

The Customs Journal

VOL. 34. No. 841.

January 16th, 1937.

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.

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.

CURRENT COMMENTS

THE spate of correspondence in the recent issues proves at least one thing—that there is more latent interest among the members than would be apparent in more normal times. The tragedy of it all is, however, that when this controversy is settled, as of course it will be, the bulk of average members will go back into their shells and continue to leave Councillors to **guess** their feelings on particular issues. This must be avoided at all costs. There are many lessons to be learned from the present situation and not the least important is the need for consistent interest in Association matters on the part of members of all grades.

What a pity it is that this free and frank discussion of a subject that has occupied a prominent position on the agendas of Conferences since 1932 should take place **after** a decision had been taken. A decision which was not, as suggested, the result of a snap division. We must recollect that the Liverpool Conference (April, 1935) adopted the objectives and submitted the scheme to the Districts with a commendation. The Annual Conference (1935) reconsidered the question and, on receiving a report that little or no assistance was forthcoming from the Districts, instructed the Executive to produce a detailed Scheme. Again the broad principle of reorganisation was adopted. At the Hull Conference (April, 1936) the detailed scheme, which had been considered in all districts, was discussed for nearly a whole day's session, was amended, adopted and remitted to the Executive for action. At the Annual Conference (1936) arising on a report of progress the Council again discussed the position and again adopted the Scheme for immediate action. Not much evidence of rush tactics in this picture.

It appears rather Gilbertian that a con-

troversy should arise on what is being done, when quite clearly the obvious complaint should be directed against the apparent delay in getting on with the job.

* * *

A correspondent in the last issue asks someone "to state clearly what a split-up of the P.S.A. would involve."

The clearest statement happens to be the shortest. It would involve "grade suicide."

A reversion to grade associations would put the Preventive Service clock back fourteen years. It would quickly nullify all the hard work put in during those years to bring about the splendid spirit of grade co-operation for the general improvement of our Service that has obtained in recent years.

No one who has sincere aspirations for the uplift of his grade would seriously contemplate such a retrograde and foolhardy step.

* * *

The Promotion Board gives notice that at its meeting on the 28th January, 1937, it will consider the filling a vacancy in the post of Inspector, Office of Inspector General.

The vacancy will arise early in the next month in consequence of the retirement of Mr. W. J. Roberts.

Mr. Roberts's geniality and kindness has won for him a circle of friends in all grades, larger, probably, than that enjoyed by any other Waterguard officer and his passing from our midst will leave a gap that cannot be filled by the Promotion Board.

It is pleasing to recall Mr. Roberts's fine work as a pioneer Association worker and to recollect his attendance as a Councillor at the inaugural Conference in 1923. He will take with him our sincere appreciation of his earlier activities and our thanks for his consistent moral support.

The revised edition of the Civil Service Compendium is now available and members may obtain copies (price 2/9d., post free) on application to the P.S.A. Offices or to the C.S.C.A., 2, Upper Belgrave Street, London, S.W.1.

Details were given in these columns some time ago, but it might be as well to repeat that this book is undoubtedly the most comprehensive source of information on Civil Service matter. In its 500 pages, arranged in 32 sections, it deals with subjects such as superannuation, Civil Service pay, promotion, removal expenses, subsistence, Civil Rights, Widows', Orphans' and Old Age Pensions, etc.

Indeed, a worthy addition to any Civil Servant's bookshelf.

* * *

It is more than idle curiosity that prompts our interest in the developments in the C.S.C.A. problem of *Brown v. Wyld*. At the recent Conference it was decided by 963 votes to 774 that "it is clearly impossible to envisage the retention of the services of both the President (Mr. Ross Wyld) and the General Secretary (Mr. W. J. Brown), and that in its opinion "it is imperative that the services of the General Secretary be retained."

Mr. Brown, who had previously tendered his resignation, is to inform the Executive, which meets on January 21st, whether he withdraws his resignation.

We have said before, and now repeat, that the loss of either of these men to Civil Service activities would be great and we still hold the hope that the C.S.C.A. will find a way out of this dilemma that will avoid it.

* * *

A Conference has been convened for Monday, January 25th (6 p.m.) at Caxton Hall to consider a proposal to form a Federation of Retired Civil Servants. Mr. W. E. Llewellyn, O.B.E., will be in the Chair and Mr. J. W. Bowen, J.P., will be among the speakers in support.

A cordial invitation is extended to all Civil Servants who have retired or are about to retire.

Civil Service Educational Council.

An interesting ceremony took place on Friday, 4th December, in the Conference Room at H.M. Treasury, when candidates successful in the National Insurance and Public Administration examinations conducted by the Civil Service Educational Council were presented with diplomas.

Sir James Rae made the presentation, in the unavoidable absence of Sir Warren Fisher, who had been called away at the last moment on urgent public business. Sir James expressed his keen pleasure at seeing so many young students who had been successful in attaining a high

standard of knowledge of the work of their respective departments, and of Civil Service administration generally. The subjects in which diplomas had been gained were Unemployment Insurance, National Health Insurance, Contributory Pensions, Approved Society Work and Management, and Public Administration (National and Local). He added that he was exceedingly glad to know so many students were regularly attending the lectures.

Following the presentation Mr. J. B. Gotts proposed a vote of thanks to Sir James. He reminded the gathering of the varied activities which are now being catered for by the Civil Service Educational Council, and said it was encouraging to see so many young candidates successful. Sir James Rae, in replying to the vote of thanks, expressed appreciation of the work now being carried out. He hoped that succeeding years would bring even more students into the limelight of the distinction of a diploma. He would certainly convey the thanks of the meeting to Sir Warren Fisher.

The 1937 Diploma Examinations will be held in May, and full information can be obtained from the Civil Service Educational Council, Parliament Mansions, Westminster, S.W.1.

Obituary.

A. V. ROCK.

It is with the greatest regret that we record the death, on December 23rd, at East Finchley, of Mr. A. V. Rock, Preventive Officer in Charge at Maldon, following a short illness. Mr. Rock was 39 years of age, and his passing has cast a gloom over many colleagues who had learned to admire the many fine qualities exhibited by him in the various posts in which he had seen service in the Department.

The funeral at Hendon on Saturday, January 2nd, was attended by a number of members of the Service, among whom were Mr. A. W. Purdye (Waterguard Superintendent) and Messrs. J. Merron and G. Stanford (Waterguard Surveyors). Mr. Gatford (P.O. Southampton), Mr. Manley and Mr. Roper (P.O.s, London), Mr. Read (P.O. Hull), Mr. Bower (Officer) and Mr. Kelly (A.P.O. London) were also present, together with Mr. Norman Eve, Mr. Huggins, Mr. Purkiss and Major Tritton, each of the British Legion, Maldon. The coffin was covered with the Union Jack, supplied by the British Legion, and Mr. Gatford and Mr. Read, with Mr. Bear, Mr. Cooper, Mr. Keats and Mr. Manuell, acted as pall bearers.

Mrs. Rock, to whom we offer our most profound sympathy, desires to return thanks for the kindness shewn her by officers of the Department, and for the wreath sent by Mr. Rock's old colleagues.

Why I Favour the Reorganisation Scheme.

By an Assistant P.O.

The first question which springs to one's mind when considering the subject of reorganisation is "Is it necessary?" If the Revenue Protecting Services as at present constituted are adequate to the needs of to-day, then it is not. But who would vouchsafe such a statement? In my opinion, a necessarily humble one, there is a truly urgent need for a thorough overhaul of both the Waterguard and Coast Preventive Services. Therefore, since I consider that the scheme, as agreed upon at the Hull Conference, would definitely result in a more efficient Service, I am in favour of it.

As an A.P.O. I am aware that there is a risk in it. Indeed, my grade are the only people who are faced with the possibility of losing anything by the scheme; for there is, admittedly, a chance of the present relief P.O.s becoming redundant. The scheme is, I consider, worth the risk, as in all probability the Waterguard will take over the Rummage, Passengers' Baggage duties, etc., at aerodromes, which would result in an increase in the number of P.O.s. As I understand the scheme, there is no question of the J.P.O. grade ultimately replacing the P.O. grade.

The J.P.O. grade is needed because it has at last been realised that some of the duties performed by the A.P.O. grade are such as need an intimate knowledge of the regulations. There is no question of down-grading a P.O.'s work but of up-grading part of an A.P.O.'s work. For the Waterguard is a service under conditions peculiar to itself. If a Waterguard Officer's duties were purely a routine matter such as filling in forms, taking duty, etc., then any A.P.O. would, after a short period of training such as a Landing Officer receives, be capable of performing a P.O.'s duties. I am referring now to entrants under open competitive examinations. This is not snobbery. Some there are still in the Service who will remember the report of the Commission of Inquiry which sat in 1912. This report stated that only two out of every three Preventive Men were required to have sufficient intelligence to perform the duties of a Preventive Officer; for the rest, brawn was needed rather than brain. Since then, however, the introduction of the Open (highly) Competitive Examination has ensured that educationally every entrant is capable of undertaking a P.O.'s duties. But, in my opinion, book-learning alone is of little value to a Waterguard officer in the performance of his most important duties. It is in the intelligent application of this principle that, I think, the proposed scheme scores heavily. Let me try to explain.

When we enter the "job" most of us, fresh or very recently from school, are rather "green." We may know the difference between "Lic" and "Lac," and nothing at all about "Lock." And how many schools include rummage in their curriculum? And how many of us have that knowledge of our fellow men which is necessary to enable us to perform those miracles of "shading" at the baggage bench? No; ability in these duties is only to be gained by years of experience and sympathetic help from older officers. The scheme allows for this and gives us six years in which to sharpen our wits. At the end of this period we do not expect, nor are we to be expected, to "know it all;" but we would be given a position of minor responsibility, a Junior Preventive Officership. What is there in this which would "lower the status" of the Preventive Officer grade? Surely the reverse is the case and their true worth and importance is being emphasised.

In conclusion, since this is essentially an A.P.O.'s point of view, let me point out what seems to me to be before us if we cannot obtain some measure of reorganisation. It was stated at the Hull Conference that there were only 87 normal retirements from the P.O. grade in the decade 1936/46. This means that some of us have to serve twenty to twenty-five years as an A.P.O. before being given the chance of a Preventive Officership. Much has been said, very vaguely, of increases in the number of P.O.s as a way out of this. This may help some of us, but for many the same position would arise in a few years' time, for if the P.O.'s examination is truly a test, with a pass mark, and not a competitive examination for a certain number of vacancies, then how many failures are there going to be in the future? None! The scheme offers the A.P.O.s something definite, it increases the status and responsibility of the Preventive Officer grade (with heightened chances of a better salary) and, in my opinion, would result in a more efficient Service. What more can one ask?

Customs Waterguard Associations

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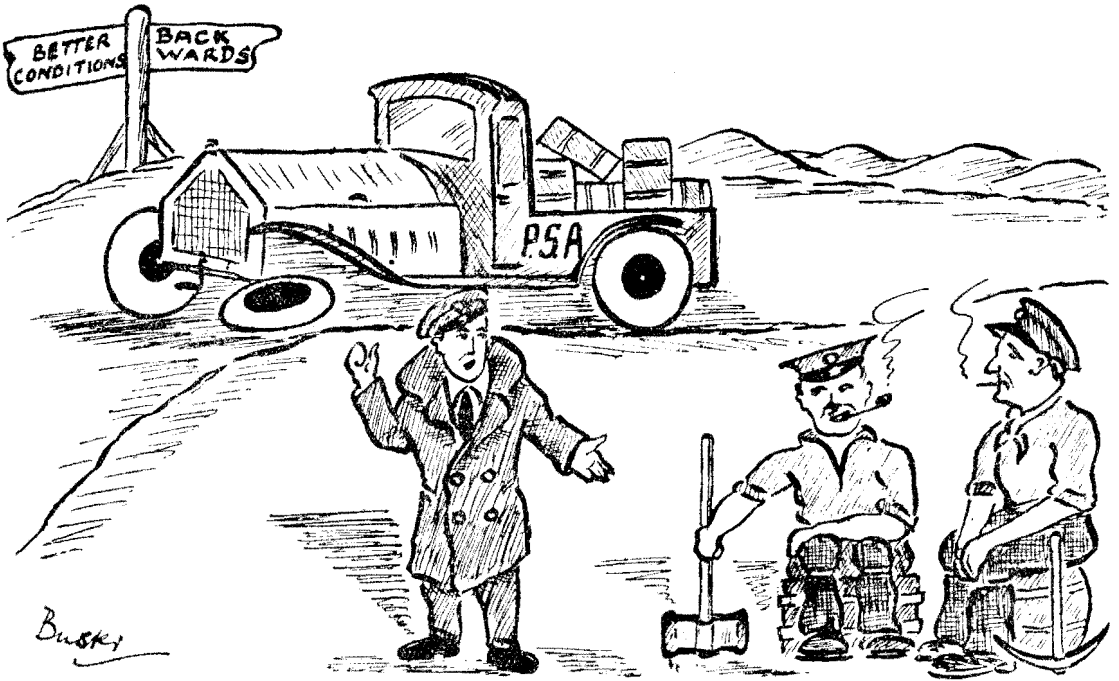
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DRIVER POWELL: "Will you help with this 'Reconstruction' Wheel?"

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Merseyside News.

Football.—On Wednesday, January 6th, the F.C. had an easy victory over Liverpool Co-op F.C. by 7 goals to 2. Co-op turned out short-handed and paid the penalty. In an uninteresting game our forwards had a chance for target practice. Let us hope they will benefit by what they had. As it was, Quine, our centre half, scored three of the goals. Forwards please note and emulate if possible. Spectators continue to give us good support so there must be something in the way we play. Next home match is on January 27th, versus Victoria Wednesday F.C.

Social Side.—A Carnival Whist Drive and Dance will be held at Boot's Café, Church Street, on Thursday, January 28th (Overtime night!). Remembering the success of the last dance, the committee advises you to get your tickets now as the number is limited. The usual price 2/6d. including refreshments. Special novelties and prizes—a good band. Assemble 7.30 p.m. for 8 p.m. Whist. Come along! Outport members welcomed.
J.V.D.

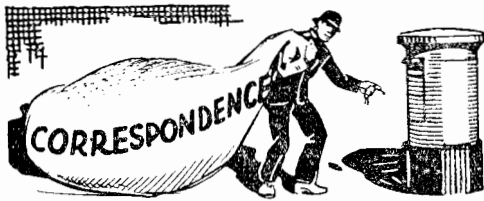
Seizure at Methil.

Twenty feet deck cargo of esparto grass proved an unlucky hiding place when 12lb. Tobacco (Cavendish) were discovered concealed in the 'built-up area' outside the forward saloon portholes on board the s/s Maindy Hill, from Algiers.

The goods were discovered by Mr. Strachan, A.P.O., in a cavity three feet below the level of one of the ports, access being obtained from inside the saloon after first removing the loose grass used to 'blind' the port and resemble an unbroken wall of cargo. The offender was charged before the Kirkcaldy Justices and fined £5, the magistrates adding that the Officers concerned were to be commended on their discovery.

Mr. Strachan is a member of the Methil Rum-mage crew under Mr. Westerdale, P.O.

The case for the Crown was conducted by Mr. A. MacDougall, C.P.O.



Correspondents using a nom-de-plume are assured that names and addresses (which should be given), are strictly confidential.

Freedom of the printed word is frequently allowed to enable a clear and adequate expression of views. The opinions expressed, however, are not necessarily held by the Editor, who accepts no responsibility for them.

To the Editor, "Customs Journal."

REORGANISATION.

Sir,

I am a Councillor, and so I will follow the example of "F.S.L." and only append initials (although in his case, without the initials, the emphatic style of his letter would have suggested the rhetoric of Wales). At the last Conference and at the one before, I voted on the instructions of the area, so far as instructions were forthcoming, for Reorganisation. I was glad to do so, because I believe it is the only way of avoiding the stagnation facing A.P.O.s but, had I thought it meant any harm to P.O.s, I should not have been glad. I knew of the dangers feared by many P.O.s, and expressed the minority view at the Conference that there was definitely a risk of dilution, **in the future** (i.e., for those who are at present A.P.O.s) of the numbers and responsibility (and therefore salary), of that grade. But the danger was remote and could be tackled by our Association as successfully as worse dangers in the past. There was no danger for existing P.O.s. In fact, they would gain as much as the A.P.O.s.

This being the Pantomime season, let us have a weak little joke: Mr. FITZWILLIAM: I am your boss. Even when you do my work, I get the responsibility and the profit accruing to responsibility. If you slip up I get the blame. DICK WHITTINGTON: I wouldn't mind the risk or the blame if I could get a spot of profit too. In fact, I can still be saddled with any blame in **indirect** ways, if not on paper.

Mr. F.: I could never agree to that. Even when you do things I know nothing about, such as serving a customer when I am at the cash desk (a far-fetched comparison with baggage-examination), I AM THE BOSS; I am in charge.

D.W.: You're the boss, are you? Then what am I?

Mr. F.: You? You're nothing. Nothing!

D.W.: Then, you're not boss of much.

P.O.s seem afraid that they may become bosses of "something." It's bad enough to have these fellows strutting about in smart caps and overcoats without letting them earn their keep for the Crown. In no other profession or following would so long an apprenticeship be served, would so much talent be wasted, but, 'we had to go through it' (this being said sometimes by chaps who were P.O.s in their twenties).

So they want to be all unconstitutional, 'fascistic.' We A.P.O.s are inclined to say 'let them.' But the unity of the Association is more important than any passing fit of annoyance or irritation at wrongheadedness. We may think if they ratted from a ship which they imagined was sinking, and came scuttling back when they saw it still steaming merrily, **and still captained by P.O.s**, it would give us a good laugh. No strength in national affairs, small funds, the opposition of A.P.O.s locally and nationally in matters where they would once have yielded, would give the separate Association a short life. But we don't want disunion. We don't want to isolate two complementary grades. A.P.O.s are interested in anything that concerns P.O.s. They listen to the few who turn up at meetings, where I cannot recall any P.O. being silenced by an alleged fear of being outvoted. They are willing that P.O.s in matters **solely** concerning their own grade, should vote separately. Many would accept a practicable form of proportional representation. Others would gladly accept at this late stage the proposal of Spear and others for a plebiscite on Reorganisation. But we will not accept a splitting of the Association. Those that go, we will fight with every weapon available, from local boycott to attacks on National Whitley, and—we will win.

C.F.S.

To the Editor, "The Customs Journal."

Sir,

May I be allowed to express myself in the Journal regarding the controversy between P.O. and A.P.O.? I certainly think, after being fully-paid member for nearly thirty years, if I do not agree with the proposed re-organisation scheme in its present form, it is sheer madness for us to divide into separate Associations. Only by unity can we hope to achieve our ultimate end, a service scale of pay and placing the Waterguard on an equality with other branches of the Service. I can well remember in my early days when P.O.s were Lords of Creation (Pucka Sahibs, etc.), as far as it goes keeping up the old traditions. So far so good, but we are now in 1937 and not 1897.

So I say let us pull our weight with all grades in one united and secure Association to try and get each for all and all for each, and may the year we have now entered upon see our dreams come true.

B.J.B.

The Editor, "Customs Journal."

Sir,

If reorganisation achieves nothing else it has certainly roused interest in the P.S.A. and made the Journal worth reading. The letters in the last issue are of great interest, and, what is more important, represent all points of view. At the same time I am of the opinion that they have "missed the boat." Much of the present discontent with regard to the P.S.A., can be traced to its constitution. Why should the E.C. be composed of London and Gravesend officers only? We have given this experiment a long enough trial. I say without fear that these officers have no regard for out-ports. I am reminded of a remark made to me by a relief C.P.O. during a discussion on "local practice." I mentioned there was a difference of opinion, between London and my port, with regard to the classification of a certain kind of tobacco. His reply was "London the premier port." I am definitely of the opinion that the E.C. have the same complex, and I for one refuse to acknowledge this.

Now for my opinion of the other part of the controversy. We are essentially a Preventive Service and not a Clerical department, however much we may not agree when at work; and unless and until the scope of this Preventive work is extended we shall not remedy "Stagnation." I am very much afraid the officials, who are responsible for the birth of this scheme, have a poor opinion of the intelligence of the officers in out-ports. We are all aware that certain responsibilities of the P.O. grade were "shouldered" by the C.P.O. grade after the last upheaval, and now if some of the minor duties are chopped off at the other end, how can a case be stated for an increase of salary? No, sir, I cannot digest this. In any case there is very little chance of an increase at the present time. What about "Neville" and armaments? Our work has not altered materially for years—only the volume has increased—and as no one man can do the work of two in the same time, I do not see how we can succeed even if the time was opportune. The sooner we scrap the whole Re-organisation Scheme as at present proposed, resign ourselves to no chance of an increase of salary at present (and even now we can afford bread and butter with jam on a Sunday) return to the old order of the P.S.A. constitution and get together to explore how best to extend the scope of "Preventive" work, the sooner will all this talk of "splits" and "resignations" cease.

I am, etc.,

DIVOT.

The Editor,

Sir,

Much has recently been discussed in the Journal with reference to Association disagreement. It would therefore appear expedient to make the Southampton opinion clear. Dissatisfaction among the P.O.s has, for a long period, been in evidence at this port regarding their position at meetings.

This was brought sharply to a head over the reorganisation scheme. Being definitely in the minority, P.O.s never get a chance to give an effective vote, and feel that the Association in no way represents them. The A.P.O.s and P.O.s were divided on the reorganisation scheme, and the P.O.s felt that it was a case of experienced opinion against inexperienced opinion. So it would appear that P.O.s never get a voice in important matters affecting their grade or the service, unless the A.P.O.s agree with them.

Having regard to the fact that within recent years, previous reorganisation red-herrings have attempted to break down the grade, we feel that we should exercise great caution in future schemes. Whilst recognising the A.P.O. of today as the P.O. of tomorrow, it is not always possible to reconcile the two grades in opinions affecting the service. The P.O. is still a factor in the service, and from the nature of the work, will remain so.

We in no way wish to antagonise the A.P.O., rather do we think we are doing a service in crying "Steady." P.O.ship is a job all the lads want—not to mark time as a J.P.O., doing P.O.'s work at a cheaper rate.

Unless the complaint re voting can be met, the P.O.s in Southampton feel that they must in future work as a grade and form their own association.

E. NORTHFIELD.

The Editor,

"The Customs Journal,"

Sir,

The columns of our Journal are being filled with articles and letters regarding the reorganisation scheme the Association propose bringing before the Board. If the Association honestly believe they have a good enough case to submit to get the Board's approval of it, then I wish them every success in their effort.

If, however, there are doubts regarding the chances of success, then I say drop the scheme and press for those things where they have a real chance of victory.

The one to my mind where they would best succeed, is in increased rates of overtime for P.O.s and A.P.O.s. A glance at G.O. 68/34 will reveal that an Officer whose salary is not exceeding £250 p.a., gets 2/9d. per hour week-day rate, whereas a P.O. whose salary is £260 p.a., gets only 2/5d. per hour. Likewise, an

Officer whose salary is not exceeding £160 p.a., get 2/2d. per hour weekday rate, and an A.P.O. whose salary is also £160 p.a., gets only 1/6d. per hour. Further, an Officer whose salary is not exceeding £160 p.a., gets 2/9d. per hour Sunday rate, against an A.P.O.'s 2/3d. per hour.

Why should there be any difference in the rates of overtime? Surely these rates are paid on a principle of time and a quarter, or time and a half. Yet, when it is worked out on a 48 hour week, it is found an A.P.O. earns less if he worked for 48 hours at his overtime rate than he does at his normal salary rate.

Nowhere have I ever known it to be that employees are expected to work overtime, and receive less for doing so. That is why I say if we cared to pursue a claim for increased rates of overtime, I think we have every hope of success. "JUSTICE."

The Editor, "Customs Journal,"
Sir,

REORGANISATION.

Now that the first smoke of battle has cleared and we can all see one another, I crave the indulgence of yourself and readers for the following, in which, I hope, both P.O. and A.P.O. will find some common ground for a basis of discussion. As I see it, we, as common members of the P.S.A. who wish to keep the Association intact, are agreed on the following:

- (1) The P.O.s do not like, and are opposed to, the new re-organisation proposals.
- (2) The A.P.O.s like the new proposals, but are prepared to flirt with a salary claim in certain ports.
- (3) In order to test the feelings of members of both P.O. and A.P.O. grades, a ballot is necessary as an essential to that unity which has prevailed in the past.

The above can be dealt with effectively by a separate ballot of the grades. Nothing more need be said on this. The next question is that we as members are propounding destructive criticism without offering anything constructive in return. Here and now I offer, in all humility, a constructive programme which I am sure would weld a united fighting force of the P.O.s and A.P.O.s, and would ensure all members joining "horse, foot and artillery" in a fighting rally.

This constructive programme would be along the following lines:—

- (1) That we press for the merging of the Waterguard Surveyor and C.P.O. grades into one on the present re-organisation lines as to salary and leave.
- (2) A straight salary and leave claim of:—
P.O.s: £300×20—£450. Leave, 30 days.
A.P.O.s: £200×10—£280. Leave, 25 days.
- (3) P.O.s and A.P.O.s who have failed to qualify for further promotion. A direct appeal to every member (approximately

1,500) to forward to headquarters an idea, notion or scheme for presentation to the Board on this question. We must be a dull Service indeed if, out of 1,500 members, we did not receive one scheme reasonable and constructive in the interests of both the Board and the staffs concerned. Incidentally, uniforms might be P.O., two bands and curl; A.P.O., one band and curl.

- (4) A 44-hour week.
- (5) Retirement at 55.
- (6) A levy of 1s. per member (approximately £75) as a retainer for some independent, capable and spirited person to argue our claims before the Industrial Court.

So far this appears a constructive re-organisation that would be acceptable to both grades. The extra leave to the Surveyor and P.O. classes would cause an immediate fillip in examinations and promotions. Again, why place such emphasis on A.P.O.s who have failed to qualify when there are many P.O.s who have also failed to qualify?

Another item. Why not place one penny per quarter on Association subscriptions as a journal account to make the "Customs Journal" wider and brighter and as befitting a department so important and with such fine traditions as the Waterguard? No one would begrudge it and it would assist in bringing back members to whom the "Customs Journal" is at present a pain in the neck.

I am offering these constructive proposals purely as a means to end the present bitterness. If we were to adopt them, put our shoulders to the wheel and carry them out with enthusiasm and unity, much might be accomplished.

Yours, etc.,

J. BURKE.



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President: W. E. STANDRING.

General Secretary: W. H. POWELL.

Organising Secretary: A. E. FARMER.

Assistant Secretary: H. L. BOALCH.

Changes in the Staff.

To January 11th, 1937.

APPOINTMENT.

ASSISTANT PREVENTIVE OFFICER :—
Taylor, S. E.

TRANSFERS.

ASSISTANT PREVENTIVE OFFICERS :—
Archer, T. F., Aberdeen to Liverpool.
Budge, D. N., Grangemouth, Edinburgh to Aberdeen.
Bush, T. H., Hull to Plymouth.
Care, L. H., Liverpool to Hull.
Carson, E. A., Liverpool to London.
Court, W. C. F., London to Appledore, Plymouth.

PROMOTIONS.

ASSISTANT PREVENTIVE OFFICER :—
Sandford, E. T., Plymouth to Methil, Dundee.
ENGINEER TO SENIOR ENGINEER :—
Moore, R., North Shields, Newcastle.

ENGINEER MECHANIC TO ENGINEER :—
Goldring, E. A., Portsmouth to North Shields, Newcastle.

OFFICERS LEAVING THE SERVICE.

RETIREMENT—PREVENTIVE OFFICER :—
Metcalf, F. A., London.

DEATH—PREVENTIVE OFFICER :—
Rock, A. V., Maldon, Ipswich.

ASSISTANT PREVENTIVE OFFICER :—
Bookey, J. T., Liverpool.

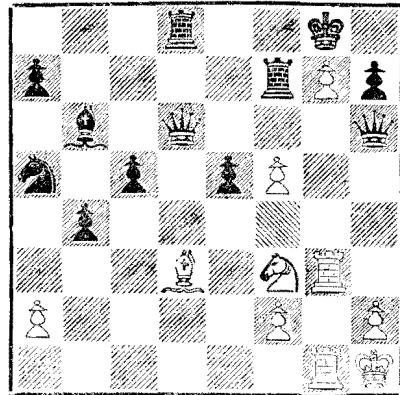
OBITUARY OF SUPERANNUATED OFFICERS.

Hill, T., Waterguard Superintendent.
Roach, G. H., Preventive Officer.

Preventive Service Chess Club.

PROBLEM NO. 145.

BLACK



WHITE

White to play and win.

Solution to No. 144.

1. Q—R6 ch. K×Q.
2. Kt(R4)—B5 ch. B×Kt.
3. Kt×B ch. K—R4.
4. P—Kt4 ch. K×P.
5. R—Kt3 ch. K—R4.
6. B—K2 mate.

Answers to Correspondents.

Gravesendian: Verity: The Voice: All articles and letters intended for publication should be accompanied by the name and address of the sender, not necessarily for publication. You have omitted to do this.

Approaching Competitions.

The first column shows when the examination begins.

The third column shows the last day on which applications can be received. Application must be made on a special form which may be obtained from the Secretary, Civil Service Commission, London, W.1.

| | | |
|---------------|--|---------------|
| 23 Mar., 1937 | Male Assistant Preventive Officer, Customs and Excise Department ... | 4 Feb., 1937 |
| 1 Apr., 1937 | Female Clerical Assistant, Grade 1, in the Civil Service generally, and Female Clerical Assistant (Inland Revenue), in London and certain Provincial towns ... | 4 Feb., 1937 |
| 8 Apr., 1937 | Executive Group ... | 4 Feb., 1937 |
| 27 Apr., 1937 | Post Office, Male Assistant Traffic Superintendent ... | 4 Mar., 1937 |
| July, 1937 | { Administrative Class of the Home Civil Service ... | 10 Apr., 1937 |
| | { Indian Civil Service ... | 10 Apr., 1937 |
| | { Burma Civil Service ... | 10 Apr., 1937 |
| 20 July, 1937 | Assistant Examiner in the Patent Office ... | 3 June, 1937 |