. 150.

1. R×R ch. B×R.
2. P—B7 mate.

Southampton Football.

After a mediocre start to the season the football team have now settled down and occupy a respectable position in the Southampton Junior League. Enforced team changes, which were largely responsible for our earlier defeats, have been obviated to a great extent. Mr. Timby is the popular team-manager, and his advice has been very helpful.

On April 3rd we played the Union Castle Line, a match which is regarded by both teams as a local Derby. After a gruelling game we managed to win 1—0, thus avenging our defeat by them earlier in the season. Oliver scored for the Customs and our defence is to be congratulated on the way it stood up to continuous pressure almost throughout the second half, McNeill, Andrews and Plowright excelling themselves.

What We Have to Contend With.

Smugglers are reported to be using a mystery 'plane for the purpose of smuggling liquor along the Dorset coast. The "Daily Sketch" of 24th March report that 'The pilot has intimate knowledge of the coast, for he flies low, dodging in and out of the rocks.'

Correspondence.

The Editor,
"The Customs Journal."

INTERPORT SPORT.

Dear Sir,

Since August last I have made every endeavour to promote interest in and to elicit views on the proposed scheme for organised interport cricket. At last the correspondence is as nearly full as one might have expected, and I am personally satisfied that, at the present time, the idea cannot be PROPERLY developed. This year, Coronation plans materially affect baggage ports; where in any summer time-arrangements are difficult.

However, I am happy to report that London, Cardiff, Dover and Gravesend support the scheme in general, whilst the Swansea Staff is examining the possibility of forming a club—with the competition in view.

It is unfortunate that this interest is tempered with "ifs" and "buts," yet Staffing hours and the demon "overtime" bar the way to the successful fulfilment of the original scheme. Apart from sport, overtime plays, too, an important part in the working conditions of Service; even to making increases in Staff unwelcome as being tantamount to a salary cut. Perhaps the difficulty will be solved when a 40-hour week is universally adopted.

However, there is no reason why the present happy social interchanges should not be continued and extended into some smaller competition. For instance, by mutual arrangement, any three of the ports mentioned above could use the dates already fixed for matches between one and another as a basis for a "Knock-out." In any case I feel sure that where three or more teams come to an arrangement, each team should contribute an equal share of the travelling expenses entailed. And diverting from cricket to football, the system of "pooling" is the one which will find most favour, I feel sure.

Which brings me to mention that football is not beset with so many difficulties from a playing standpoint as is cricket, though the social aspect may not be so good. And taking the gist of these ramblings into consideration it was perhaps far-sighted of the I.G.S. to introduce the "Lupton Cup" for the winter game. It is left now for clubs to write to Mr. G. Dover (Harpy) on that matter, but I shall always be interested in Interport Sport generally and I sincerely hope that wide interest in one game will increase the interest in the other and lead to a Preventive Service Sports Club in each large port.

Yours, etc.,

N. A. RAMSAY.