

The Customs Journal

VOL. 34. No. 859.

September 25th, 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," 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

THE Departmental Council resumed business on September 22nd after the holiday recess and, as one would expect, the accumulated items formed quite a hefty agenda. This was the 199th meeting, so the next meeting in October, which incidentally is the Annual Meeting, can be looked upon as an important milestone along the road of C. & E. Whitleyism. For many years this Department has claimed the honour of being second to none in carrying out the true spirit of Whitley and it is a tribute to both sides that at the 200th meeting this claim can be maintained—an honour to be shared by the members of every Whitley body, local or otherwise, and indeed by members of Associations, who make negotiations possible.

* * *

As anticipated in the last issue, the election of Officers of the Joint Committee (C. & E. Associations) at the meeting on the 21st September produced no change and the following will continue in office:—

Mr. T. Morton, M.B.E.—Chairman.

Mr. F. G. Perkins—Vice-Chairman.

Mr. G. T. Bussey—Secretary.

Mr. P. Nevell—Treasurer.

Mr. A. E. Farmer—Assistant Secretary.

The members of the standing committees were re-elected and at this stage the Committee had to face up to the filling of the vacancy in the position of Staff Side Secretary to the Suggestions Committee caused by the resignation of Mr. H. H. T. Davies. In this connection the Committee was fortunate in securing the nomination of Mr. W. E. Blackburn, who for many years has been a live member of the

Suggestions Committee and whose extensive knowledge and ability admirably fit him as a successor to Mr. Davies. It will not be to Mr. Blackburn's advantage in the initial stages, however, that coincident with the Staff Side change of Secretary a change will be made in the Official Side of the Committee—the latter change being due to the promotion of Mr. J. Locke, the Official Side Secretary.

* * *

It is perhaps unfortunate that the date of the opening day of the Annual Conference (P.S.A.) should clash with the commencement of the interviews in connection with the C.P.O. examination, especially in view of the fact that his necessary attendance at the latter may prevent Mr. C. M. Woodford from honouring the Conference by performing the opening ceremony. Convinced as we are, however, of his desire to be present, we are confident that no effort will be spared to make his attendance a possibility.

* * *

It is rarely, if at all, that functions at the famous Guildhall, London, offer items of particular interest to our members, but the Dinner held there on 21st September certainly did.

The occasion was the Dinner of the Port of London Health Committee, honoured by the presence of their Worships the Lord Mayor of London and the Lord Mayor of Birmingham and attended by many public dignitaries and leading business men.

In moving the toast to "The Visitors," Frederick Whittingham, Esq., J.P., coupled with it the names of Dr. T. Carnwath, D.S.O.,

Deputy Chief Medical Officer, Ministry of Health, and C. M. Woodford, Esq., O.B.E., Inspector-General of Waterguard.

Knowing Mr. Woodford's ability in handling an after-dinner speech, we can well believe that the distinguished company really enjoyed it and ended up by having a much better understanding of the connection between the Waterguard and Public Health.

The first comprehensive Social Service Exhibition will be held at the Royal Horticultural Hall, London, on 30th November and 1st December, 1937.

The Exhibition will be opened each day at noon by an outstanding figure in our national life, introduced by a distinguished chairman.

It will be an Exhibition, not merely for the thousands of subscribers who will naturally be interested in the manner in which their money has been invested, but it is hoped that the demonstration of practicality and utility will stimulate a greater interest amongst them and attract others to join in the work of providing pleasure and usefulness in the lives of those less fortunately situated.

There will be music and song, the entire scene surcharged with human feeling and interest born of a blending of obligations and benefits.

To catch the joy of this great enterprise, only sixpence will be charged, and the support of every Association and all its members will be required to make the first comprehensive Social Service Exhibition difficult to surpass.

* * *

The date of the Annual Exhibition of Pictures, Photographs and Handicraft Work to be held at the Refreshment Rooms, Custom House, has been fixed for the 23rd October to 6th November, 1937.

Intending exhibitors (by the way, all members of the Customs and Excise Department are eligible), should make early application to the Hon. Sec., Mr. W. H. Owen, Sugar Drawbacks, Adelaide House, London, E.C.4, for particulars and entry forms.

From last year's exhibition a selection of pictures was purchased for a permanent collection of the work of Service artists and it is hoped to be able to make a similar selection this year.

* * *

Members generally, and particularly those interested in the winter game, will be pleased to learn that Mr. G. B. Dover, A.P.O., London, has been elected Captain of the Customs and Excise Football Team. Mr. George Dover has been a playing member for some years and during the last two seasons was Vice-Captain.

Speaking of football, we hear that in the first round of the Customs Fund Trophy, two Waterguard teams have been drawn against each other. On October 13th, Gravesend will be at home to London, and we understand that both teams intend winning.



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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 20th SEPTEMBER, 1937.

APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICERS:—

Abbott, J. L.	Mew, S. F.
Brown, T. T.	Mitchell, B.
Carnell, O. T.	Morrison, J. A.
Charles, S. T.	Newlyn, H. F.
Comly, R. S.	Robinson, H. R.
Cross, J. H. A.	Stace, G. A.
MacLaren, M. M.	Stephenson, R. F.
McCarthy, T. L.	Walker, J. D.

TRANSFERS.

ASSISTANT PREVENTIVE OFFICERS:—

Archer, T. F., Liverpool to Londonderry, Belfast.
Crosby, J. M., Hull to Sunderland.
Grice, J., London to Dartmouth, Plymouth.
Joy, R. D., Blyth, Newcastle to Southampton.
King, H. F., Bristol to Fowey, Plymouth.
Madeley, G., Southampton to Aberdeen.
Northcott, W. J., Briton Ferry, Swansea to Swansea.
Powell, S. D., Newport, Mon., to Dover.
Rump, A. St. J., Fowey, Plymouth to Bristol.
Treharne, A. D., Liverpool to Swansea.
White, C. H., London to Immingham, Grimsby.
Wilson, J., Tayport, Dundee to Leith.

OFFICERS LEAVING THE SERVICE.

Retirement.

ASSISTANT PREVENTIVE OFFICER:—

Stuart, A. H. S., Aberdeen.

Other Causes.

ASSISTANT PREVENTIVE OFFICERS:—

Lewis, G. M. J., Swansea (To Welsh Board of Health).

Taylor, C. M., Manchester (To Inland Revenue).

Excerpts from
“The Customs Journal,”
24th September, 1904.

WATERGUARD SUPERVISION.

When the Waterguard was constituted a separate department in 1891, it was naturally expected that the Surveyors of the Landing department would be relieved of the work of Waterguard supervision, and that the new class of supervising officers would be invested with the status and authority of Surveyors relative to Waterguard work.

Definite Board's directions were not, however, forthcoming as to the relation of the two grades, and the Surveyors could not, under the circumstances, relax their attention, and the position of Chief Preventive Officer an ambiguous one, perplexing and irksome alike to them and the Surveyors.

The first clear indication as to the relative positions of these officials is given on Sec. Cus. 6469, 1903.

That order deals mainly with Boarding and Rummaging, but it refers briefly to the superiors; directing that the Chief Preventive Officers are not in future to be entrusted with “Administrative duties such as appertains to a Surveyor,” and the Surveyor's position is described in terms more applicable to a spectator than to a responsible superior. He is “to observe” and “suggest” improvements, and “bring under notice” any cases of misconduct.

The cursory and negative terms of this direction are amazing, and we are compelled to ask who then is the administrator—the controlling and responsible head of the staff?

The rank and file of the staff have, all along, been placed at a great disadvantage through indefinite and unsatisfactory conditions of their supervision.

We have known occasions when a Preventive Officer sought a Surveyor's advice or directions, with reference to some incident in his duties, and has been refused and told to go to his Chief Preventive Officer.

We have also heard of cases where the Chief Preventive Officer has been approached under similar circumstances, and he has studiously avoided the responsibility of definite directions, telling his subordinate to go and read his Board's orders.

We admit that it is the prerogative of the superior to find fault, and to bring under notice cases of misconduct, provision for that is necessary; but surely something more than that is desirable.

A Preventive Officer is not an infallible being, and surely he has as much need of the advice of a responsible superior as any Examining Officer has, yet the E.O. has his Surveyor within

call at any hour of the official day, and the Preventive Officer has no Surveyor to consult.

Now we contend that such a condition of things is not conducive either to efficiency or discipline.

It is therefore to be hoped that the Board will be induced to reconsider the position of the Chief Preventive Officer, and invest him with the credentials of a Surveyor in relation to Waterguard work, and to make him answerable directly to the Collector or the Inspector, for the work and interests of the Preventive staff.

This question affects directly those ports where Chief Preventive Officers are already stationed, and there are only ten such ports; but there are nine or ten ports, each with a Waterguard staff of twenty officers and upwards, still supervised by the Landing Surveyors. The present seems a suitable time to secure the extension of the principle we are advocating by creating a lower section of C.P.O.s (say 10 upper and 15 lower section). The cost might be simplified by an adjustment of the number of the other grades, and we are convinced that any necessary outlay would be amply justified by the great improvement which would be made in the working of the department.

A great fillip would also be given to promotion which would have salutary influence on the whole body, fostering zeal, efficiency and contentment.

It is satisfactory to know that this question is receiving the earnest attention of the Waterguard Associations, and we wish them complete success in their efforts to obtain a satisfactory settlement of the question.

Preventive Service Sports Club.

ANNUAL

Whist Drive and Dance

with

RUNNING BUFFET

commencing at 7.30 p.m. at

**Bridge House Restaurant,
London Bridge**

on

Tuesday, 5th October, 1937.

Tickets including Refreshments 3s. each.

If you wish to make sure that a good time is offered you, ask anyone who attended last year. Come along and enjoy yourself, and in doing so support your Sports Club, BUT in order to avoid disappointment (as tickets are limited), make sure and get your tickets from Room 11, or Messrs. T. R. Cole, S. H. Jones, W. W. Bishop, W. E. Standing, G. B. Dover or W. G. Burgess.

“There, but for the grace of God.”

by Trinobante.

A short time ago I made arrangements with a colleague to meet him on “joy day” and walk down to the Custom House to draw our pay. When we approached a certain road, he said to me,

“Don't let's go that way. I can't stand seeing all those poor devils crowded round the Labour Exchange.”

“O.K.” I answered, “I'm not keen on the sight myself. By the way, speaking of their plight, what are you doing about it?”

My friend looked at me, somewhat in surprise, “What am I doing about it? Well—er—I pay my rates and taxes, and no small part of it goes to them.”

“Agreed,” I said, “And it enables them to keep their bodies together. But what of their minds? Have you ever considered how months and, in some cases, years, of the “dole” and enforced inactivity eats into a man's very soul until the last shreds of self-respect have fallen away, leaving nothing but the husk of what was once a man, with no other aim in life than to ‘sign on.’ Have you ever” I went on, warming to by subject, “Have you ever —”

“All right, all right,” broke in my friend, “Don't start tub-thumping. I know all that is true, but what can I do about it?”

“That's the point,” I answered, “Have you never heard of the C.E.S.S.A.?”

“Oh!—er—yes, that's the Customs and Excise Social Service Association, isn't it? I remember reading something about it in the Journal once, but I've never thought much about it.”

“That's just the trouble with you, and you're not alone in this by a long chalk, you just won't think. The C.E.S.S.A. is our Department's own contribution towards solving ‘the problem of enforced leisure.’ Working in conjunction with other Social Service Associations of the Civil Service, it has been possible to set up Centres in different parts of the country, mainly in the distressed areas, at which unemployed of all classes are welcomed and given a chance to regain that interest in life which is so essential to a man's mental well-being.”

“Well, that's all very well,” said my friend, “But, you know, I have quite enough trouble to make ‘ends meet’ as it is, and, worthy as the object is, ‘Charity beings at home.’ In any case, my contribution would be too small to be considered.”

“You are anticipating me,” I answered, “I have not tried to ‘touch’ you yet, but since you have mentioned it, I may as well tell you that you are falling into a very common error. I am in the same boat, financially, as you are. I just can't afford to give much, in fact, my own contribution is but eight shillings a year,

two bob a quarter, deducted from my salary, so that I don't have the pain of actually ‘parting’ with the money. There is not a man in the Service that would miss that amount. It is not large individual subscriptions that are wanted; although of course, the bigger the better, so much as a little from everyone. The tragic thing is that out of the whole personnel of the Customs and Excise, which amounts to about 14,000 only some 1,600 are assisting in this great voluntary scheme. After all, to paraphrase a quotation of yours, it is not a bad idea to ‘Begin with home charities.’”

“Well, you almost make me feel guilty,” said my friend, “But how do I arrange to contribute my ‘mite.’”

“That's easy. A form, containing the necessary authorisation for the deduction of your subscription from your pay, may be obtained from X, who is the local Area Correspondent, or direct from:—

The Honorary Secretary, Mr. J. Macintyre, Room 52, Custom House, London, E.C.3.

I'm glad you are going to help; remember every time you pass a Labour Exchange, ‘There, but for the grace of God, stands myself.’”

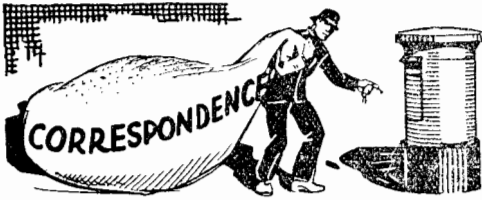
O Wad the Power.

A friend of mine is having a quiet laugh at one of our local Government departments. One day early in the summer of this year he was out cruising in his motor boat and found a large ship's hatch-cover floating in the water. He towed it to the harbour where he keeps his boat, and had it pulled up on to the shore. Next day his daughters were in the boat, doing some cleaning up, when an irate Customs officer arrived alongside in a dinghy. He demanded to know why the finding of the hatch-cover had not been reported, a question to which the girls were quite at a loss for a reply. They told their father, however, and next day he proceeded to the Government department concerned, where he was very politely received. He was given a form to fill up and, having done so, he said, “What about the other form?” “What other form?” inquired the official. “The form for claiming salvage.” This was forthcoming and the particulars were duly filled in. Months passed and my friend had forgotten all about the matter. But the wheels of Government were grinding slowly but surely. Yesterday a very official-looking envelope containing a very official letter arrived at his house. Also enclosed were twelve half-penny and five penny stamps—eleven pence. His claim for salvage had been settled!

“The Belfast News-Letter”—15th Sept., 1937.

Do You Know—

That the iron lamp-standards on the quay in front of the Custom House, London, still bear the insignia G.R.



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.

The Editor,
The Customs Journal,
Dear Sir,

As a District Secretary, I was concerned at the fact mentioned in the last issue of the Journal aent Secretaries holding meetings in good time before the October Conference. There is one snag, however. The Conference Agenda is never circulated until too late for proper District discussion. This leaves most members without any previous thought-out resolutions or ideas for discussion. I know it is the Secretary's duty to, if possible, know how things are progressing, but very often he, as well as the E.C.s, is as much in the dark as the members.

I suggest that headquarters forward a rough draft of the Agenda in good time to District officials so that members could formulate ideas and opinions for the next meeting. This would be a boon in Districts that are widely scattered and would obviate the usual rush into a discussion on which few members heard of only a few minutes previously.

This is not exactly a grouse but a constructive suggestion.

I am, etc.,
Yours truly, J.B.

Short and Snappy.

Question 1.—Under the Health Regulations define "foreign port."

Question 2.—The detention of a vessel, by a Customs officer, has been necessary under the Health Regulations. When does this detention cease?

Question 3.—Define the expression on "Home Trade Ship."

Answers on page 233.

For your Note-book!—Peccary. (Dicotyles), a genus of hoofed mammals, included in the Artiodactyle ("even-toed") section of that order, and constituting a distinct family (Dicotylidæ) closely allied to swine, exclusively confined to America. The best-known species are the collared peccary (dicotyles torquatus) and the white-lipped peccary (D. labiatus).

—Ed.

Hull Waterguard takes to the Air.

On the occasion of the recent cricket match, several members and supporters of the Hull Waterguard Cricket Club, gave evidence of the go-ahead spirit of the port by flying to Grimsby.

The party organised by Mr. C. H. Rowett proceeded to the air-port by taxi. Here we were weighed, our fares collected and other particulars taken. No attempt was made to sell us an insurance policy. Led by "Squadron-Leader" Rowett, we made our way to the plane, which was an Airspeed-Courier underwing monoplane, single-engined and fitted with a retractable undercarriage. Our examination of the plane completed, we entered and took our seats. A ground mechanic gave the "prop" a start, the engine spluttered and we gently taxied across the field. At the far end, we turned into the wind, the engine roared into life and tearing along at 100 m.p.h. we rose into the air.

We circled the 'drome and then headed south to Waltham, our destination. 1,000ft. below us flowed the Humber, then at low water. On either side, stretched flat meadows, merging southwards into the Lincolnshire Wolds, which were discernible in the blue haze. The beauty of an overhead view of the countryside has to be seen to be understood. We had a magnificent bird's-eye view of King George Dock, Saltend and Hedon Haven. Though our speed was 150 m.p.h. our plane hardly seemed to move. Nevertheless, we passed over without passing out, and were rewarded by a grand view of Grimsby and its environs. The famous tower was plainly visible, as was Alexandra Dock. Other places of interest noticed en route, were Immingham Dock and Killingholme Oil Depot. The only discomfort felt was when the plane dropped 20 or 30 feet causing an empty feeling in our stomachs. On reaching Waltham, our plane circled low over the 'drome. banking so steeply that our wing seemed to touch the ground. The landing was safe and hardly noticeable. What could we do better than toast ourselves in the refreshment room? Surely it was an honour to be the first Waterguard Sports Club to travel by air for the purpose of playing an away match. We have given a lead for others to follow.

A waiting taxi quickly ran us into Grimsby Old Market (the journey being enlivened by the intelligent information on air travel given to us by the driver). The whole journey had taken 30 minutes, half of which was spent in the air. It was fully another 30 minutes before the arrival of our less venturesome colleagues, who had travelled by slower methods. It was a glorious start to what proved to be an eventful day.

C.P.R.

Merseyside News.

P.S.A.—The Annual General Meeting of the P.S.A. (Liverpool Branch) was held on Tuesday, September 7th, 1937, at the Bradford Hotel.

There was the usual splendid gathering, 18 members being present (The Port Staff is 173).

The following officers were elected for the year 1937/8.

Chairman.—Mr. A. B. Henry.

Vice-Chairman.—Mr. R. L. Walmsley.

Dist. Sec.—Mr. W. B. Clayson.

Dist. Org.—Mr. J. W. Dinsdale.

Asst. Sec.—Mr. C. F. Shaw.

Whitley Reps.—Messrs. Clayson and Dinsdale.

The Conference agenda was gone through and explained point by point by the District Secretary, and after several local matters had been dealt with, the meeting closed in an uproar concerning the P.S.A. typewriter and its uses.

These meetings bring to mind one of Omar Khayyam's verses running as follows:—

"Myself when young did eagerly frequent

"Doctor and Saint and heard great argument,

"About it, and about, but evermore

"Came out by the same door as in I went."

Being a District Organiser however, makes one sufficiently optimistic to hope that some day we shall have a membership of one hundred per cent. That will be the day!

Social Club.

The Annual General Meeting of the Social Club was held on September 9th, at the Landing Stage. Mr. B. J. Herrington (President) in the Chair. Reports showed good progress and a very respectable financial balance.

All last season's officers were re-elected with the exception of the Secretary, Mr. L. W. Hyland, who withdrew for personal reasons, and Mr. G. J. Fazakerley, Assistant Secretary, promoted to the Officer Grade. The Secretary's vacancy was filled by the election of Mr. C. F. Shaw, and the Assistant Secretary's by that of Mr. L. E. Kieran. Two additional members were elected to the Committee in Messrs. W. B. Clayson and W. P. Dow.

A full programme for the coming year has been drawn up, the first event being a Staff Dinner (Gentlemen Only), to take place at the end of November. (Actual date will be announced later). Membership cards will be available shortly from the Hon. Treasurer, Mr. R. L. Jones, Birkenhead Depot.

The Social life of Liverpool has gone forward by leaps and bounds during the past year and shows every promise of progressing to further heights. The support and co-operation of all members is required to make 1937/8 season an assured success.

Seizure.—An interesting seizure was made by the No. 1 Mable crew, operating at Mostyn, Flintshire, on Saturday, September 11th. 1,200

(No.) Cigarettes were discovered, concealed in the Chief Steward's room on the s.s. "Dover Abbey" from the Mediterranean.

The value of these rapid trips to outports is emphasised again. The Officer concerned was Mr. S. Harris, A.P.O.

Regulations.—A Class for A.P.O.s will be held weekly during the coming winter for studying purposes, and officers interested both as students and tutors are requested to communicate with J.W.D. at the Landing Stage.

Football.—On Wednesday, September 8th, in summer-like weather, we played our first match of the season, versus Birkenhead North End F.C.

Despite the heavy drain on last year's eleven by transfers, we managed to turn out a strong side with the aid of three probationers who played like seasoned veterans, one of them on his first day in the Service.

After a ding-dong game, we lost by 3 goals to 2, the visiting goalkeeper playing like an international. Best displays in this game were given by Archer, Quine and Dixon.

On the following Wednesday, 15th inst., we played the redoubtable Bootle Wednesday F.C. on our new ground, and after a fine struggle, in which no quarter was asked or given, ran out winners by 5 goals to 3. We have been waiting for years to beat Bootle, and the victory was doubly welcome on this account.

Customs established a quick lead of 2 goals by Langley and McLachlan, after which Bootle drew level, but just before half-time, G. Hope put us ahead again.

After the interval, Bootle pressed and again levelled the score and the game became extremely fast, both sides striving for mastery. At this point, Dixon, our new outside-right, took things in hand and with a smashing drive from 40 yards range put Customs into the lead once more. Five minutes later the same player ran through and netted another pile-driver to make the total 5 and to end the game.

Laurels to-day go to Dixon, Brown, and F. Hope in goal.

Future matches are; versus Aigburth Wednesday F.C., at home on 29th September, and versus St. Paul's Stonecroft F.C. away, at the L.B.A. ground, Broadgreen Road, on October 6th.

Bowls.—The Waterguard representatives of the C. & E. Bowling Society were eliminated in the early stages of the tournament held recently, and at the final, played at "Bradstones" on August 31st, Mr. D. C. Kirby, D.C.O., proved the winner of the prize presented by the Collector, T. J. D. Large, Esq., O.B.E.

Tennis.—The final for the singles, resulted in a win for Miss Daisy Wynne, D.C.O.

Golf.—The bogey competition held on the beautiful Heswall course took place on September 7th. Results are not yet to hand.

The Bowls, Tennis and Golf sections are of the combined staff, and it is hoped that a larger number of Waterguard members will turn out in coming seasons. Keen as we are to produce a good Waterguard side in team games, it should not be forgotten that "The more we are together, the happier we shall be."

Mr. G. P. Collings.—On Friday, September 17th, a small gathering of officers met at the Collector's office to be present when Mr. G. P. Collings, ex-Preventive Officer, was invested with the Imperial Service Medal, by the Collector, for the King.

George was a popular officer during his service and we offer him congratulations and best wishes for a long and happy retirement.

J.W.D.

For Your Note-Book.

American and Canadian Whisky. Several Canadian whiskies are made from malted grain and somewhat resemble British plain spirits, but the great bulk are the products of a mash of rye, maize, potatoes, barley, etc., and are usually slightly obscured.

Wood Naphtha or Methylic Alcohol. This spirit, if imported in a potable condition, i.e., so purified as to be drinkable either by itself or in a mixture with ordinary spirit, is liable to duty as U.U. spirits. As the name implies, it is a distillate from wood, the process to which the wood is subjected being known as dry or destructive distillation. The wood—usually beech—is cut up and piled with its faggots, shavings, or such combustible material. The pile is fired, then enclosed or banked by earth and left to consume itself. The products of combustion are briefly wood tar and charcoal. The former is purified from the more solid tarry matter, then repeatedly distilled, until spirit more or less crude, oily and foul smelling, is produced. This crude spirit or naphtha has a market without being further purified, but the quality usually imported for methylation is rectified free from oiliness and is a perfectly clear liquid. Even then it ordinarily retains the pungent and disagreeable smell peculiar to it, and it is only when it has been subjected to a special treatment by deodorising and re-rectification from potash, etc., that the distinguishing odour largely, but not quite, disappears. In this condition its importation becomes a danger to the revenue, and is hence brought into the dutiable category.

It is more volatile and inflammable than ordinary alcohol of the same strength, and its cost is three times greater. Its usual import strength ranges from 56 to 68 overproof, and it is miscible with water, if not crude, as ordinary spirit is. A test of crudeness is its turning cloudy on addition of water, if very crude, it throws out a top layer of yellowish

oil; if less crude, cloudiness; and if highly purified it remains clear.

Enumerated Spirits—Brandy.—This description, generally believed to be a spirit distilled from Wine of the Grape, is accepted by the Customs as a generic one, applicable to any imported unsweetened spirit, whether from a grape-growing country or not, if so described by importers on their official import entry. Thus whether from France, Italy, Australia, Hamburg or even Norway, spirit may be entered as Brandy and the Merchandise Marks Act does not operate against this description, inasmuch as it is not a geographical or proprietary one. Of course, if a spirit from any other country than France was described as Cognac Brandy, the M.M.A., would be put into operation against its admission, "Cognac" being a geographical description, and this is the extent of the protection the law affords to the description "Brandy."

Brandy is usually imported at a strength of from proof to 7 overproof if in cask, and from 15 to 22 underproof if in cases, with an average obscuration approximating 2.2 per cent. The import casks are usually puncheons (115 to 122 galls.), hogsheads (58 to 64), and quarters (28 to 33 galls.)

Humberside Cricket. THE "CAMERON" CUP.

The deciding match for the destination of the "Cameron" Cup was played between Hull and Grimsby on the St. James' Cricket Ground, Grimsby, on Saturday, September 4th.

The weather was perfect and quite a number of spectators gathered to watch the match, including Messrs. Cameron and Gowan, Waterguard Surveyors, Crowe, Goad, Girling, Howard, Snell and Stevens, Chief Preventive Officers.

Grimsby won the toss and elected to bat. The Hull bowlers, however, were soon "on top"; Head taking 3 wickets for 2 runs, and Grimsby were all out for 45, Adams scoring 13, Grimbale 10.

Hull came in full of confidence, but it was the Grimsby bowlers' turn. Woodend taking 7 wickets for 30. Hull eventually won, in an exciting finish, by 2 runs. Of their total of 47, Smith scored 11, Head 10.

Tea followed at the Tudor Cafe, after which an impromptu "smoker" at the "Ship" ended a thoroughly enjoyable day. During the evening, Mr. Cameron presented the Cup to the Hull captain, expressing the hope that next year it would be Grimsby's turn to win. The Cup was suitably filled by the Hull team and the Grimsby players found solace therein.

It is hoped that the Humber Ports, Hull, Grimsby, Goole and Immingham, will be able to enter a team for the Lupton Soccer Cup.

Evolution of Grades in the Customs Service.

The Customs Service is an ancient one, traceable back to the earliest days of English history and adorned by some famous names; Geoffrey Chaucer, the father of English poetry, was in the service. Adam Smith, the founder of economics as it is known and accepted in our day, also belonged to our ranks, and, from an intellectual point of view, I venture to state he must be considered our most distinguished brother. It has had many fluctuations during the course of our long and eventful history. To Sir Robert Walpole, England's first great Commoner, belongs the glory of establishing the system of Bonded warehouses which had such a marvellous effect in stimulating the maritime trade of the nation, and particularly so of the port of London; but to Gladstone, more perhaps than to any other statesman, is due the credit of simplifying our tariff, by removing from its list hundreds of articles, which, while the yield in taxation was comparatively small, the collection involved considerable irritation to the trading community.

In this article I am more directly concerned with the evolution of grades in the department, than with the fiscal changes which have at various times affected the policy of the executive, and I shall consequently endeavour to trace the administrative changes which have affected it since the early sixties, a period which may in many respects be considered as the starting point of the more modern Customs Service.

It was, I think, about 1860 that the grade of Tidewaiter, Locker and Weigher, the lowest ranks of the Waterguard, and Gauging and Landing departments were amalgamated under the general term of Out-Door Officer, an official designation, which, while it applied to a particular grade, also referred to an officer of the Out-door department generally which gave rise to much confusion in the minds of the uninitiated, so much so that it was characterised by one of the members of the Ridley Commission as an unfortunate nomenclature.

This grade was maintained in the Establishment until 1896, and from it advancement was obtained to the higher posts in the Out-door department. The duties assigned to it were generally of a very simple and routine character. Until 1881, rummaging at all ports, with the exception of London and Liverpool, was performed by Out-door officers. They were boarded on vessels almost until the abolition of the grade, and they also performed the duties of Locker in Bonded warehouses. Of the grades from which it was originally formed neither Lockers nor Weighers had any prospect of promotion whatever. Tidewaiters had but

of the smallest kind, as the higher appointments, though lucrative in many instances, were comparatively few. In 1860, on the formation of this grade from such heterogeneous and frequently antagonistic elements, a brighter era appeared to be inaugurated. All promotions to the Examining Officer grade, a grade which was formed by the amalgamation of the grades of Landing Waiter, Gauger and Tide Surveyor, were to be from this newly formed grade of Out-door Officer. It was indeed a bold administrative feat, and in many instances members of this grade obtained rapid advancement; though a large proportion of the early entrants were, prior to entry into the Service, "gentlemen's gentlemen," and as might be expected, possessed of a very scanty education, there were some really capable men who had consequently no difficulty in obtaining rapid advancement to Inspectors and Surveyors.

I have referred to those who entered during the period from the early sixties to the adoption of the system of competitive examination as a means of selection for entry into the Service, the entrants under this system being by the older men, styled, sometimes ironically, "competitive men." These from an educational point of view were, as might be expected, vastly superior to the "patronage men" as the elder men were styled, and consequently carried off the great majority of appointments offered for departmental competition. Their prospects were consequently very fair indeed, and if successful at a departmental examination for the post of Examining Officer, they were in many respects better off than if they had entered other branches of the Civil Service. Many of the early competitive men obtained the Surveyor grade, while the first class of Examining Officers were mainly composed of their numbers. A few left the Out-door department and obtained promotion direct to the Collectorate grade, or through the clerical establishment, and a few secured advancement in the Secretary's Office. After a life of turmoil the grade was abolished or allowed to lapse in 1896 after an existence of over thirty years, during which it was the training ground of many who had partaken of the rare good things of official life, but to the vast majority its memory could only recall a period of tyrannical treatment by superiors, rough work and wretched remuneration. *Requiescat in pace.*

I am unable to state the exact date of the creation of the Waterman grade in London and Liverpool, but it appears to have been a very ancient institution. Its members were entitled to advancement to the rank of Examining Officer by departmental competitive examination in the same manner as members of the Out-door Officer grade.

A few did succeed in the competitions prior to 1880, but after that their chances of advance-

ment, owing to having to compete with Out-door Officers who entered after a competitive examination, and also because they were able to obtain experience in one branch of Customs work only, was very small indeed. In 1881, officers of this grade were appointed to the Outports, being substituted for Out-door Officers, but they were designated Boatmen. Indeed it is a puzzle to determine why the officers who performed Waterguard duties in London were styled Watermen while those employed in a similar capacity at the Outports were designated Boatmen. An explanation may perhaps be found, inasmuch as the London staff enjoyed a slightly better scale than their outport brethren, and if similarly styled equality of treatment might have been demanded. This at first might appear somewhat ludicrous, but in the administration of the Customs service at that time—over fifty years ago—truth was often stranger than fiction.

Indeed it has sometimes been so at a much later period. Whatever might have been the cause of the difference of title at that time, the term "Boatman" was later applied to all, and the scale of salary was equalised by levelling down to the Outport scale.

The early entrants to the grade of Boatmen or Watermen, while in theory they had prospects equal with the Out-door Officers, had in reality very poor prospects of promotion. For the very ablest among them the chances of success at a departmental competition for the post of Examining Officer was a possibility, but as already pointed out very limited in its extent. It could not, however, have continued to pass unnoticed by the higher authorities in the Service that something should be done towards widening the avenue of promotion to the meritorious Waterguard Officers. During the years 1888 to 1891 many Boatmen were "minuted" for the performance of the duties of Examining Officer. Some were employed in the Bonded warehouses and in weighing duty goods as well as on Waterguard duties.

They performed the duties very satisfactorily, more particularly so, perhaps, when employed in the latter capacity.

The Waterguard was constituted a separate branch of the Establishment by the Treasury Minute of March, 1891, usually referred to as the Goschen Minute, and from an administrative point of view this was certainly a wise proceeding. Since then the Waterguard duties have been performed by officers with a special training for the working devolving on them and the beneficial results to the Revenue are incalculable. However, the advantages that resulted were not adequately appreciated by the higher authorities of the service. It was indeed unfortunate that the dictum of the then Chancellor of the Exchequer, which conferred inestimable blessings on the Landing Department, did not contain more generous terms for

the branch which was of his own creation. There is every reason to suppose that in considering the claims of the body which pressed successfully for the inquiry he had little opportunity for considering the nature of the policy which should have been adopted towards the members of the department which he called into existence. Otherwise could it be possible that a maximum salary of £150 would have been considered adequate remuneration for the officers set apart for the performance of the arduous and responsible duties on the importance of which the Examining Officers, to a large extent, based their claim for consideration with the result that they succeeded among other benefits in obtaining a scale of salary, the maximum of which was increased from £300 to £340 per annum. It would appear that the Landing department benefited at the expense of the Waterguard.

In the creation of the Waterguard department in 1891, as in many of the latter-day changes in the Customs service, history has repeated itself. The Waterguard department, which as a separate branch was abolished about 1860, was again reconstituted, identical in many respects with the ancient department, particularly so as regards the duties assigned to it, which were practically the same as they were in the ante-1860 days. It is to be feared that the remuneration was anything but progressive and there was another difference which ought not to have existed. The Tide Surveyor of old was Free-goods Officer, but the new Preventive Officer was rigidly excluded from the performance of this duty, except where at the will of the Landing department when there were no emoluments accruing he enjoyed the distinction of supervising "between six and six."

Short and Snappy.

(Answers).

Answer 1.—"Foreign port" means a port or place situate elsewhere than in Great Britain, Ireland, the Channel Islands or the Isle of Man.

Answer 2.—(a) As soon as the Medical Officer of Health has duty visited and examined the ship or

(b) if the Examination by the Medical Officer is not commenced within twelve hours after the ship has been detained by the Customs Officer, on the expiration of the period.

In either case the Customs Officer is to issue the Modified Certificate of Pratique (Form 221).

Answer 3.—"Home Trade Ship" includes every ship employed in trading or going within the following limits:—the United Kingdom, the Irish Free State, the Channel Islands, the Isle of Man and the Continent of Europe between the River Elbe and Brest inclusive.

Watch House Yarns.

A certain old-time Preventive Officer, suffering from bad feet and a prodigious thirst, both beyond repair, was on duty one day when Post Office engineers came to replace the old type of telephone. The telephone was the bane of the old boy's life, he would rather walk a mile than hold a conversation on that very useful instrument. On returning to the office, the job was completed and the men ready to leave, but before doing so they were very keen on giving us a demonstration on the new automatic 'phone. When this was done and the men had departed, our worthy looked at the new installation and said, "The other ——— thing was bad enough, but this is the invention of the devil, good job I'm packing up in another month." P.C.W.

* * *

We were talking the other day in the watch house of some of our chaps in different ports and how dry they are in some ways, but I think that the two driest I can recollect meeting were these two. In one of the North Country ports that I happened to be in there was a Tynesider and a Wearsider, Bill and Jim. This was the way that they always relieved on another at night!

"Good-night, Bill, owt?"

"Good-night, Jim, nowt!"

and on they went never saying any more or any less. Needless to say, whatever there was to do was always left on the pad in the office, but it was always "OWT or NOWT!" B.J.B.

* * *

"Will you please read this notice, Sir," said the officer to the passenger.

"Sir! be damned," replied the passenger, "I'm a Lord." T.S.

* * *

A P.O. on duty noticed a large ship with the flag flying and went on board to see the Chief Steward.

"What's the flag for, Chief?"

"Oh, the Mate wants a bit more tobacco."

"All right, let's have a look at your Jerque Note." . . . "Oh, yes, that will be all right, he can have some."

The P.O., walking from the Chief Steward's room to the store room, saw a ship's officer with a vast amount of gold braid on his arm, said,

"Are you the Mate?"

No! said this person, "I'm the Chief Officer."

"Is that so?" said the P.O., "The Mate on this ship wants a bit of tobacco, but seeing you're the Chief Officer, good-day and God bless you!"

West Country.

Neighbourly Nippits by Nod.

Stoney (Eastbourne). Sorry, old man, but I'm that way myself. Here is a specimen of a cheap telegram you could send home. S.O.S., L.S.D., R.S.V.P. If too many letters you could leave out the D.

Handsome (London). Yes, your leave is very late this year, and I can understand your anxiety to become brown during your holidays. No, I'm afraid that brown ale won't assist you much.

Pantaloon (Scarborough) reads that nowadays chorus girls do not wear tights but apply a liquid preparation known as wet-white. Sh! if this becomes noised abroad we shall soon be issued with a bottle of uniform trousers.

Statistician (Glasgow) says that if all the Codes, General Orders, etc., were piled on top of each other at the bottom of the Pacific Ocean, do I know how high they would reach? Haven't the vaguest idea but I think it is a good place for them.

Retired (Winklesea). I'm sorry but I don't know when the top season comes in. Being a Civil Servant the only tops I know of are Crown.

O.X.O. (London). You should not spread malicious rumours around, in spite of the fact that you saw one of your colleagues coming out of a milk bar. Fie on you!

Cool (Liverpool). So you want a refrigerator installed at the Watch House. What on earth for? To keep non-members' heads in?

Worried (Southampton). So the C.P.O. had you on the carpet last week? I hope that you "felt" all right in spite of a "pile" of trouble.

Codex (Leith). You say that several lots of amendment slips have not been sent you? You are lucky. You can have mine if you like.

First Timer (Hull). I agree that your tutor's handwriting is none too clear. The first word in the margin of the lesson paper you sent me is obviously "Good," the following words appear to me to read "as can be expected."

Adam (Swansea). I expect your garden does smell nice. You ought to smell mine. I grow onions.

Cricketer (London). So you have just got married. Heartiest congratulations. Now you will soon be stumped.

Hans (Harwich). You should say, Wenn Sie unsere Chef sein möchten, bitte sich dermatzen behandeln zu wollen, wenn nicht bitte uns dementsprechend mitzuteilen, sodass wir jemand anders in Ihre Stelle einführen können.

Steno (Dover) says that a man asked him how many 'banks' there are on a Chinese type-writer. For this information I think that the Manchukuo somewhere else. Oh, ALL right.

Impossible Sayings (8).

"Yes, I've won the sweep this week, dear," said the officer to his wife.

The Fall of Jeremiah.

List, gentle reader, to the woe
That overtook a young P.O.
His name was Jeremiah Huggins,
And let me say, he was no muggins.

He daily served his King and Nation,
By making an examination
Of Baggage—passengers and crews,
And taking toll on fags and booze.

His seniors he would oft impress,
When dealing with a D.B.S.
'Tis said they oft-times praised him up,
For never being sold a pup.

In fact they said he was a model;
That regulations filled his noddle.
The latest in amendment slips,
Was always ready on his lips.

But mark how dreadful hands of fate
Were thundering on Huggins' gate!
And circumstances did conspire
To castigate poor Jeremiah.

One day inside the Baggage Shed,
Appeared a little quadruped.
In form and habits like a pig,
Except that it was not so big.

The A.P.O.s were stumped, and one
Asked Huggins his opinion.
He knew its name at once and he
Exclaimed, "Why! it's a peccary."

The owner said 'twas for the zoo;
He had no permit it was true,
But one was coming sans delay,
And could he take the pig away?

Now Huggins, filled with sympathy
For that poor lonely peccary,
Allowed it to be taken through
To join its playmates in the zoo.

Alackaday! and woe is me!
Poor Jeremiah's sympathy
Was soon to make him rue the day,
He'd let the Peccary go away.

For every zealous officer knows—
At least that is, I do suppose,
That there's one thing you must not do,
And that is, let a Peccary through.

Commander

Extract from

"The Customs Journal," 1950

It seems barely credible, when we consider the conditions to-day, that so much change could have been brought about in the short space of 13 years. Older men tell of the days when A.P.O.s worked from 5 to 9 a.m., and from 1 to 10 p.m., for about £4 a week plus a pittance of 1/6 an hour overtime pay, which hardly sufficed to pay the doctor's bills, incurred through the strain.

They tell of dismal sheds crowded to suffocation with milling herds of returning passengers forcing their unsavoury baggage upon the notice of perspiring officers clad in thick, shoddy and shapeless clothing, in which they sometimes had to live for as much as 31 hours out of 41. Of bad-tempered, noisy little men, wearing rings upon their arms, shouting and gesticulating, to keep the mass moving, for all the world like drovers on market day. Of C.P.O.s for ever ready to steal up behind an A.P.O., irritated and tired to breaking-point, to take him by the arm and lead him (as a shop-walker would lead an assistant), to a row of red-faced, leather-shorted, rucksack-bearing suburban boys in feathered hats, only to hear for the thousandth time the miserable recital, "Little bottle of scent, a beer mug, five cigars, and some china ash-trays." Of ships which looked after themselves while boarding officers and rummage crews were almost wholly on the baggage floor asking the same questions ceaselessly, and half hearing, above the din, a mumbled reply which had barely reached their brain before some thrustful persons had begun foully to breathe in their faces. Second, the A.P.O.s of those days would seek a few moments respite in clerical work, or by tying up, with unsteady hands, some of the innumerable parcels for S.O.D.

Customs Waterguard Associations

An Offer Worth Accepting **COUPON** Privileges to Members

To **KENDAL & DENT**

WATCHMAKERS TO THE ADMIRALTY, & Co
Gold Medal, Paris Exhibition

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106 Cheapside, London, E.C.2.

Please send me, free of charge, a PRIVILEGE TICKET relating to your offer of Special Discount to members

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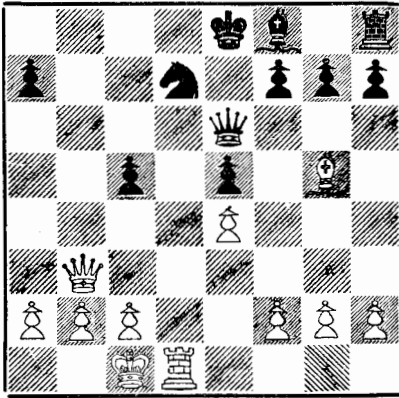
Address

This Coupon can be posted in an envelope under ½d. stamp

Preventive Service Sports Club.

CHESS PROBLEM No. 163*

BLACK.



WHITE.

Mate in two.

Solution to No. 162—

- | | |
|--------------|-----------|
| 1. P—Kt3. | P—Kt3 ch. |
| 2. K×P. | P—Kt4. |
| 3. K—B5. | P—Kt5. |
| 4. P×P mate. | |
- if P—Kt4, 2. P—Kt3, P—Kt5; 3 P×P mate.

London Preventive Service Sports Club.

CRICKET.

The table below shows the final positions in the London C. & E. Cricket League for the season just concluded. It will be observed that both the Stat. and the A. & C.G. went through the season without being defeated. The Long Room have been playing in the League for sixteen years and this is the first time that they have been so badly placed. Once again the Stat. Office are champions. For years they have been the outstanding club in the League, having won the League Shield on no less than eight occasions.

	P.	W.	D.	L.	Pts.		
Stat. Office	12	7	5	0	19
A. & C.G.s	10	4	6	0	14
Relief Pool	10	3	4	3	10
Secretaries' Office	11	3	3	5	9
Valuation Branch	9	2	4	3	8
Waterguard	9	3	1	5	7
Long Room	11	0	5	6	5

W.W.B.

Gravesend Sports Club.

Cricket Section, 1937.

Played 21 games, won 13, drew 4, lost 4.

Hull Cricket.

A not-to-be-forgotten visit to Grimsby on the 4th of September last, wound up a very pleasant season's cricket. It depended on the result of this match, who should hold the Cameron Cup for inter-port cricket for the ensuing year. Grimsby, batting first, found the bowling of Head and Molloy against quick scoring, but Adams and Grimble with 13 and 10 respectively helped Grimsby to reach a score of 45. As soon as Hull opened the batting, it was plainly seen that Woodend was on the top of his bowling form. With 6 wickets down for 26 runs excitement ran high, every run being cheered to the echo. The ninth wicket fell at 45 and when Rawcliffe obtained the winning run, they say that the North Sea plaice on Grimsby fish stage lifted their heads to see what the noise was about. Woodend soon finished off the innings at 47, of which Head's 10 and Smith's 11 were the best scores. So Hull won the cup by two runs.

A splendid tea followed and later Master Donald Cameron, son of our ever-popular Surveyor, with a few well-chosen words, presented the Cup to the Hull Captain, Mr. J. W. Atkinson, who, following time-honoured custom, filled it with champagne. An informal sing-song, rounded off what was generally agreed to be a real good day.

As the season has now drawn to a close, we take this opportunity of thanking those who have supported the Club for yet another season, especially the Supervisory Staff, who have given us every encouragement.

The two cricket bats which our recent Superintendent, Mr. W. E. Kay, kindly presented to the club for the best batting and bowling averages, have been won by Messrs. Henderson and Head respectively.

In conclusion, we are all hoping to give our London colleagues the game of the season when we entertain them on Yorkshire soil next summer, for the first time. R.W.B.

Customs Fund Trophy.

The draw for the first round of the above was held at the "Harpy" station on the 13th inst. in the presence of Messrs. K. Walkley, W. Slatford, and G. B. Dover, and resulted as follows:—

London Port v. Secretaries' Office.

A. & C.G.s v. Stat.

Gravesend Waterguard v. London Waterguard.

London Central—Bye.

Matches to be played before the end of November.

In passing, we are pleased to note that Mr. J. R. Cooper, A.P.O., Thameshaven, has again been chosen to play for the Civil Service against Royal Navy at Portsmouth on the 29th September.