

# 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

THE topic of the day in all ports and among members of all grades relates to promotion in one form or another, and seeing that every grade has an iron in the fire at this moment there appears to be some justification for this common current comment.

Assistant Preventive Officers are interested in the result of the recent P.O. examination, details of which are given at the end of these notes. It is pleasing to note that out of the 78 candidates who sat at the examination 62 were successful in attaining the qualifying standard. A high percentage, and gradually bringing us nearer the 100 per cent. mark.

Preventive Officers, in turn, are interested in the call-up for the C.P.O. examination, the final list for which has been extended to include nine extra candidates.

Chief Preventive Officers are concerned in the Promotion Board meeting on 9th and 10th June, when interviews for Waterguard Surveyorships take place; Waterguard Surveyors are looking to the 8th June, when candidates for promotion to Waterguard Superintendents, 2nd Class, will be interviewed; Waterguard Superintendents, 2nd Class, also are affected by the Promotion Board meeting on the 10th, when the filling of a vacancy of Inspector, I.G.W.'s Office (additional to the one referred to below), will be considered, and, finally, everyone is interested in the filling of the vacancy in the post of Deputy Inspector-General. Mr. A. W. Purdye, Waterguard Superintendent, 1st Class, London, is to be congratulated on his appointment. Mr. W. E. Kay, Waterguard Superintendent, 2nd Class, Hull, was selected to fill the consequential vacancy of Inspector.

\* \* \*

The Refreshment Club, Custom House, London, has been the scene of many gatherings

wishing God-speed and happiness to retiring officials, but none can claim to be prompted by more earnest and downright sincerity than the meeting of friends of Mr. J. McLaren on the 26th May. A detailed report appears in this issue.

We take advantage of this opportunity of placing on record our complete and unqualified endorsement of the sentiments expressed at the farewell party, and assuring Mr. "Mac" that we honestly believe the Service to be better for his long stay in it.

\* \* \*

By the time these notes appear the interim report of the Conference should be in the hands of Councillors and District Officials, and detailed reports to members will be now possible. To some extent the delay in issuing this was attributable to the unprecedented rush of work due to the Coronation.

\* \* \*

The Executive Committee met on the 31st May and considered the business remitted from the Conference. Instructions were given as to procedure and reports of progress were received. It was agreed to hold an early meeting to consider the draft statement on Reorganisation.

\* \* \*

It was confidently hoped (or perhaps feared) that the fate of the Civil Service Confederation would be determined at the Annual Conference (on 28th May) by the adoption of either the Fifth (spending) Report or the Ninth (economy) Report on Confederation activities, but after a rather desultory discussion the Council confounded the critics by adopting neither. Instead, it was decided on a majority card vote to maintain the 'status quo' and do nothing in the way of reorganisation. What the outcome will be none can foresee. By the adoption of

one of these reports the opponents to the particular scheme would have been forced to review their position, but by adopting neither of the schemes the "spenders for efficiency" and the "savers at all costs" all have a grouse and may act accordingly. Our particular grouse, as supporters of the "spending" scheme, is that the Fifth Report, so strongly championed by the C.S.C.A., could have been carried had that Association cast its vote in that direction instead of abstaining.

\* \* \*

Mr. G. Chase retired from the position of Hon. General Secretary of the Confederation, which he had held for the past two years, and appreciation was expressed of his services. There was no nomination for this post, and it was decided to remit the question to the Executive Committee.

The following were elected representatives on the National Staff Side:—Messrs. Brown, Buck, Chase, Cooper, Crook, Day, Ellis, Gifford, Hoy and Houghton and Miss Sweet, and Messrs. Buck, Chase, Crook, Gifford, Houghton and Llewellyn were elected to the six open seats on the Executive Committee. The Customs and Excise nominations for the Group seats on the Executive are Mr. A. J. Cowherd and Mr. W. H. Powell.

\* \* \*

We hear that the Summer Show of the Civil Service Horticultural Federation, to be held in the R.H.S. Hall on the 9th July, will be formally opened by Sir Philip Sassoon.

\* \* \*

The Annual Report of the C. & E. Social Service Association discloses a very favourable position as at the end of the 1936/7 financial year. Income had risen from £482 to £1,053, grants totalling £1,008 (as against £300 the previous year) had been made, and, also very pleasing, the expenses were substantially the same. Already the income for the current year is going up and at least £1,400 is expected.

\* \* \*

Mr. Reedman, organiser from Cumberland, was present, and gave the members first-hand information of the work in that Area. He conveyed the very sincere thanks and appreciation of the unemployed for the splendid assistance rendered by Customs friends in their social and vocational activities, and for the material help in sending clothing, books, etc. Finally, he invited members of the Department when in the Cumberland district, to visit the centres and see for themselves the amount of good work that has been made possible.

### Congratulations.

We have great pleasure in announcing the success of the undermentioned Assistant Preventive Officers at the recent examination for Preventive Officerships:—

1. Wood, James H., Dover.
2. Hunter, George, North Shields.
3. Dearden, Alfred, Folkestone.
4. Caldcleugh, Francis, Liverpool.
5. Grosart, William F., Liverpool.
6. Snellgrove, Thomas R., Southampton.
7. Wood, Robert E., Glasgow.
8. Coppard, George A., London.
9. Harrison, Charles, Hull.
10. Failes, John J., Newcastle.
11. Oakes, Joseph, Liverpool.
12. Malloch, William A., North Shields.
13. Halley, Thomas B., Grangemouth.
14. Salmon, Robert G., London.
15. King, Charles T., Liverpool.
16. Spinks, Baden E. G., London.
17. Boocock, Alfred, North Shields.
18. Wasp, Reginald A., Southampton.
19. Knox, James, North Shields.
20. Smith, Henry E., North Shields.
21. Drury, Thomas J., Hull.
22. Hackett, William H., Southampton.
23. Harris, John, Plymouth.
24. Cambridge, Frederick D., Newcastle.
25. Chadwick, Samuel, Liverpool.
26. Jordan, John F., Hull.
27. Evans, David V., Liverpool.
28. Cumming, Archibald P., Glasgow.
29. Taylor, Arthur R., Dover.
30. Berry, Robert, Glasgow.
31. Murray, John K., Torquay.
32. Knapton, Ronald P., Swansea.
33. Gatheridge, Samuel T., Cardiff.
34. Ford, Oswald T. G., Southampton.
35. Stones, Guy K., Dover.
36. Keefe, Robert J., Liverpool.
37. Gooderham, Harold, Grimsby.
38. Hill, Ira, London.
39. Baker, Wilfred P., Gravesend.
40. Farmer, Alexander E., London.
41. Sykes, Harold V., Gravesend.
42. Rundle, Horace J., Plymouth.
43. Foster, William, Methil.
44. Boalch, Herbert L., London.
45. D'Arcy, Henry, London.
46. Shannon, Edward L., Portsmouth.
47. Blezard, Arthur, Hull.
48. Oliver, John W., Hull.
49. Hall, Leonard J., Cardiff.
50. Hope, Douglas, Gravesend.
51. Cooper, Alfred E., London.
52. Pritchard, Graham, Bo'ness.
53. Edney, Geoffrey E. B., London.
54. Stewart, Dugald C., Blyth.
55. Anderson, Ernest E., Cardiff.
56. Bowen, William, Weymouth.
57. Henderson, James R., Southampton.
58. Watson, Eric W., Middlesbrough.
59. Love, William N., London.
60. Howard, Charles T., London.
61. Partridge, Eric M., London.
62. Rae, Joseph S., Grangemouth.

## Customs and Excise Departmental Whitley Council.

THE one hundred and ninety-sixth meeting of the Council was held at the Custom House, E.C.3, on Wednesday, 19th May, 1937, the chair being taken by Sir G. Evelyn P. Murray, K.C.B., Chairman of the Board of Customs and Excise.

### Remuneration and Allowance Questions.

Three items arose under this head, the first having relation to the conditions of service and rates of pay of Extramen when employed on duties of other grades. The Staff Side thought it very desirable that there should be no employment of Extramen at all, but while realising that this would be difficult of attainment they considered that the conditions of service and rates of pay of Extramen when necessarily employed should in no case be less favourable than the conditions and rates of the respective grades in whose place they were employed. They asked whether a statement could be furnished in respect of a period of a year showing the numbers employed, the positions in which such employment occurred, and the length of time of such employment. The Official Side promised to furnish such a statement, and the item was therefore adjourned for four months.

The second item discussed was the scale of pay of Packers employed in the Stores Branch, upon which the Stores Branch Office Committee had recorded a disagreement. The Staff Side referred to a letter, received from the Official Side subsequent to the Committee disagreement, containing an offer of a scale of 46s. by 3s. to 58s. a week as against the scale previously offered with similar minimum and maximum, but an increment of 1s. 6d. only, and stated that they were prepared to accept this offer on condition that the effective date might be 1st March, 1937. The matter had been under discussion in Committee for a long time, and whilst they felt that an earlier date was justified, in all the circumstances of the case they were prepared to convert the disagreement to an agreement on the revised offer with the effective date suggested. The Official Side said that the normal date should be the 1st May, but they were prepared to meet the Staff Side to some extent by offering the 1st April as the operative date. The Staff Side appreciated that something was being done to meet their point, and consequently they were able to accept the Official Side offer both as to the scale of pay, viz., 46s. by 3s. to 58s., and as to the operative date, viz., 1st April, 1937.

The disagreement was converted accordingly.

The third item arose upon the consideration of a disagreement reached in the Waterguard Sectional Committee on the rate of allowance in lieu of subsistence paid to Chief Preventive Officers, the Official Side having been unable to accept a figure of £180 per annum. The Staff Side said that whilst this matter had been argued at length on the Waterguard Sectional Committee they felt it necessary to draw attention to the essential points in the hope that the disagreement could be converted into an agreement on their claim for a commuted allowance of £180 per annum for Unattached Chief Preventive Officers. The Staff Side were opposed to the principle of commuted allowances generally, but were prepared to examine particular allowances with a view to their being commuted if circumstances merited and if the figures were reasonable. In dealing with the present instance, they must point out that the National Committee on Subsistence had exhaustively explored the whole field, examined the needs as affecting the various grades and types of absence, placed the grades in given classes in accordance with those needs, and arrived at commutations of the Standard Rates to cover cases where officers were absent with a degree of regularity, e.g., when employed as substitutes for absentees (a type of absence which conformed with those of the grade in question). They also pointed out that the National Committee had bracketed Classes B (i) and B (ii), and C and D for the purpose of the Apartment or Detention Rate. Both Waterguard Surveyors and Chief Preventive Officers were within Class B (i), but the effect of the present disagreement would be a further Departmental classification in that Chief Preventive Officers would receive a lower commuted allowance than Waterguard Surveyors. The Staff Side could see no justification for an unprecedented step of this kind, and in their view members in the same subsistence class should have the same treatment. In view of the foregoing and of the fact that only a few officials would appear to be affected, the Staff Side strongly urged that reconsideration should be given to the question.

The Official Side said that they would look at the matter again, and adjournment for this purpose was decided upon.

### Staffing and Methods of Work.

After a review of the present position as regards the control and staffing of Gatwick and Gravesend Aerodromes, it was decided to re-adjourn these items for a period of six months in the hope that the conditions would be stabilised by that time.

Waterguard staffing schemes loomed large upon the agenda, and as the result of the

ratification of local staffing agreements in respect of Harwich, Gravesend, London, Dover and Folkestone, additions totalling 1 Chief Preventive Officer, 8 Preventive Officers and 8 Assistant Preventive Officers were approved. The addition of a Steersman to the Harpy Staff was decided upon, and Excise Station schemes in Brighton Collection were agreed. The Staff Side urged the immediate filling of 5 Officer Grade vacancies in Dover 3rd Station, and the Official Side said that steps would be taken forthwith to meet the position. Departmental Clerical Staff were involved in two local disagreements, and one, covering the staffing of the Collector's Office, Manchester (Customs), was converted into an agreement following an Official Side offer to add posts of Chief Clerk and Departmental Higher Clerical Officer. The second disagreement on a Staff Side proposal for a Departmental Higher Clerical Officer at Stafford was confirmed after clarification of the method of checking import entries.

#### Office Accommodation.

The question of the provision of Retiring Rooms and Sick Bays was re-adjourned at Staff Side request, and a London Port disagreement in respect of a timber-framed structure as an office was confirmed following upon Staff Side adherence to their long-sustained objection to this type of building to house Departmental staff. After further discussion of a Plymouth disagreement on the provision of accommodation at the Parcel Post Depot during the period of Christmas pressure the only course possible was confirmation of the disagreement.

#### Miscellaneous.

The revision of London Port Circulars, a subject which has occupied the attention of the Local Committee for a considerable time, was the subject of another agreement, and a Schedule of Suggestions dealt with by the Suggestions Committee was examined.

The Council decided to hold its next meeting on Wednesday, 16th June, 1937.

## Excerpts from "THE CUSTOMS JOURNAL" June 4th, 1904.

THE rumour in the Waterguard circles to which we refer with great reserve, to the effect that on the pending retirement of an Assistant Inspector of the Waterguard, the vacancy will be given to a Landing Officer, may be given a certain amount of credence. It is, perhaps, necessary to reserve our general remarks on this absorbing topic, until we hear further on the subject. We would not be surprised to hear that the subject has not gone beyond the rumour.

It is, we think, sufficient to add, in common with the rank and file of the Waterguard, we shall regard such an untoward act of injustice as a distinct and unwarranted violation of both the spirit and the letter of the Goschen Minute, and its emphatic declaration on the subject.

While giving expression to these views we, at the same time, enjoin every district official of both associations, and in fact every Waterguard officer, to be prepared to render a vigorous protest, followed by energetic and decisive action in the event of the rumour developing into anything approaching practical accomplishment.

One of the greatest disadvantages of the Waterguard is the totally inadequate prospect of promotion to positions carrying even a living wage, and the large number of officers fully qualified and eligible for advancement will view with the utmost consternation any attempt to fileh even a single superior position from them. They will resist, to the utmost of their ability, such an act of injustice, and the authorities, we think, will never perpetrate such a move, especially in view of the fact that there are many officers fully qualified, who naturally look forward to even the highest positions in the Waterguard, and, if possible, any other branch of the Customs Service.

The appointment of a Principal Clerk at Liverpool to the Collectorship of that port is, as far as the recent history of the Service, a new departure. If we are correctly informed, this promotion may be attributed to the movement among the Clerks for a share of the Collectorships. This, with the pressure and persistent claim of the Landing Officers for Collectorships will, unless it is checked, deprive the junior Collectors and the Clerks-in-Charge of what they have always regarded as their legitimate line of promotion. The Waterguard staff appear to be the only branch of the Service who are not struggling for even an isolated Collectorship.

**Customs Waterguard Associations**  
An Offer Worth Accepting **COUPON** Privileges to Members.

To **KENDAL & DENT**  
WATCHMAKERS TO THE ADMIRALTY, &c  
Gold Medal, Paris Exhibition  
Manufacturing Goldsmiths, Wholesale Jewellers, &c  
**106 Cheapside, London, E.C.2.**

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

Name..... Office.....  
Address .....

.....

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

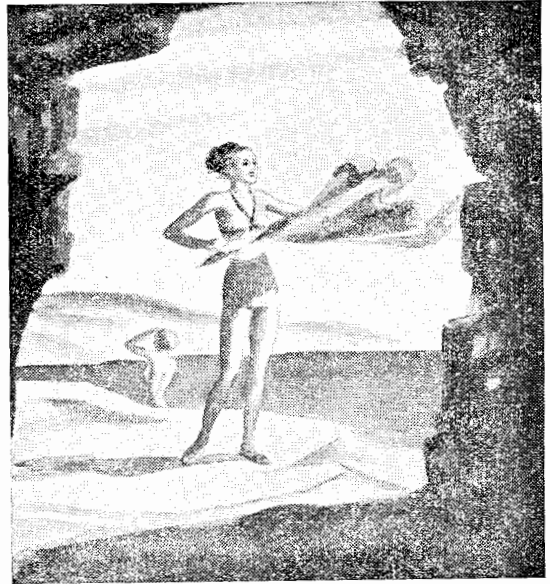
## Bristol A.P.O. Saves Horse from River.

Mr. W. R. Pedder, A.P.O., Bristol, displayed prompt action and considerable pluck when he saved a horse from drowning in the River Avon on May 21st.

Mr. Pedder was rowing a pleasure boat up the river, when he heard a splash and saw a cart, to which was attached a horse, sinking in the soft mud of the bank.

He pulled a strong oar and reached the side of the terrified animal. Hastily taking off his clothes, Mr. Pedder entered the water and began to unhitch the harness, which threatened to drag the horse beneath the surface with the slowly sinking cart. His efforts were successful, and, with other assistance which had arrived, the animal was assisted up the bank.

The incident happened between St. Anne's and Hanham Weir.



## Do You Know—

That during May, 1822, the *Badajos*, of London, was rummaged at Kilrush, Ireland, and found to be fitted up for concealments in an extraordinary fashion? The seizing officer stated in his report: "I cannot more fully describe the vessel than by stating she is two vessels, completely one within the other. The contrivance to admit into the concealment is the most ingenious possible. The crew of this vessel managed their concerns so completely that they had not a boy belonging to the vessel, for fear his youth may lead him to disclose the secret; all hands were stout, trusty fellows. From a memorandum book found in the master's cabin, it appears this vessel had one or two similar cargoes in her before the present," etc. (The goods found were tobacco.) The seizing officer's report was flamboyant as well as ungrammatical. He seems to have been inclined to leave nothing unsaid that could redound to his credit as a searcher, therefore it may be as well to state that the seizure was made solely by information supplied through the Collector and Controller at Dover.—"King's Customs."

## Why?

It is now June, but we have yet to see in the columns of the daily press accounts of mysterious head-lights being seen around our coasts. How's that?

## The CAMBRIAN COAST for every kind of Holiday

Ask half-a-dozen people to describe their ideal holiday place and you will receive six different answers. Yet it would be difficult to find a holiday-maker to whom some feature of that seventy-mile stretch of magnificent coastline between Pwllheli and ABERYSTWYTH—the Cambrian Coast—does not make a particular appeal. Rambling amidst its exquisite scenery; romping and basking on its glorious sands; climbing its majestic mountains; breathing its bracing air—in these and in a thousand-and-one other pursuits surely you will find the true meaning of holiday.

Before you decide on your holiday resort this year, make up your mind first to investigate the claims of the Cambrian Coast!

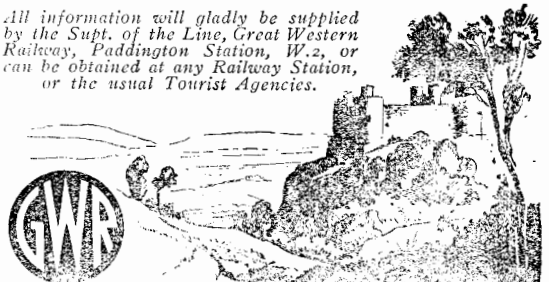
### BEFORE YOU GO

Obtain this book:—"HOLIDAY HAUNTS" 1937, containing Holiday Addresses, etc. (price 6d.).

**HOW YOU GET THERE**  
"Monthly Return" Tickets  
(1d. a mile 3rd, 1½d. a mile  
1st class) issued from  
nearly all stations.

**WHEN YOU GET THERE**  
Cheap 1st and 3rd Class  
Weekly Holiday Season  
Tickets will enable you to  
see the best of this lovely  
Welsh district.

All information will gladly be supplied by the Supt. of the Line, Great Western Railway, Paddington Station, W.2, or can be obtained at any Railway Station, or the usual Tourist Agencies.



## John McLaren, Esq., I.S.O.

### DEPUTY INSPECTOR-GENERAL OF WATERGUARD.

AS most of the readers of the "Journal" are probably aware, a presentation to Mr. McLaren took place at the Refreshment Club in the Custom House, London, at the close of the official day on the 26th May. The chair was occupied by C. M. Woodford, Esq., O.B.E. In addition to many Waterguard Officers of every rank, Messrs. Applegate, Gilbertson, Heeley, James, Phillips, Rogers and Wood, together with speakers mentioned below, attended to bid farewell to the guest of the hour on his retirement from the Service.

The Chairman, in opening the proceedings, recalled that only a short time ago he attended two similar functions which occurred on the same day. At that time he remarked that he felt he was losing two strong pillars of support. On this occasion he felt that the portcullis of the stronghold had gone. Quoting the words of St. Paul, "Whatsoever things are true, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report; if there be any virtue and if there be any praise, think on these things," Mr. Woodford said he could apply all these attributes to Mr. McLaren, and thought that "lovable" might also be added.

Mr. Woodford continued with a personal appreciation for all the assistance he had received from Mr. McLaren, and mentioned that when retirement was spoken of a few months ago, the Deputy had readily and cheerfully agreed to stay until the examination for promotion from Assistant Preventive Officer to Preventive Officer was finished. For this sacrifice by Mr. McLaren he was particularly grateful and, he thought, it would be equally appreciated by every candidate who attended the examination.

The sincerity with which the Chairman had spoken was very apparent to everyone in his audience, and when he sat down his remarks were fully endorsed by continuous applause.

Several speakers followed, and were united in their praise of Mr. McLaren. All expressed wishes for a happy retirement and long life to both him and his wife to enjoy the fruits of their labour. The speakers included the following comments in their remarks:—

Mr. Purser: Colleagues everywhere had expressed a desire to be identified with the presentation. Letters had been received from every grade in the Waterguard, The Launch Service, Coast Preventive Force, Secretaries' Office, including the Special Inquiry Staff, Chief Inspector's Office, and the Collectors of London Port.

Mr. Hoare, Collector, London Port: Mr. McLaren's career was an outstanding achieve-

ment, and his remarkable ability fully merited his success in the Service.

Mr. Howell, Secretaries' Office: Mr. McLaren gave him the most sound advice and assistance in the successful claim made by the Waterguard for the recognition of small port work.

Mr. Leftwich, Librarian: Mr. McLaren was one of his best customers. He felt sure that the benefit he had received from his studies of the books borrowed from the Library had been passed on to the Department with advantage.

Mr. Powell expressed appreciation on behalf of all the members of the Preventive Staff Association. Personally he felt that Whitley discussion best revealed a man's character. In this sphere he had developed such a warm regard for Mr. McLaren that he could only think of him as "Mac." He had cherished a desire to affectionately address him as "Mac," and having now done so he was happy.

Mr. Barrett, Establishment Office: Mr. McLaren's courtesy made anyone feel quite comfortable when in his company.

Mr. Thompson, Waterguard Surveyor, spoke of the kindly interest taken by Mr. McLaren in Unattached Officers serving at Headquarters.

Mr. Walker, Principal, said assistance was readily given by Mr. McLaren in such a happy atmosphere that it was really a pleasure to ask for it.

Mr. Renshaw, Chief Inspector's Office: Mr. McLaren was the personification of the spirit of co-operation which existed between the Waterguard and his own branch.

Mr. Parker, Secretaries' Office, said he marvelled at the ability shown by Mr. McLaren in dealing with administration problems, bearing in mind that he only commenced to do such work at an age at which in many spheres men were regarded as too old to learn.

Mr. Merron, Waterguard Surveyor, spoke of the happy relations which existed at all times between Mr. McLaren and other members of the Waterguard Sectional Committee.

Mr. Coulthard, Inspector-General's Office, said no officer was spoken of more highly or more deeply respected by candidates attending examinations than Mr. McLaren.

Mr. Purdye, Waterguard Superintendent, felt that at many presentations at which he had been present much had been said of the recipients which he thought was not fully deserved, but on this occasion there was not a single word that had been said that he was not fully prepared to endorse or that he considered was not richly deserved.

At this stage in the proceedings the Chairman said he would let his audience into a little secret. When Mr. McLaren was promoted to the rank of Preventive Officer the promotion of the can-

didates was in order of seniority. A short time ago he happened to look at the papers of that particular examination and was not surprised to find that in the markings Mr. McLaren headed the list of the successful candidates. He had thought it highly probable that if the "merit" system had been in operation in those days Mr. McLaren would have become the Inspector-General.

Mr. Woodford read the many communications received expressing inability to attend and conveying good wishes. One from Mr. Roberts, who recently retired, was warmly appreciated, and another from Swansea, where Mr. McLaren served as Waterguard Superintendent, which read, "Glad we met, sad we part, Loyal affection in every heart," provided a fitting climax to the correspondence.

On behalf of the subscribers, the Chairman then asked Mr. McLaren to accept as a token of their appreciation a mahogany bureau and a silver tea service of seven pieces.

Mr. McLaren said it gave him great pleasure to accept the gifts, particularly as they were subscribed for by members of all grades within the Department. He thanked everyone, including the correspondents, for their kindly words and deeds, but thought himself unworthy of such high praise. He had always endeavoured to promote the welfare of the Department to which he was devoted.

He compared the work of a Preventive Officer in the pre-war days with that of the present-day, and felt that to-day a Boarding Preventive Officer must often wonder which job to tackle first.

After forty-four years of official life he had reached the stage when responsibility began to be irksome, and he felt that nature was demanding a rest. The time had come for him to say "Good-bye," and with that he would couple his good wishes to all his colleagues in the Service and say "God bless you all."

Whilst tea was being served a further illustration of the affection existing between Mr. Woodford and Mr. McLaren was shown by the exhibition of personal gifts of an inscribed silver tobacco box from Mr. Woodford to Mr. McLaren and an inscribed silver cigarette box from Mr. McLaren to Mr. Woodford.

In the inscription on the tobacco box Mr. Woodford refers to Mr. McLaren as "a loyal colleague, a faithful friend and a great gentleman." A fine tribute this and a fitting one.

## Coronation Medal.

WE are pleased to place on record the names of the undermentioned Waterguard officers who have been awarded the Medal which the King has been pleased to institute in

commemoration of the Coronation of Their Majesties. The medal, which is granted as a personal token from His Majesty, is classified and is to be worn as an Official Medal.

Carter, A. S., Preventive Officer.  
de Gothi, A. A. C., Preventive Officer.  
Dennitts, T., Preventive Officer.  
Gooding, F. W., Preventive Officer.  
Howard, P. W., Chief Preventive Officer.  
Knox, J., Assistant Preventive Officer.  
McIlwaine, W., Chief Preventive Officer.  
McLaren, J., I.S.O., Deputy Inspector-General of Waterguard.  
Newing, G. J., Preventive Officer.  
Norman, E. R., Chief Preventive Officer.  
Purdy, A. W., Waterguard Superintendent, 1st Class.  
Richards, E. G., Assistant Preventive Officer.  
Stuart, A. H. S., Assistant Preventive Officer.  
White, E. H., Waterguard Surveyor.  
Woodford, C. M., O.B.E., Inspector-General of Waterguard.

## Changes in the Staff.

TO 24th MAY, 1937.

### APPOINTMENTS.

#### ASSISTANT PREVENTIVE OFFICERS:—

Hobbs, A. S. Palmer, S. W. K.

### TRANSFERS.

#### ASSISTANT INSPECTOR TO WATERGUARD SUPERINTENDENT, 2ND CLASS:—

Green, G. W., Office of Inspector-General of Waterguard to Newcastle.

#### PREVENTIVE OFFICERS:—

Smith, J., Middlesbrough, Sunderland to Blyth, Newcastle.

Stonestreet, A. H., Bristol to Poole, Southampton.

#### ASSISTANT PREVENTIVE OFFICERS:—

Berry, W. B., Chatham to Rochester, London.

Collins, T. M., Newport, Mon. to Barry Dock, Cardiff.

Coulthard, J. L., Grangemouth, Edinburgh to Barrow, Preston.

Currie, J. M., Cardiff to Londonderry, Belfast.

Griffin, J. M., Southampton to Glasgow.

Hanson, F., London to Boston, Grimsby.

Miller, J. D., London to Sharpness, Newport, Mon.

Morgan, D. H., Southampton to Fishguard, Swansea.

Welsh, J. L., Barry Dock, Cardiff to Southampton.

Williamson, W. R., Liverpool to London.

### OFFICERS LEAVING THE SERVICE.

#### RETIREMENTS—PREVENTIVE OFFICERS:—

Morgan, H. R., Liverpool.

Purnell, J. C., Liverpool.

### Neighbourly Nippits by Nod.

**LOWLANDER** (Glasgow).—It is true that 'Uneasy lies the head that wears the Crown.' The same thing applies if you are wearing a uniform hat. The best place to put it is on the back of a chair.

**UNCLE** (London) writes on where to put your uniform overcoats during the 'off' season. Yes, we have tried that, but it works out expensive in the long run. They charge an extra 2d. to hang them up.

**INSURANCE** (Manchester) reads in an advertisement in one of our contemporaries that "A year's salary doesn't go very far." Good heavens! We are astounded.

**NEATNESS** (Hartlepool).—To remove soup stains from the front of uniform waistcoats, apply just one coat of sulphuric acid.

**STUDIOUS** (Workington) puts a question. A passenger arrives from Jersey with a valuable cactus plant over 100 years old. It was originally grown in Palestine, but it was given to him as a present at St. Malo. He does not know whether he will exhibit it here for educational purposes, re-export it or sell it here. What action is to be taken? I'm blessed if I know. The subject is too pointed for me.

**NAP** (Plymouth) wants to know what happens if, during the course of a game of cards, it is discovered that there are only three aces in the pack? Couldn't say, but I know that if five aces are discovered the game usually terminates in a fight.

**MEDICO** (West Hartlepool).—Foreign bodies do not necessarily mean deceased aliens.

**STRANGER** (Birmingham) having picked up one of our Journals in a train, wants to know what Customs is or are? Are you a Magistrate, by the way? If so, give a nil declaration on your next return from the Continent with a new camera obtained there and we shall be pleased to entertain you.

**SASSENACH** (Lerwick): I am glad that you have taken up golf. It's a wonderful game. However, wearing a tartan tie, sports jacket, uniform trousers and a bowler hat is not quite the thing on the links. If you left out the two latter it would be more in keeping.

**CURIOUS** (Aberdeen).—The best I can do for you is to quote Webster, who says, "Enzymes are complex organic substances capable of effecting by catalytic action the transformation—in most cases hydrolytic—of some other compound or compounds; soluble ferment." I think so too.

**OLD TIMER** (London) says that he can remember a certain rummage crew who could row upstream in 8-4/7 minutes, and if there was no tide, they could do it in 7 minutes less than it took them to drift down stream, and how long would it take to row down with the tide? Ah! that depends if they were going to their 45 minutes or going to rummage another ship.

### Ballade of the District Meeting,

Around the room where seating-  
Accom. exists for ninety-four,  
For an extra-special meeting  
There's eleven and no more.  
Before the minutes' reading  
The Chairman eyes the forum,  
With all the Dist. Sec's pleading  
We haven't got a quorum!  
There's Johnson who's on duty,  
Smith brought seven in his car,  
The Whitley wallahs should be here soon—  
And Burton's in the bar.

At last we have the number  
And, preliminaries o'er;  
"Let's rouse the Board from slumber;  
Abolish 8 to 4.  
Let's hang together or apart  
For ancient liberty,  
In future every day-watch  
Will be a 10 to 3."  
It takes an hour to second,  
No voting's done so far;  
O'Hara talks of something else—  
And Burton's in the bar.

The Chairman calls for order,  
Decision he demands;  
O'Hara, just like Lauder,  
'Keeps right on'; a show of hands.  
Young Davies' manner, like the motion,  
Is most peculiar,  
And Stanhope's indecisive—  
While Burton's in the bar.

"There's much more on th'agenda,"  
Says the Chairman, wearily.  
"A few words, gents," says Spender,  
And starts off cheerily.  
His few words take an hour, of course,  
Are full of hackneyed phrases:  
Of wedges' ends, dead horses flogged—  
We all wish him to blaze;  
"No overtime, yet understaffed,  
Half-days are few and far,  
They're lacking spirits up in Beer Lane—"  
And it's "Time, gents," in the bar.

#### L'Envoi.

Prince, yeleft Examiner,  
Who can our futures mar,  
Don't judge us by our meetings—  
Or Burton in the bar. C.F.S.

### Without Comment.

'Tis not in mortals to command success, they do more, deserve it.—Addison.

## Watch House Yarns.

I was transferred from this port to another large one, at which there were several excellent artists among the rank and file. One of them, a Preventive Officer, was a great sportsman, very fond of fishing and shooting, and a skilful taxidermist. During one long day out with his dog and gun he could not find anything better to bag than a pair of cormorants. He set to work to stuff one of them, and gave it the addition of the two legs from the other bird, a cock's tail and other adornments, afterwards mounting the result in a glass case. This creature he described as a "Wangaroo." It was so natural and lifelike that many people were completely taken in, including a Surveyor. He said that this species of bird was very rare, only found on a certain part of the coast, and then only at a certain time of the year. It was supposed to migrate from the North Cape. An Officer rose to the occasion by describing it in very beautiful poetry, which afterwards appeared in the local press, together with a description of this rare and wondrous bird.

\* \* \*

During the examination of the baggage of passengers in the baggage shed, three ladies whose baggage had been examined and passed, were speaking volubly in the Welsh language, and discussing how they had diddled the Customs Officers. Their conversation was overheard by one of the Officers, a Welshman, who had their baggage re-examined. Dutiable articles were found concealed, and the ladies had to pay dearly for their indiscretion.

\* \* \*

Whilst rummaging a large sailing vessel, we strongly suspected the bo'sun of having tobacco concealed somewhere aboard. Although we searched thoroughly, we found nothing. We therefore concluded that he must have hidden it aloft in the sails. My companion, an Irishman, called the bo'sun aside. "Now, O'Brien, we are both Irishmen, and I have been informed that you have tobacco concealed aloft in the sails. I advise you to bring it down, as you are sure to be caught with it to-morrow." The bo'sun was convinced that somebody had given him away, and promptly went aloft, presently returning with 3½ lbs. of tobacco, which cost him treble the value and duty.

\* \* \*

P.O. to A.P.O.: "This figure 'five' looks more like a 'three.'"

A.P.O.: "It is a 'three.'"

P.O.: "Well, it looks like a 'five.'"

\* \* \*

Readers are invited to submit yarns for this column. They must of a necessity have a bearing on Service matters.

## The Custom House, London.

THE interest that has been shown by a recent article concerning the above has prompted the writer to give a more detailed history of the edifice in question. The following is therefore published by permission of Messrs. Cassell & Co. from their "Old and New London."

The first building of this kind was rebuilt by John Churchman, Sheriff of London, in 1385 (Richard II), and stood on the site of the present buildings. Another and larger edifice, erected in the reign of Elizabeth, was destroyed by the Great Fire. A new Custom House, built by Wren, was destroyed by fire in 1715, and its successor, the design by Ripley, was burnt down February 12th, 1814.

In Elizabeth's time, the farmers of the Customs made immense fortunes. A chronicler of her reign says: "About this time (1590) the commodity of the Custom House amounted to an unexpected value; for the Queen, being made acquainted, by means of a subtle fellow, named Caewardine, with the mystery of their gains, so enhanced the rate, that Sir Thomas Smith, Master of the Custom House, who heretofore farmed it of the Queen for £14,000 yearly, was now augmented to £42,000 and afterwards to £50,000, which, notwithstanding, was valued but as an ordinary sum for such oppressing gain. The Lord Treasurer, the Earls of Leicester and Walsingham, much opposed themselves against this Caewardine, denying him entrance into the Privy Chamber, insomuch that expostulating with the Queen they traduced her harkening to such a fellow's information, to the disparagement of the judgment of her Council, and the discredit of their case. But the Queen answered them, that all princes ought to be, if not favourable, yet as just, to the lowest as the highest, deciding that they who falsely accuse her Privy Council of sloth or indiscretion should be severely punished; but that they who justly accused them should be heard. That she was Queen as well to the poorest as to the proudest, and that, therefore, she would never be deaf to their just complaints. Likewise, that she would not suffer that those toll-takers, like horse-leeches, should glut themselves with the riches of the realm, and starve her exchequer; which, as she will not bear it to be *docked*, so hateth she to enrich it with the poverty of the people."

The revenue had grown like the green bay-tree of the Psalmist. In the first year of Elizabeth, the Customs realised £73,846; in her fifth year, £57,436; in her tenth, £74,875. The average of the sixteen years before the Restoration was £316,402. In Elizabeth's time the Custom House establishment consisted of eight principal officers, each of whom had from two to six men under him; but the principal waiter had as many as sixteen subordinates. From 1671 to 1688, says D'Avenant, the first Inspector-

General of imports and exports, the revenue derived from the English Customs averaged £555,752 a year. From 1700 to 1714, the Customs averaged £1,352,764. At the close of the century they exceeded £6,000,000.

The Custom House built after the Great Fire was said to have cost £10,000. The new Custom House of 1718 had better arranged apartments and accommodation for a greater number of clerks. The new building was 189 feet long, and the centre 29 feet deep. It was built of brick and stone, and the wings had a passage colonnade of the Tuscan order, towards the river, the upper storey being relieved by Ionic pilasters and pediments. The great feature of the building was the "Long Room," which, extending the whole length of the centre, was 127 feet long, 29 wide, and 24 high. Here several commissioners superintended personally the numerous officers and clerks of various departments.

This building, already too small for the ever-growing commerce of London, was destroyed, as before mentioned, in 1814, by a fire, which also destroyed ten houses on the north side of Thames Street. Cellars and warehouses full of valuable property, and stores of documents and records, were also lost. But, several years before this catastrophe, the enlargement of the Custom House had been planned. It has been first proposed to build an additional wing, but on a survey the old building was found too much decayed and dilapidated to warrant much expenditure on its renovation. The Lords of the Treasury selected Mr. Laing's design. Between the old Custom House and Billingsgate there had been eight quays, equal to 479 feet; but the site now selected was immediately east of Billingsgate, with only a landing-stair between. It had been suggested to place the Custom House on the north side of Thames Street, so as to save the expense of embankment; but this would have necessitated the widening of many narrow and crooked streets, and the formation of two docks, one east and one west of the quay. The estimate for the new building was £165,000, exclusive of the formation of the foundation-ground and some other contingencies. The owners of private property claimed £84,478, and were paid £41,700. The materials of the old building were sold for £12,400. The first necessity was to test the substratum. The soil was bored with huge augurs which screwed down eighteen to twenty feet. A substratum of close gravel, at first promising well, proved to be artificial. The whole ground, from the level of the river to the south side of Thames Street, proved to have once been part of the bed of the river. Rushes were found mixed with mussel-shells and the chrysalids of water insects. The workmen also came on three distinct lines of wooden embankments at the distances of 58, 86, and 103 feet within the range of the existing wharves; and about fifty from the campshot, or under-

edge of the wharf wall, a wall built of chalk and rubble, and faced with Purbeck stone, was discovered, running east and west. This was, no doubt, the river rampart of London, mentioned by Fitzstephen.

It was so strongly built that it could scarcely be broken even with iron wedges. Many coins and other Roman antiquities were found. Rows of piles, twenty-eight and thirty feet long, were then sunk, and on these were placed sleepers of beech fitted in with brickwork.

The first stone of the new building was laid in 1813, by Lord Liverpool, then First Lord of the Treasury, and was opened for business May 12th, 1817. The north side, fronting Thames Street, was plain, but on the south front, towards the river, the central compartment projected, and the wings had a hexastyle detached Ionic colonnade. The central attic, comprising the exterior of the celebrated Long Room, was decorated with alto and basso-relievos, representing in allegorical groups the Arts, Sciences, Commerce, Industry, and types of the nations who are our principal commercial allies. The dial-plate, nine feet in diameter, was supported by colossal figures of Industry and Plenty, while the Royal Arms were sustained by figures of Ocean and Commerce. The Long Room was 196 feet by 66.

Unfortunately, however, the work was done too cheaply or too quickly, and the foundation gave way. This was bitterly complained of in a Parliamentary paper of 1828, when it was stated that this failure had led to a charge of nearly £180,000, in addition to the original expenditure of £225,000. The Long Room eventually had to be taken down by Mr. Laing, the architect, the foundations relaid, and the allegorical figures removed.

The quay was too narrow to afford a good view, but there was a simple grandeur about the design, when seen from the bridge or river. The water front, says Mr. Platt, is 488 feet, 90 feet longer than the old Post Office, and 30 feet longer than the National Gallery.

The number of officers and clerks in this great public office is over 600, in and out. The outdoor employees are about 300. The Inspectors-General superintend the tide-surveyors, tide-waiters and watermen, and appoint them their daily duty, each inspector attending in rotation at Gravesend. The tide-surveyors visit ships reported inwards or outwards, to see that the tide-waiters put on board discharge their duty properly. The tide-waiters, if the vessel is coming in, remain on board, unless the vessel be in the docks, like men in possession, till the cargo is discharged. The landing-officers, under the superintendence of the surveyors, attend the quays and docks, and take a note of goods as they are craned on shore, and on receipt of warrants showing that the duties are paid, permit the delivery of goods for home consumption. (To be continued.)

## For Your Note-Book.

### WINES AND SPIRITS

(continued.)

**Greek Wines** (may be natural or fortified).—Keffesea (red and white), 22 per cent. proof, Patras (white), 23 per cent., Thiera (gold), 30 per cent., St. Elie (white), 27 per cent., Santorin (white), 27 per cent., Lacryma Christi (dark), 18 per cent.

**Industrial Alcohol, specially denatured.**—Besides methylated alcohol there is delivered free from duty, for the processes of certain industries for which methylated spirits is unsuitable, a large quantity of specially denatured grain spirit. This is issued on application to the Board for use in such manufactures as high explosives, dyestuffs, celluloid products, and certain fine chemicals. As a denaturing ingredient such as benzine, bone-oil, turpentine, camphor, aniline, etc., are used to take the place of the wood naphtha.

**Industrial Non-denatured Alcohol.**—Small quantities of Non-denatured Ethyl Alcohol are allowed duty-free, on application, for research work in universities and laboratories.

**Imported Methyl Alcohol (or Wood Naphtha) if purified.**—This spirit if imported in sufficient purity to be deemed "drinkable" is classed as Ethyl Alcohol (Spirits) and charged with duty at the spirit rate as a U.U. Spirit.

#### **Rectifying, Compounding, Liqueur Making, etc.**

Leaving industrial alcohol we now turn to a phase of spirit preparation that will doubtless be of greater interest to the reader—the production of such goods as Spirits of Wine, Absolute Alcohol, British Gin, British Brandy, Liqueurs and Cordials, Bitters, Perfumes, etc. This business is carried out by the Rectifier, Compounder and Liqueurist, who may confine himself to one branch, or extend his operations over all. Unlike the distiller, whose main business is the production of spirit, the rectifier uses the prepared spirit as his raw material. He receives from the distiller duty-paid grain spirit and also imports it duty-paid from abroad, not being allowed to have duty-free spirit on his premises. His finished products pass out into home consumption, or as warehoused for export or drawback. The law allows him to redistill all the spirits he receives and to flavour them with any ingredient, and the same freedom is allowed in the choice of ingredients for compounding. He is permitted to warehouse for export, or stores, on drawback such goods as rectified spirits of wine, compounded spirits, liqueurs, etc., drawback being paid at time of warehousing. Other articles such as tinctures, essences and perfumed

spirits, he may under certain conditions export direct on drawback. We will now look at his methods of manufacture, taking, first, spirits of wine and absolute alcohol, and passing on to British gin, British brandy, liqueurs, etc.

**Spirits of Wine.**—While the grain spirit produced by Coffy's still is of high strength, it retains certain impurities and odours, and re-distillation (rectifying) is necessary to further purify and prepare it for marketing or for use in the manufacture of compounded spirits, liqueurs, etc. This re-distillation is carried out in a rectifier's still working slowly under a low pressure of steam. Before the operation begins the grain spirit is reduced with water to about 70 underproof and the surface oils removed. It is then re-distilled in three operations—fractional distillation—to ensure a product of high purity at about 68 overproof, officially known as rectified spirits of wine.

**Absolute Alcohol.**—This product cannot be obtained by ordinary distillation. Even with spirit at 68 overproof about 4 per cent. of water still remains, and a further operation is necessary to prepare absolute alcohol from this—that is, alcohol "commercially" free from water (i.e., less than 1 p.c.). To do this the spirit is mixed with burnt lime and allowed to stand for several hours in a closed vessel, by which time the lime has united with the water, forming slaked lime, and the pure alcohol is obtained by distillation.

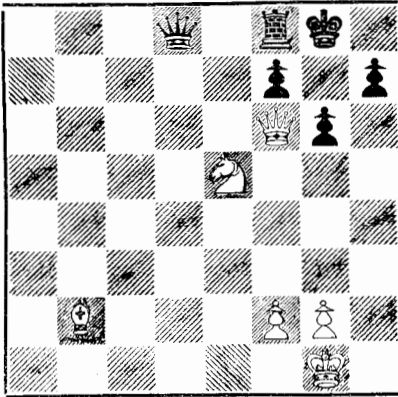
**British Gin.**—For the preparation of British gin, spirits of wine are used, to which juniper berries are added to give the gin its diuretic properties, and it is further flavoured with aromatic herbs and roots. First the spirits of wine are reduced with water to considerably underproof and the ingredients added (some manufacturers distil the ingredients with a small quantity of the spirit and add them later). It is then slowly distilled so that the essence of the seeds will pass over the spirit. The distillate is then known as "gin flavouring." It is next reduced to underproof by adding water and is ready for sale as an unsweetened gin. Plymouth gin is a well-known variety of unsweetened gin, is carried as ships' stores, especially on Naval vessels. The sweetened varieties are prepared by the addition of a small percentage of sugar solution to the plain gin. "Old Tom," a London gin, is one of the best known of this class. There is also placed on the home market, mainly in the metropolis, a cheap made-up "imitation" gin, more heavily sweetened and much underproof. It is made from grain spirit without re-distillation, the flavourings being added in the form of essences, etc.

(To be continued.)

**Preventive Staff Chess Club.**

PROBLEM NO. 155.

BLACK



WHITE

Mate in three.

**Solution to No. 154.**

1. Q×B ch. P×Q.
2. Kt—Kt5 ch. P×Kt.
3. B×P mate.

**The Southampton Waterguard Swimming Club.**

It is with regret that it has been found necessary to disband the Southampton Waterguard Swimming Club, after three years in being, owing to lack of active support from the Department.

It is the more unfortunate that this step has had to be taken as it has coincided with the departure from this port to Newcastle-upon-Tyne of Mr. G. R. Elliott, whose interest in swimming brought about the formation of the club and whose hard work as honorary secretary kept the club together so long.

Though it can hardly be said that the three years produced much enthusiasm in this department there was, however, a credit balance of £3 5s. 0d. remaining. This was forwarded to the Customs and Excise Widows' and Orphans' Memorial Fund, whose secretary, Mr. Thorne, was very grateful in his letter of thanks.

G.M.

**Customs and Excise Sports Club  
ATHLETIC SECTION.**

THIRTEENTH

**Annual Sports Meeting  
and  
Carnival Dance**

will be held at

**Civil Service Sports Ground,  
CHISWICK, on**

**Thursday, June 17th, 1937,**

Commencing at 5 p.m.

PARTICULARS NOW AT ALL STATIONS  
AND AREAS, or from

CHAS. W. KINGETT, Customs & Excise,  
5, Jewry Street, E.C.

**CARNIVAL DANCE**

(Latest Novelties)

THE "ARCADIANS" DANCE BAND.

Come Early. An Enjoyable Evening Assured.

Make a Note of the Date.

**O Wad the Power—**

One of Charles Dickens's staff complained of the delay in passing baggage through the Customs at London. He wrote: A fine view of the river seen through one of the open windows, was being calmly enjoyed by a portly person, evidently of considerable official pretensions. A clerk, writing the reverse of a running hand, sat at a desk; another (who seemed, by the jaunty style in which he wore his hat, to be a dropper-in from some other department of the Customs) leaned lazily against the desk, enjoying the proceedings of the baffled, heated ladies and gentlemen who had escaped from the crowd, and who were anxiously threading the confused maze of passengers' effects strewed on the floor, to find their own. The scene was made complete by two or three porters, whose deliberate mode of opening carpet-bags, boxes and trunks, showed that it was not their fate to be hurried in their passage through this life."

—"Old and New London."