

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.

CURRENT COMMENTS

MR. A. E. Farmer, Organising Secretary, is assured of the sympathy of every member during the long period of pain and inconvenience that faces him as a result of the accident he sustained whilst on duty at Surrey Dock, London. A misplaced foot whilst boarding a fresh arrival caused him to fall heavily to the deck—fracturing his left forearm in two places. Whilst every endeavour will be made, with Mr. Farmer's assistance, to keep current matters running, slight delays will be inevitable and will, we are sure, be pardoned.

* * *

Departmental arrangements for operating the Government's Air Raid Precautions have been under discussion on the Staff Side for some time and in the earlier stages the proposals, which related to London Headquarters and ex-Headquarters Offices, were merely noted as initial steps. Subsequently, Staff Side objection was taken to that part of paragraph 2 of O.W.O. 24/37, Part 1, which introduced the principle of "contracting-out" of the scheme of training. Action had also been taken Nationally on this aspect and questions were asked in Parliament.

We have reason to believe that this joint action has borne fruit and that the part of the O.W.O. to which objection is taken will be cancelled and an amendment, widening the scheme to cover the whole Department and substituting a system of "contracting-in," will be issued.

The lectures and training will take place in official hours and as this will, presumably, be within the limits of 9 a.m. and 5 p.m., the

COMMENTS

Association has asked that arrangements as affecting the Waterguard Staff should be such as to ensure that no officer has to attend in his private time. * * *

An important agreement between the Treasury and the Society of Civil Servants, revising the salary scales of the Executive Class, is receiving the serious consideration of many Staff Associations.

The agreement, which becomes operative as from 1st June, contains a clause stating that consequential revision of the scales of purely departmental executive grades is to proceed departmentally in the ordinary way.

The relative scales for men are:—

Executive Officers.

Present Scale: £152 9s. x £12 to £188 9s. x £18 to £515 18s.

Agreed Scales: £150 x £15 to £195 x £18 to £525.

Higher Executive Officers.

Present Scale: £515 18s. x £18 to £634 19s.

Agreed Scale: £550 x £25 to £650.

Senior Staff Officers.

Present Scale: £634 19s. x £25 to £738.

Agreed Scale: £650 x £25 to £750.

Senior Executive Officers.

Present Scale: £680 x £25 to £847.

Agreed Scale: £700 x £25 to £860.

* * *

In the issue dated the 5th June, we announced that Mr. A. J. Cowherd was one of the Customs and Excise Group representatives on the C.S. Confederation Executive Committee. In the following issue we corrected this statement and

indicated that Mr. D. S. Paton would continue to serve on that Committee, as indeed he did.

To-day, however, we have to announce that Mr. Cowherd succeeds Mr. Paton both on the Executive Committee and on the Finance and Organisation Committee.

We are sure there is no connection between our misstatement of the 5th June, and the announcement now made.

* * *

The North British and Mercantile Insurance Co. Ltd., has refused recognition of the Guild of Insurance Officials as a Staff negotiating body, irrespective of the Guild's representative capacity. Until further notice advertisements of that Company and of the Civil Service Insurance Society will not be accepted for publication in the "Customs Journal."

* * *

The Secretaries are exploring the possibility of making arrangements with a reputable firm of Bankers, whereby members may purchase manufactured goods of a permanent or semi-permanent nature or have improvements to their property carried out on a basis of monthly payments spread over an agreed period up to two years.

Details of the Scheme will be circulated through District Secretaries as soon as arrangements are completed.

* * *

Horticultural news is seasonal just now.

At the time of writing two Shows have passed and another is about to be held.

The Customs Summer Show was a little disappointing on the number of entries, but the high standard more than compensated for the small display.

Mr. J. B. Hardie, Assistant Secretary, with his wonderful delphiniums, retained the "Forber Trophy" for the most meritorious exhibit in the Show, and the "Murray Rose Trophy" was won by Mr. P. G. Gibson, Adelaide House. Among the other prize-winners it is pleasing to note that Mr. W. G. Thomson Waterguard Surveyor, once again kept the Waterguard flag high. He took all the first-prizes for Sweet Peas, qualified for the National Sweet Pea Society's Medal, and ended up with five first-prizes, one second and one third.

Evidently the circumstances which caused a falling-off of entries at the Customs Show were general, for it was noticed that the Civil Service Show was well below its normal size. In the major event (combined exhibit) this Department could do no better than secure third prize; the premier honour going to the Ministry of Labour. As a consolation, however, the "Fruit and Vegetable Trophy" comes to this Department.

Hopes are now centred on the London Gardens Society's Show (16th and 17th July), at which the Customs are competing in the combined class. Last year we secured second place and a silver medal.

Excerpts from

"The Customs Journal,"

16th July, 1904.

OPINIONS may vary regarding the utility of List 142 in facilitating the work of the boarding officers, but so far as the prevention of smuggling is concerned, it must be pronounced as a dead failure.

The reduction of staff that has followed its introduction would imply that, either ports have been overstaffed, or, that the smuggler is made honest by being compelled to declare, in writing, the tobacco in his possession.

At most ports during the season, or when a glut of arrivals occurred, there was always room for a draft of rummagers, a practical Waterguard officer would in these days, had he the power, have taken men from cleaning of watch-houses, etc., and replaced them by glut-men so as to effectually cope with the rush. Not so the Landing Officer, Chief of the Waterguard Staff, he attaches little importance to rummaging; as a matter of fact, he is more concerned with the penny-wise and pound-foolish policy of the Board.

What a glorious time the smuggler must be having! Ever on the alert for points, how he must rejoice when his vessel is boarded by one man and a "boss," he just waits for these two officers to be busily engaged in the cabin, enumerating and sealing up the ship's stores; the signal is given and as quick as lightning the package is brought from its hiding place and thrown ashore to a confederate. This is not fiction, for I have known this done, even when an officer has been patrolling the upper deck, but he was a greenhorn and walking the starboard side of the vessel instead of athwartships. I need hardly say, everything was being worked from the port side.

Although this list has been in use several months, vessels are still arriving with them blank. The master forgot to get one before he sailed from this country is a favourite excuse. Sometimes the quantities of tobacco are in the wrong columns, and frequently a quarter of a pound of tobacco is called a half and vice versa. All this takes up the time of the boarding officer; in short, the boarding crew could collect all the stores from the crew of the vessel in the time that it takes to get three or four signatures.

Under the old system of boarding with two men and a Preventive Officer, the rummage began as soon as the stores were collected. One man was stationed on the upper deck while this

(Continued on page 173, 2nd col.)

Customs and Excise Departmental Whitley Council.

The one hundred and ninety-seventh meeting of the Council was held at the Custom House, E.C.3., on Wednesday, 16th June, 1937, the chair being taken by Sir G. Evelyn P. Murray, K.C.B., Chairman of the Board of Customs and Excise.

Allowance to Chief Preventive Officers.—The Official Side said they had considered the Staff Side's claim made at the previous meeting that the commuted allowance should be the same for the Chief Preventive Officers and the Waterguard Surveyors. But in this case there were circumstances which in their view differentiated the two grades, and justified the payment of commuted allowances at different rates. When the claim for the Waterguard Surveyors was put forward it was supported by reference to the larger areas covered by that grade and the longer coast line under survey, and the fact that Waterguard Surveyors were often obliged to retain rooms when moving within their area. If the present claim for an increase of the allowance of Chief Preventive Officers were conceded it might logically be followed by a further claim from the Waterguard Surveyors for an increase of their £180 allowance. There were only five individuals concerned and having regard to the circumstances of the two grades the Official Side did not feel that the present allowance of the Chief Preventive Officers could be increased.

The Staff Side regarded the Official Side statement as an important pronouncement and requested an adjournment for consideration thereof. The Official Side agreed, but could hold no hope of a modification of their view.

Retiring Rooms and Sick-Bays.—The Staff Side stated that their re-examination of the position in Headquarters Offices had revealed that although there were sick-bays at the Custom House, Adelaide House and Vintry House there were no separate retiring rooms. At the Statistical Office accommodation for attendance on sick persons was being improved and would, they hoped, soon be satisfactory. In the Staff Side's view separate retiring accommodation was essential, as it was undesirable that cases of sickness should be present where individuals were resting. In reply to a question by the Official Side as to whether by retiring rooms the Staff Side had in mind accommodation where members of the staff could take their lunch, the Staff Side said this was one of the main needs, as certain members found it necessary to bring lunch with them to the office. They realised of course, that there were difficulties, owing to general congestion of the staff, in providing rooms for these purposes, but they considered that this Department should not be

behind other Departments in the West End in the provision of these amenities, and that some person or persons properly trained in first-aid work should be available. The Staff Side also stated that first-aid equipment in the sick-bays was inadequate, and said that they considered that up-to-date first-aid equipment should be provided and maintained in a satisfactory condition.

The Official Side promised to examine the question.

Method of Instruction of New Entrants to the Officer Grade.—Discussion under this head arose from a disagreement reached in the Outdoor Service Sectional Committee on Staff Side proposals, and, in supporting the disagreement, the Staff Side of the Council referred to the long Committee discussion covering over two years, and to the dissatisfaction prevalent in the Controlling, Surveyor and Officer Grades. They referred to the original proposals involving the institution of a Training College, to the Official Side's counter-suggestion of a system of lectures, and to the Staff Side's subsequent modification of their original proposals. Despite the efforts made by the Staff Side to remedy a serious situation the Official Side had finally fallen back upon the dictum that little was necessary to improve the present system. The present system, in the opinion of the Staff Side, had never operated properly and even if it did operate it would be of little use in the light of modern conditions. The Official Side offer of a handbook for new entrants would certainly not meet the position, and the manner in which the matter now rested was very unsatisfactory and not creditable to the Department which had in recent years met other emergencies in a praiseworthy manner. The time was ripe for the full investigation which the subject deserved.

The Official Side agreed that a thorough investigation into the question of the instruction of new entrants was necessary, and while not accepting fully the Staff Side's views they were quite ready to examine the matter forthwith. The enormous increase of work and of its complexity during the last few years had inevitably interfered with the complete instruction of Officers, and it had consequently fallen into arrears. Such arrears were, however, being overtaken and now that the additional work was more stabilised they would be able to investigate the methods of instruction with a view to obtaining a more satisfactory system.

The Staff Side expressed appreciation of the Official Side's remarks and the item was adjourned for the Official Side.

The Council decided to hold its next meeting on Wednesday, 21st July, 1937.

Civil Service Confederation.

EXECUTIVE COMMITTEE MEETING.

A meeting of the Executive Committee of the Civil Service Confederation was held on Monday, the 5th July, 1937, at Central Hall, Westminster, when Mr. F. Cooper (President) presided over an attendance of twenty-five members.

The main business of the meeting was the consideration of a report from the General Purposes Committee on the Secretaryship of the Confederation. The Committee recommended the appointment of a full-time Secretary from outside the Civil Service at a salary of from £250 to £450 per annum, the exact salary to be determined by the age and qualifications of the person appointed. The report further stated that subject to the over-riding authority of the Executive Committee, the General Purposes Committee were proceeding, by the way of advertisement and invitation, to obtain applicants for the post. The report was adopted by the Executive Committee.

On the subject of Air Raid Precautions, it was reported that a protest had been sent to the Treasury on behalf of the Confederation against the form of the official announcements made to Civil Servants in certain Departments regarding participation in Air Raid Precautions drill, and a formal acknowledgement had been received.

A report was given on recent National Whitley proceedings, with especial reference to the subjects of Voluntary Retirement; Allocation of part pension and medical examination; Clerk Typists and Clerk Shorthand Typists; Report of Sex Differentiation in Pay Committee; H.M.S.O. Duplicating Staff; Cost of Living; Air Raid Precautions; Seven-hour Day Arbitration case; Women in the Civil Service—contemplated review of operation of Committee "F" Report; Establishment of Medical Rejects; Medical Treatment in Service Hospitals; Establishment of Unestablished Classes; Establishment of Locally Entered Staffs Abroad.

The agreed report of the sub-committee of the Joint General Purposes Committee of the National Whitley Council on Sex Differentiation in Pay had been signed on the 30th June, and copies of the report had been circulated to secretaries of constituent organisations of the Confederation.

Communications were received from the National Federation of Professional Workers on the subject of railway rates, and from the Guild of Insurance Officials on the subject of the steps being taken by the Guild in pursuance of their campaign for recognition by certain Insurance Companies for the purpose of collective negotiation.

It was reported that representations had been made by the National Staff Side to the Railway Rates Tribunal on behalf of season ticket holders in connection with the application of the Railway Companies for a 5 per cent. increase in fares. These representations covered the following points:—

- (a) That the Companies' representative was not entitled to convey the impression that season ticket holders would pay an extra 5 per cent. without grave dissatisfaction.
- (b) That since "standard revenue," and "standard rates" were fixed some years ago by the Railway Rates Tribunal, reductions had been made in many of the rates but not in Season Ticket rates. It was therefore inequitable to treat Season Tickets (within or without London) for increase purposes on the same basis as other rates.
- (c) That, although the proposals of the Railway Companies at present exclude London Suburban Lines, any increases in Season Ticket rates elsewhere would prejudice the position in respect of London.

It was reported that, in accordance with a decision taken at the previous meeting of the Executive Committee, a consultation had taken place between representatives of the County Court Officers' Association and other interested Associations, together with the President of the Confederation, on the question of certain negotiations concerning Annual Leave which are being conducted by the County Council Officers' Association. Correspondence is proceeding on this matter.

A communication was received to the effect that the Customs and Excise Group had appointed Mr. A. J. Cowherd, the Secretary of the Customs and Excise Surveyors' Association, as a Group representative to the Executive Committee of the Confederation in place of Mr. D. S. Paton. As Mr. Paton had previously been appointed a member of the Finance and Organisation Committee, a vacancy was created in the membership of that Committee, which the Executive Committee agreed should be filled by the appointment of Mr. Cowherd.

O wad the Power—

"But as everybody is aware that women love smuggling as passionately as cats love valerian, and that it's the most difficult thing in the world to prevent them from trying to put it across the Customs whenever they get a chance. Cold beads have spangled our brow in women's company more than once at Dover, Folkestone, or Newhaven, the clink of the handcuffs has sounded very near, and the icy penetrating gaze of the Customs' men has almost startled us babbling, in a pure muck-sweat of nervous emotion. But does a woman ever turn a hair?"

—The Bystander, 23rd June, 1937.



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.

Sir,

Much has been expressed lately about cost of travel and living in London. Several promotees from the outports have been surprised at the cost. Many officers in London cycle to work; on one station, only two officers travel by public conveyances, and yet for some reason THERE IS NO CYCLE ACCOMMODATION ON ANY WATERGUARD STATION IN LONDON.

From where I live I can cycle to work in half an hour, yet the last time I tried the 'bus and tram route (tide was on, and bridge swung), it took me 1½ hours to get to the office. On an average an officer in London spends 6s. per week in fares, in some cases this amounts to much more.

Rents are high, and conversations such at this exist: "I was as well, or even better off as an A.P.O. in — as I am as a P.O. in London. I had no travelling to speak of and I had a good house for less than a £1 a week. Now I'm in London I have 6s. fares, two hours' travelling, the same amount (sometimes less) of overtime and my house costs me 10s. a week more. If I remain in London I'll have to work at least 5 years before I come to a scale equalling my income in —. The cost of living is about the same, with the exception that I grew my vegetables on my allotment. I got an Irishman's rise."

Those who have been stationed in an outport know this to be true. As a P.O. I was stationed in an outport. My O.T. was £80 p.a. Rent 18/- per week inclusive. I had no travelling expenses and we could get home to meals. Domestic circumstances brought me to London at my own expense, with the ultimate result, my O.T. dropped £20 p.a., my rent rose 10s. per week, and my fares average £10 10s.p.a. Result NETT LOSS £56 p.a., and much more time spent in getting to work. This is the experience of many, and no doubt many other London officers could quote worse cases. Yet someone must suffer the penalties of living in London. Surely this state of affairs could be alleviated.

Yours faithfully,

DETAIL.

Sir,

It is to be regretted that there is amongst us an element who desire that those of the subordinate grades should revert to weekly wages. When one comes to consider the vast amount of work that had to be entailed by those who endeavoured to obtain for us a salary, it is indeed hard and not to say discouraging to think that their efforts are disparaged after all these years.

I think that I am right in saying that a vast number of A.P.O.s felt the "pinch" during the change over from weekly pay to salary, but that is now history and those individuals concerned should, by now, be well recovered from the temporary embarrassment that they were subjected to.

It is inconceivable that there are some who would loose that amount of status that has been given to the A.P.O.s. The word status, that has so often been used, and often in a derisive sense, DOES exist with those earning a salary, and those, who, possibly through mismanagement, cannot make ends meet, should not quote the word status as being the cause of their difficulties.

I think that all will agree with me when I say that wives and landladies are not backward in informing the breadwinner when the price of commodities rise, but it is precious little we hear when prices fall.

In conclusion, may I ask that should A.P.O.s go back to weekly wages, would they not eventually desire to be paid daily in the same manner as dock labourers? I will not mention status as that does not apply.

Yours faithfully, SCOTIA.

Sir,

Your correspondents "Dynam" and "Waiting," voice a real grievance in drawing attention to the increasing cost of living.

The latter parts of their letters appear to admit nothing more than lack of will-power. Granted, we all feel rich for the first week or two of every month, but that is no reason for spending the last week's rent on food money.

Although still single, I am unable to understand what advantage a weekly wage is over a monthly salary, when the total is the same, and I do not anticipate any difficulties in this respect when considering matrimony.

Now if I was offered **more** money, that would be important.

Yours faithfully, C.F.

Do You Know—

That at the time the full consolidation of the Civil Service cost-of-living bonus with salary on a figure of 55 came into operation, i.e., on the 1st July, 1935, the actual cost-of-living index figure was 43! By November, 1936, the cost-of-living figure had risen to 51, at which point it has remained stationary for six months, the figure still being 51 at 1st April, 1937.

Spanish Customs.

On leaving Southampton for Madeira and Teneriffe, Casa Blanca, Cadiz, Lisbon and Corunna, I was happy in the thought that no one on board knew that I was related to Customs Officers or their duties, yet strange to relate, while seated at my table in the first saloon on the first day at sea, I was warned to be very careful what I bought abroad, owing to the vigilance of the British Customs Officers.

This advice forthcoming from a prominent member of the crew was accepted with all due reverence, at the same time pleading ignorance, but perchance a glorious commendation was added to the efficiency of H.M. Officers of Customs.

On arrival at Madeira I observed a whole troop of Customs Officers, Company's agents, medical men and others, embark in a body, the former in smart uniforms, each well protected with a revolver very prominently clasped to his belt. What next took place bewildered me—the centre table in the first saloon was handed over to them and they all sat down to a sumptuous dinner, which after having completed, they proceeded back ashore again leaving only one Officer near the gangway obviously half asleep and possibly soliloquizing on the banquet he had just partaken of, or of the siesta he had missed through so doing. Passengers went ashore *ad lib.* all day, where we were bombarded by Madeira traders selling their very beautiful hand embroidery work; but exorbitant prices were asked, such as £7 for an ordinary embroidered tea cloth, and at the same time proclaiming they would furnish us with a much cheaper bill for same, just to show the Customs on our return.

We passed from Madeira to Teneriffe and I found there that much the same procedure was adopted, if anything with less efficiency, and they were altogether very happy-go-lucky. We could have taken the ship ashore and disposed of it so far as they were concerned. Unlike Madeira, tobacco, cigarettes, etc., were very cheap, one could buy 100 best Havana cigars for 10s. and a packet of 25 cigarettes for less than 2d.

We then passed over from the Canary Islands to Casa Blanca on the shores of the Mediterranean. Here we found the Customs waiting for the ship in force—very fierce looking—but really as gentle as lambs, although one realised that a word out of place may have had disastrous results. I must say a few words about the treatment allotted to passengers' baggage which was landed there. Just a peep inside the sheds was a revelation to me; the ends of the baggage were marked in the same manner as we do, but the treatment of effects was enough to make any woman weep. The trunks were literally turned over and out on the dusty and not very

clean concrete floor, and one wondered if this was a 'bargain sale' or a Bedouin market, as there was such a dreadful muddle.

From the examination sheds we pass into the dock roadway where Gendarmes and Customs mingled. Arriving at the Dock Gates, were we free from the Customs? No! All along the road leading to the town we observed on both sides Customs Officers of a different Section, who eyed us up and down with silent disapproval. Having reached the precincts of the town we were challenged by another band of Customs Officers who made us feel we really were smugglers and robbers.

Speed limit being out of the question in these parts, we discovered at length that we had overstepped the boarder-line into another Section of Customs; these were brown-skinned and wore daggers, while their colleagues we have mentioned before wore whistles and pistols very prominently displayed. By this time our chauffeur, who was a native of these parts, but spoke excellent English, confided to me his fears of getting us back to the ship again.

We now pass over to Cadiz where the Customs Officers and the inhabitants were of a decidedly hostile nature, and did not hide their dislike of us, as they lounged on the quay side. As we arrived on a Sunday, I did not at any time during my stay there, observe any Customs on board.

At Lisbon, our next port of call, we met with a better reception by the Customs and all concerned. They boarded the ship and made themselves friendly and quite at home in the saloon as usual, but they did not exercise their duty and responsibility as is accorded them. There again in the Customs sheds I saw baggage turned out on the floor and no claimants near or by. All was in utter confusion, although several Customs Officers stood on guard.

Our last stop was at Corunna, where the usual Customs formalities took place. Then the Customs sat themselves down at the ship's gangway during our stay and did not move until the last bell had sounded "all friends ashore," when a messenger was seen to hand a small sealed envelope to the Officer who immediately took his departure with many bowings and adieus.

What then is my final impression of Foreign Customs treatment of passengers and crew? Very primitive and unbusinesslike and altogether crude.

It was quite a relief to reach Southampton and observe the methodical manner in which the Officers carried out their manifold duties, and at the same time not forgetting that passengers are human beings. W.J.P.

Workington. A CAMEO.

Afflicted with a name such as South-country novelists give to grim Northern industrial towns, Workington starts under a handicap. It bears up nobly, but succeeds only in becoming a hybrid, a place where country women at their stalls sell eggs to workmen in clogs, and a gaunt steel-works, backed by the mountains of the Lake District, scowls over a glorious seascape at the Isle of Man.

The town is in the county of Cumberland, at the entrance to the Solway Firth. The population is 26,000 who disport themselves in four cinemas, but more often in seventy-eight public houses (Waterguards please note). The older part of the town clusters round the harbour and really does whisper of old smuggling days to the impressionable new-comer. The upper part of the town is drab, with streets and shops such as are found in the older suburbs of the cities.

A local dialect, which is coarse, gruff and difficult to understand, gives a wrong impression of the people, who are intensely sociable, and who make very good friends. About two thousand men work at the steelworks; the others don't work. Nearly all the men are tall, strapping specimens, and what the women cede to the men in height they usually capture in girth. Both sexes enjoy remarkable appetites, and nobody worries half as much about international politics as he does about the stock company which the local theatre houses.

Of more particular interest to us are the harbour and dock. The harbour is very old and ramshackle, having only two berths, one for cement imports and the other for coal proceeding coastwise. The dock is large for a town of the size, and is only nine years old. It can hold five ships of 1,500—3,500 tons, although when it has five ships in, it resembles the famous Corporation house where the Labour M.P. had to put his feet out of the bedroom window to get his trousers on. The entrance channel is difficult and scarcely deep enough for the type of ship which uses it, and as the Cumbrian coast is notorious for its gales, a week may elapse before a ship is brought in from the Solway.

The imports from foreign consist entirely of iron ore, and the exports of manufactured heavy steel goods. There is also a flourishing coastwise export trade, embracing coal, steel goods, and sundry by-products from the steel works. The following figures for 1936, give an idea of the volume of trade:—

65 vessels from foreign with cargo.	
113 " " " in ballast (mainly I.F.S.).	
93 vessels outwards to foreign with cargo.	
13 " " " in ballast.	
649 inwards coasting.	
718 outwards coasting.	

The staff, comfortably housed in a Custom House half a mile away from the dock (for no reason at all), consists of a P.O. in charge, working 9 a.m. to 4 p.m. and on call, and an A.P.O. on split tidal duty. The P.O. is allowed, thereby being much worse off financially, as usual. He puts in, outside office hours, evening visits to vessels, which all discharge until 10 p.m., and also has to board probably two-thirds of the foreign arrivals after 4 p.m.—only too often in the small hours. His work is, of course, all-embracing. The trade used to be carried on mainly by Spaniards, but since the trouble in Spain many British ships share the trade with assorted foreigners. The paying-off and signing-on of crews is a big item, Registry and R.N.R. work is not great compared with some ports, but, as foreigners seem to wait until they reach Workington before going on strike, or insisting on being paid off and returned home, and stowaways are fairly frequent, the Immigration work is rather ticklish at times. These things coupled with the usual awkward situations which small-port officers will appreciate, and added to Waterguard duties of almost every kind, although not in large quantities, make the post no sinecure.

The A.P.O. does split tides—'nuff said. He does well for overtime, and can get an insight into small-port work. His duties are described as "Boarding, Rummage and Various," which explains everything.

Altogether, it is a port which, while it does not bear analysis to discover its attractions, leaves one with a feeling of content. Perhaps it's the air, or something, or something. H.G.R.



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Noble Noses by Nod.

Many readers have written to me from time to time, but, much to my surprise and horror, a recent correspondent seems to consider my efforts to have been in the humorous vein. My pretensions to Dr. Johnson's (b. 1709, d. 1784) pet aversion have been absolutely nil. Soliloquizing upon this as I lay languidly upon my scented couch, perchance my thoughts must turn, as always, upon a serious aspect for our well-being. And by thinking thus I have a mind to turn to those various "O Wad the Power" things that appear in this journal from time to time. It appears that others sometimes see us as a sort of superman blessed with an uncanny sight into the human character and the ability to discern, on sight, the deficiencies or otherwise of the people we meet.

We may be wrong but the Vast British Public cannot, therefore, we bow to superior knowledge. We must add, however, that this insight, or call it what you may, only comes with years of experience. And why, thought I, full of philanthropy, should not our young fellows be given a short cut to this achievement instead of waiting for it to grow upon them?

With this object in view and with a genuine effort to assist I have made diligent search among the works of the learned in this branch of, whatever you call it, and have unearthed from among my archives an extract from "Training for Power and Leadership," by Grenville Kleiser. It is briefly as follows:—

Foreheads.

High.—Imaginative, sensitive, idealistic.
 Low.—Dense, stupid, ignorant.
 Square.—Good reasoning powers, circumference, resolute.
 Very projecting.—Dull, Slow.
 Slightly receding.—Imaginative, sensitive.

Eyes.

Large.—Sincere, candid, audacious.
 Staring.—Cold, dull, lacking mental vigour.
 Sunken.—Cold, weak, selfish, lacking normal vitality.
 Wide apart.—Frank, honest, broad-minded.
 Close together.—Timid, narrow, penetrating.

Noses.

Large.—Strong character, energetic leadership.
 Small.—Weak will.
 Long.—Energetic, industrious and thrifty.
 Roman.—Aggressive, determined.
 Hawk.—Cruel, grasping.
 Large nostrils.—Courageous, blunt, energetic.
 Small nostrils.—Timid, fearful, lacking endurance.

Mouths.

Wide.—Sympathetic, tolerant, benevolent.
 Narrow.—Weak, petty, dogmatic.

Thin lips.—Industrious, cold, unsociable.
 Thick lips.—Worldly, sensual, usually of good vitality.

Chins.

Narrow.—Fickle, unstable, vacillating.
 Round.—Benevolent, congenial, demonstrative.
 Long.—Selfish, economical.

A long neck means that you are independent, suspicious and sensitive, and a short one that you are energetic, with an apoplectic tendency. Long ears mean that you are slightly eccentric and short ones proclaim you generous. If you are a plodder your ears will be large, but the larger they are the meaner you are. Small ears mean that you are refined and very small ones prove you to be tenacious.

There you are, you young chaps, I trust that you will make diligent study of the above and may your ability, as a Customs Officer, be increased manifold by serious application to the tenets set forth. Also I trust that you embryo demon sleuths will gain much from this wisdom.

A word of warning seems to be indicated, however; do not be over anxious to exploit your findings. It would be better for you to try your abilities on the cat first, and landladies take a marked aversion to it, whilst trying it on the "governor," and acquainting him of the facts may have disastrous results.

I could really add a lot more myself but I'm afraid that the Editor would cut it out. You see I have met him once.

Bristol News.

All here extend our heartiest congratulations to Mr. Peddar, A.P.O., who is to receive a silver medal and certificate for rescuing a horse from drowning a short time ago. The medal is being presented by the Society for Dumb Animals.

All here are busy on Vol. 1, part 4. The reason is the anticipated visit of the Strathmore on the 30th July, when there will be quite a few items of duty to collect. B.J.B.

"Lupton" Inter-Port Football Challenge Cup.

NOTICE.

Entries for the above Trophy should be in the hands of the General Secretary, Preventive Service Sports Club. By 1st August, 1937, to enable the draw to be made during the week following (see Journal of 3/7/37). Will football Secretaries please note.

W. W. BISHOP,
 West India Dock,
 Waterguard Office.

Watch House Yarns.

I remember back in the old days when we had to do the "Mary Anning" in the Watch House, at the station that I was on it was the custom to do this cleaning on the night watch.

I had been busy at it one night, had just finished off the stove to be exact, and had just gone outside the office door to get a "breather" when I noticed a ship had come alongside the Jetty outside the watch house. I saw an individual land and make for our place. Coming up to me he said:

"Hey, have you seen the Customs? We are from foreign."

"All right," I said, "We will be on board in a few minutes."

"Garn," he said, "I am looking for the Customs not a blinking CHARWOMAN!"

B.J.B.

An A.P.O. had put the usual questions to a passenger who had presented two pieces of baggage for examination. Receiving a negative reply the A.P.O. selected one to be opened. On the A.P.O. being satisfied with the examination, the passenger requested that the other piece should be opened.

"No, that's quite all right," said the A.P.O. "I'm satisfied."

"But I insist upon it being opened," said the passenger with emphasis.

"Why?" asked the officer.

"Because it belongs to my mother-in-law!" was the reply.

Jakerloo.

During the examination of baggage an elderly lady passenger replied to the A.P.O.'s questions that the only thing that she had obtained abroad was lumbago. Was there any duty on that? "If so," said the lady, "you can have it!"

S.T.D.

I well remember some years ago an officer that came to the port I was in, telling some great stories to us young lads, of his wonderful seizures. We swallowed quite a lot of this, but I think even he must have thought us simple minded if he thought we would swallow this one. "Yes," he said, "I recollect one day being on duty at a certain dock when I saw a woman

come ashore from a local trader and she had a pram alongside into which she put her baby as I thought, but I got suspicious and challenged her. She ran away and left me holding the baby. But when I opened the bundle what do you think it contained? It was FULL OF HARD!"

B.J.B.

Excerpts from the "Customs Journal."

(Continued from page 166.)

was being done, and remained there until relieved by the Preventive Officer; it was thus more difficult for the smuggler to remove any concealed tobacco, and if he had it on his person, he ran the risk of being searched if he stepped ashore, or on meeting one or the other of the two men working between decks if he remained below.

It is obvious that the new system favours the smuggler. He care nothing for having written his name on List 142 opposite the usual quarter of a pound, for if he is caught red-handed, he knows that the master cannot be held responsible for his misdoings.

Where then does the benefit of a list arise? I only know of one instance, and that is where it is prepared by the master before the vessel's arrival in port, and each of the crew has declared "nil" against his name. The boarding officers have then only to deal with the ship's surplus stores and then proceed to the next arrival in quick time.

In the payment of duty, too, I consider it is putting temptation in a seaman's way to require duty on the whole of the tobacco and cigars declared. The tobacco is for himself and the cigars for his brother, yet he cannot pay on one pound of cigars because he has two and a half pounds, in his possession. He must pay duty on the lot. Why?

It is against human nature to suppose that if he gets successfully away with a pound of tobacco or cigars, the next time he arrives in this country he will not be tempted to try it again. Thus smugglers are created.

Considering all things, it is not surprising that at many ports seizures are 50 per cent. less since the introduction of the boarding crews.

What is wanted for the safety of the Revenue is, at busy ports, more rummaging crews and larger rewards for seizures.

The Custom House, London.

(Continued).

THE amount of the Customs receipts collected in London in each of the years 1870 and 1871 was more than that of all the other ports of Great Britain taken together, and five times that of the whole of Ireland. Besides London and Liverpool, there is only one port in England, Bristol, the Customs receipts of which average a million a year, and one more, Hull, where they are above a quarter of a million. During the sixteen years from 1857 to 1872, the actual diminution of Customs has been no less than £14,255,855.

The actual summary as to trade in the port of London for the year 1872 shows a steady increase in the number of vessels arriving, and decrease in the departures. A total of 11,581 vessels arrived during the year, 7,054 of which were sailing and 4,464 steam-ships, thus indicating a total increase of 113 as compared with the previous year. The vessels which cleared outwards were 8,730 both kinds, 6,041 of which were with cargo, and 2,689 in ballast, or a total decrease of 339 as compared with the departures in 1871. A considerable increase arose in London in the total seizures of tobacco, cigars, and spirits, as compared with the year 1871, 293 cases having occurred in 1872. The total quantity of tobacco and cigars seized in London was 2,369 lbs., being an increase of 947 lbs. as compared with that seized in 1871, while the total quantity of spirits seized was 63 gallons only, being a decrease of 66 gallons.

The Custom House Quay fronts the Thames. Here Cowper, the Poet, came, intending to make away with himself. "Not knowing," he says, "where to poison myself, I resolved upon drowning. For that purpose I took a coach, and ordered the man to drive to Tower Wharf, intending to throw myself into the river from the Custom House Quay. I left the coach upon the Tower Wharf, intending never to return to it; but coming to the quay I found the water low, and a porter seated upon some goods there, as if on purpose to prevent me. This passage to the bottomless pit being mercifully shut against me, I returned to the coach."

A modern essayist (about 1880) has drawn a living picture of the Custom House sales:—"The Queen's Warehouse is situated on the ground floor of the Custom House. The Queen's

Warehouse is not an imposing apartment, either in its decorations or extent; it is simply a large, square room, lighted by an average number of windows, and consisting of four bare walls, upon which there is not the most distant approach to decoration. Counters are placed in different directions, with no regard to order or effect. Here and there masses of drapery for sale are hung suspended from cords, or for all appearance nailed against the wall. Across one corner of the room, in the immediate vicinity of a very handsome inlaid cabinet, two rows of dilapidated Bath chairs are slung upon a rope. Close under these delicacies stands a rosewood piano, on which a foreign lady, supported by a foreign gentleman, is playing a showy fantasia. . . .

"Eighty-nine opera-glasses; three dozen 'companions'—more numerous than select, perhaps; forty dozen black brooches—ornamental mourning, sent over probably by some foreign manufacturer, relying in the helplessness of our Woods-and-Forest-ridden Board of Health, and in the death-dealing fogs and stinks of our metropolis; seventeen dozen daguerreotype plates, to receive as many pretty and happy faces; eighty dozen brooches; nineteen dozen pairs of ear-rings; twenty-one dozen pairs of bracelets.

The quantities and varieties are bewildering, and the ladies cluster about in a state of breathless excitement, or give way to regrets that the authorities will not sell less than ten dozen tiaras, or half a dozen clocks. The French popular notion, that every Englishman has an exhaustless store of riches, seems to hold as firmly as ever; for here we find about three hundred dozen portemonnaies, and countless purses, evidently of French manufacture. Presently we are shown what Mr. Carlyle would call 'a gigantic system of shams,' in five hundred and thirty-eight gross of turquoises. . . .

"On the particular occasion to which we have been all along referring three hundred gross of lucifer-matches figured in the bazaar, besides several acres of East India matting, forty-nine gallons of Chutney sauce; eighteen gallons of curry-paste; thirty millions of splints; seventy-seven hundredweight of slate pencils, sixty-eight gallons of rose water, one packet of visiting cards, one ship's long-boat, and 'four pounds' of books in the English language."—Old and New London (about 1880).

Strawberry Smuggling.

An unusual and interesting smuggling case was heard at the Penzance Police Court on the 3rd July when fines totalling £100 were imposed on a seaman and a local trader who were charged with the theft of 42 crates of strawberries, valued at £16 16s. 0d., and with smuggling the fruit.

It appears that the s/s Bamboo arrived at Plymouth from Brest with a cargo of 6,000 crates of strawberries and having discharged, continued her voyage to Newlyn to load stone. The vessel arrived at Newlyn at 1 a.m. on the 2nd July, when she was boarded by Mr. J. E. Glover, A.P.O. In consequence of what he learnt he kept observation on the vessel and shortly after 2 a.m. he saw a car leaving the side of the boat. He intercepted the car and in it were 42 crates of strawberries.

John Rafferty, a fireman on the s/s Bamboo, admitted that he kept the strawberries from the cargo and discharged them at Newlyn to a waiting car driven by Edwin Charles Hitchens, a local trader.

Rafferty pleaded "Guilty" to both charges, but Hitchens pleaded "Not Guilty." The Bench fined the accused £25 on each of the four charges.

Mr. S. P. G. Haman, Waterguard Surveyor, Falmouth, prosecuted on behalf of the Crown in the smuggling charge, and evidence was given by Mr. J. E. Glover, A.P.O., Newlyn, and Mr. J. E. Laity, P.O., Penzance

Merseyside Notes.

Prosecution.—At Birkenhead Police Court on the 26th June, S. F. James, A.B., of the s.s. "Athel Empress," from Japan, was charged with concealing thirteen art Silk articles, with intent to defraud the revenue. The offender was fined double value and duty, £9 5s. 0d.

The goods were discovered in a wash-house by Mr. H. C. Moffat, A.P.O., of the Woodside Rummage Crew, in charge of Mr. F. T. Hill, P.O.

Mr. K. Cameron, C.P.O., conducted the case for the Crown.

From time to time, seizures of Irish Hospitals' Sweepstake tickets are made. Although these are of no danger from a revenue point of view, this Department is obliged to assist in their prohibition. The fact that we are opposed to an organisation with unlimited resources and numerical strength, reflects great credit on the Waterguard Staff.

Local Optimist.—The youth who applied for a job in the galley of the Customs' launch, as he did not want long trips!

Changes in the Staff.

To 12th July, 1937.

APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICERS :—

Burke, J.	Sheppard, J. H.
Hudd, H. P.	Thompson, I. S.
James, D. M.	Wilson, G. D.

TRANSFERS.

CHIEF PREVENTIVE OFFICER :—

Steel, S. C., Unattached to London.

PREVENTIVE OFFICERS :—

Mitchell, J. M., Aberdeen to Southampton.
Sutherland, K., Liverpool to Aberdeen.
Wheeler, H. E., Grangemouth, Edinburgh to Gravesend, London.

ASSISTANT PREVENTIVE OFFICERS :—

Eckersley, A., London to Manchester.
Guyler, C. H., Belfast to Manchester.
Inkster, L. C. London to Manchester.
Kershaw, A., Liverpool to Manchester.

PROMOTIONS.

WATERGUARD SURVEYORS TO ASSISTANT INSPECTORS, UNATTACHED :—

Gardiner, L., Dover.
Merton, J., London.

CHIEF PREVENTIVE OFFICERS TO WATERGUARD SURVEYORS, UNATTACHED :—

Fox, V. R., London.
Jackson, G. J., London.

PREVENTIVE OFFICER TO CHIEF PREVENTIVE OFFICER, UNATTACHED :—

Rugg, G. H., Southampton.

ASSISTANT PREVENTIVE OFFICERS TO PREVENTIVE OFFICERS :—

Failes, J. J., Newcastle to Glasgow.
Halley, T. B., Grangemouth, Edinburgh to Liverpool.
Harrison, C. W., Hull to Liverpool.
King, C. T., Liverpool to Grangemouth, Edinburgh.
Malloch, W. A., North Shields, Newcastle.
Oakes, J., Liverpool to Stornoway.
Salmon, R. G., London.

RETIREMENTS.

PREVENTIVE OFFICERS :—

Banks, J., Liverpool.
Gawn, E. S., London.
Gleeson, J., Chatham, London.

ASSISTANT PREVENTIVE OFFICER :—

Sinclair, D., Fleetwood, Preston.

OBITUARY OF SUPERANNUATED OFFICERS.

Hart, S., Preventive Officer.
Jenner, A., Preventive Officer.

Impossible Sayings (3).

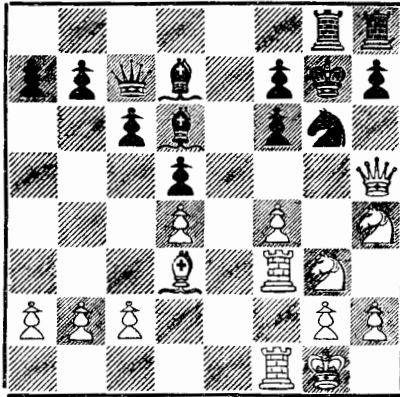
"My overtime this period will be exactly £7 15s. 10d., dear," said the officer to his wife.

Preventive Service Sports Club.

CHESS SECTION.

PROBLEM No. 158.

BLACK



WHITE

White to play and win.

Solution to Problem No. 157.

- 10. — — Kt—B7ch.
- 11. K—K2 P—Q6 mate.

Hull Waterguard Sports Club.

CRICKET SECTION.

After a rather indifferent start, the Cricket Club, now in full swing, is redeeming earlier defeats. The club has felt the loss of Mr. W. E. Kay on his promotion to Inspector. Mr. Kay not only instilled a deal of encouragement into our efforts, but often took part in a playing capacity. At the beginning of the season he offered a cricket bat to the players heading the batting and bowling averages. This has caused keen competition amongst the members, and we hope that it may be possible for him to present the bats in person, when the end of the season arrives.

Our cricketers and supporters are looking forward to the visit to London in August, when we hope to put up a good show against the London Waterguard team. This will be the first inter-port match that Hull has played outside the confines of the Humber, and we hope that this trip will be the forerunner of many happy meetings between the two ports.

On Saturday the 3rd July, an interesting fixture between the P.O.s and A.P.O.s was revived. The P.O.s were assisted by Mr. Thompson, Waterguard Surveyor, and Mr. Abel C.P.O. The usual result of this match was reversed, the P.O.s obtaining 55 all out, whilst the A.P.O.s. succeeded in knocking up 58 for the loss of only 6 wickets. Tea was taken in the pavilion after the match.

R.W.B.

Belfast Notes.

The Custom House Golfing Society, Belfast held the annual competition for the President's Bowl at the Royal Belfast Golf Club, Craigavad, on the 17th June.

Forty-four members entered the competition which is decided by stroke play, and Mr. G. R. Parish, C.P.O., was successful in winning the Bowl and Replica.

This is the first time any member of the Waterguard Staff has competed and it is pleasing to think that one of our staff has won such a coveted trophy. Incidentally, this success has given a fillip to Golfing enthusiasm in the Waterguard.

The Society was formed in 1933, and membership is open to the staffs in the C. and E., Board of Trade and Income-tax Offices. The present membership numbers 60, and the object is to promote social intercourse by means of Golf competitions. This year was notable in that we were entertained at Portmarnock by the Revenue Officers' Golfing Society, Dublin, a meeting which was much enjoyed by all. J.G.

Preventive Service Sports Club.

CRICKET SECTION.

A party of thirty London Officers travelled to Cardiff for the Annual Cricket Match. The visitors included: Messrs. C. R. Purser, W.S., Chairman of the Club, J. Merron, W.S., F. C. and Mrs. Warne, W.S., ret., B. White C.P.O. ret., and F. A. Metcalfe ret.

The teams were welcomed on the Marquis of Bute's ground by the Deputy Mayor of Cardiff in a short speech following the introduction of the teams.

Cardiff batted first and scored 123 runs for 7 wickets. Hankin played a very fine game as is usual, and carried his bat putting up with the aid of Lindley a good proportion of the score. London were left about 1½ hours to obtain a win, and thanks to Ralph and Grey who both played fine cricket, London succeeded in obtaining 130 for 6 wickets, Grey carrying his bat. This result now equals the matches, Cardiff and London both having won one home and one away.

The London Team was afterwards entertained by Cardiff at the Civil Service Sports Club. London left by the 10.52 p.m. train, arriving at Paddington at 3.30 a.m. tired but happy.

It was noticeable the number of retired officers of the Waterguard attended the match, many of whom had met for the first time for many years. The memories that were spoken of must have been interesting.

Cardiff anticipate a match with Gravesend, and no doubt many London officers will attend, for the London Club has a sneaking regard for both these Clubs.