

The Customs Journal

Vol. 34. No. 860.

October 9th, 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.



THE agreed report and minutes of the Waterguard Sectional Committee are not yet to hand so it would not be proper here to discuss in detail the various items. Nevertheless, a full report is available in the districts in the Annual Report attached to the Conference Agenda. It can, however, be said that progress was made on most of the subjects and that conclusion, though not satisfactory, was reached on A.P.O.'s' Leave and on Age of Retirement. On Re-organisation a lengthy statement in support was put forward and was taken away for consideration by the Official Side.

* * *

Paragraph 134 of the recent reprint of General Order 5 of 1932 (Section II) is causing some concern to students under the Vocational Education Section and several frantic enquiries have been received at P.S.A. Headquarters.

G.O. 19/1936 introduced procedure for dealing with smuggling offences to supersede the instructions set out in C.C. Vol. 1, Part 1, and in para. 134 of G.O. 5/32, but in the reprint of G.O. 5/32 just issued, paragraph 134 has been included without amendment. Hence the students' quandary.

We understand that the question of the cancellation of the paragraph is receiving official consideration and that members would be well advised to treat the order as a "reprint" of

an older order still governed by the superseding instructions contained in G.O. 19/36.

Speaking of reprints reminds us of the recent amendment to the Instructions relating to Office Accommodation in connection with the cleaning of Waterguard Offices. The particular amendment is a reprint of the paragraph on the subject embodied in the Assistant Preventive Officers' Instructions, which were recently abolished. Unfortunately the paragraph had not been amended strictly in accord with agreement registered, and its sudden appearance in public, as it were, from the comparative obscurity of the A.P.O. Instructions has given it new and unwarranted significance. The Staff Side has taken the matter up with the Official Side but at the time of writing these notes no reply had been received.

* * *

The future of the Civil Service Confederation is still in the balance and there appeared to be some difficulty in the Executive Committee at its last meeting getting down to ordinary business without the bogey of "dissolution" intervening. The climax was reached however, when the question of holding the Half-Yearly Conference was discussed. This meeting is usually held in November but it was eventually agreed to put it off until some time

in December, by which time, it was hoped, something definite on the question of the formation of a clerical alliance would be known.

In the meantime, Associations outside the scope of such an alliance are not sitting idle and a break-up of the Confederation, if ever it came, would not find these bodies without an alternative method of handling National questions and participating in National Whitley.

The notice of withdrawal of the P.S.A. expires on the 30th November but the Executive Committee of the Association has given authority for extension in order to ensure that we can take our part in moulding a better Confederation whilst there appears to be the slightest hope. * * *

For some years now the Secretaries have toyed with the idea of publishing a Service Diary but for one reason or another—usually pressure of business—it has remained just an idea. This year, however, a supreme effort is being made and it is hoped in an early issue, probably the next, to announce details of the proposal. The diary will contain Service and other useful information; will be bound in fine quality leather and fitted with pencil and season-ticket pocket. The price will be 1/6d. post free or from district organisers. * * *

We have just heard that the 17th Annual Dinner and Concert of "Ye Olde Riverites" will take place on Tuesday, January 11th, 1938 at Lyons' Corner House, Coventry Street, London. The number of places available will be rigidly limited so that early application is essential. * * *

The longer evenings of October bring thoughts of the nearness of winter. It is fortunate that for most of us these thoughts bring visions of cheerful firesides and those little homely comforts which help to temper the discomforts of the season.

In spite of the boom of employment in certain areas due to armament production, little or no change of conditions is to be found in the particular centres, especially those in Cumberland, adopted by this Department, and all the assistance we can give is still an urgent necessity.

A recent report of the Social Service Association disclosed a gratifying situation in which, in spite of increased expenditure, the income is still growing. Steadily the membership figures continue to go up and with the larger income the field of assistance is widening.

Short and Snappy.

(1) What deposits are recorded on Form 390A?

(2) What smuggled goods render a ship liable to fine or forfeiture?

(3) A seaman is intercepted landing dutiable goods and produces a valid duty-slip covering them. What should be done?

Answers on page 247.



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President: W. E. STANDRING.

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Organising Secretary: A. E. FARMER.

Assistant Secretary: H. L. BOALCH.

Changes in the Staff.

TO 4th OCTOBER, 1937.

APPOINTMENTS.

ASSISTANT PREVENTIVE OFFICERS:—

Auty, W.	Dodds, M.
Battle, A. G.	Hall, J.
Billington, N. S.	Morton, W. K.
Carton, W. H.	Smallwood, A.
Cosh, M. A.	Whittingham, G. A.

TRANSFERS.

PREVENTIVE OFFICER:—

Coppard, G. A., Poole, Southampton (on special service) to London.

OBITUARY OF SUPERANNUATED OFFICERS.

Evans, N. J., Preventive Man.

Purcell, T., Preventive Officer.

Stanton, W. E., Preventive Officer.

As We See Others.

Although geologists may be peculiar creatures, apparently one does not have to pay duty on importing them into Denmark, and the party all got through the Customs without difficulty On the return The latest news of the geologists is that they are waging a war with the Customs people about their specimens—apparently, after all their trouble in collecting them, they are trying to convince the Customs that they are worth NOTHING, and the Customs, knowing the strange ways of geologists, won't believe them. There are rumours that the specimens will be delivered in time for Christmas.

"The Journal" of the Working Men's College, Sept., 1937.

Customs and Excise Departmental Whitley Council.

The one hundred and ninety-ninth meeting of the Council was held at the Customs House, E.C.3, on Wednesday, 22nd September, 1937, the Chair being taken by C. J. Flynn, Esq., C.M.G., Deputy-Chairman of the Board of Customs and Excise.

Remuneration, Establishment and Allowance Questions.

The main item under this head concerned the employment of Extra men in the Department, and, in referring to a statement, provided by the Official Side, showing the extent of employment of Extra men for the year ended 31st March, 1937, the Staff Side expressed their surprise at the unexpectedly large figures given. They were of opinion that the first step was an immediate examination of the position at certain places with the view to the creation of permanent posts wherever possible, and the Official Side promised such examination, stating that it was definitely their policy not to employ Extra men if it were possible to make more permanent appointments. The Staff Side, in expressing appreciation of this statement, said that it was also part of their claim that pay for casual employment should be at rates not less than the minimum of the grades substituted, and the matter was adjourned for the Official Side.

In presenting a claim for the consolidation at £25 in lieu of £24 of the former £20 basic allowances payable in the Department, the Staff Side referred to the consolidation in the Forestry Commission and in the India Office of £20 allowances at £25. They could not accept comparison with the Board of Trade consolidation at £24 as a valid argument. The Official Side said there might be reactions on other consolidations within the Customs and Excise Department if the consolidation figure were raised from £24 to £25 for the £20 basic allowance and instanced the anomaly of an official holding two allowances of £10 and £20 basic, having his allowances consolidated at £12 and £25 respectively, making £37 in all, as compared with an official holding an allowance of £30 which was consolidated at £36. The Official Side promised further examination of the matter and the item was adjourned accordingly.

An agreement from the Departmental Clerical Class Committee in regard to the payment of the Import Entry Allowance on Public Holidays and on the King's Birthday was ratified, and an Office Keepers' Committee agreement on a weekly allowance for cleaning, etc., of machines at Endell Street was also ratified.

One disagreement was considered under this head covering the question of establishing a Clerical Officer post in the Secretaries' Office carrying allowances in respect of a sufficient knowledge of foreign languages. The item was

adjourned without discussion at Staff Side request.

Promotion of "S" Class Clerks to Clerical Officer.

The Staff Side drew attention to the figures quoted by them, as published in the Press report of the July 1937 meeting, and requested that correct figures should be substituted to give a true picture as regards promotions in 1935 and 1936. The figures of 42, in lieu of 10, for 1935, and 13, in lieu of 5, for 1936, were then substituted by agreement.

Leave Questions.

The Council authorised withdrawal, from the Departmental Clerical Class Committee, of a reference covering the grant of leave in half-days to members of the Departmental Clerical Class; and a local Committee disagreement on the restriction of choice for leave imposed on Officer in Orkney was adjourned for Staff Side examination.

Staffing and Methods of Work.

The Official Side intimated that they were not yet ready to put forward proposals on the question of instruction of new entrants to the Officer Grade, and the item was re-adjourned. Local Staffing decisions were mainly in the form of agreements, and ratification was possible in relation to the staffing of the Collector's Office, Grimsby, Excise Stations in Ipswich, Newcastle, Northampton and Inverness Collections. The last-named agreement embodied the scheming of distillery and general work in separate Stations, a point which the Staff Side had pressed for some time. Woman Pension Officer Station schemes in Liverpool and Manchester Collections were agreed, and consideration of decisions covering Stations in Bristol, Liverpool and Northampton Collections were adjourned at Staff Side request. Newcastle Committee provided two further agreements, one covering a scheme of rotation in Newcastle Port and the other covering Fixed Officer Groups, and the Council was able to ratify both. A disagreement reached by the Ipswich Committee in respect of the staffing of Harwich was adjourned at Staff Side request in order that the matter might be discussed informally, and the treatment of matters under this head served to indicate the large measure of agreement both locally and centrally on staffing matters.

Office Accommodation, Copying Ink Pencils, etc.

The main item, covering the provision of Retiring Rooms and Sick Bays, was re-adjourned at Official Side request, as was the item relating to sanitary accommodation at a Glasgow Quay, the latter being the subject of correspondence with the Office of Works.

In resuming discussion of the Staff Side proposals for the discontinuance of use of copying-ink pencils containing methyl-violet, the Official Side stated that inquiries had been proceeding

as to the provision of pencils with a view to meeting the proposal that copying-ink pencils should be discontinued but so far no satisfactory substitute had been obtained. They understood the Treasury were definitely opposed to the provision of fountain pens as a substitute for copying-ink pencils, and they were now in communication with the Stationery Office regarding special carbon paper but had had no reply. The Staff Side stated, however, that stylographic pens or fountain pens with a steel manifold nib were in use at Post Offices for the preparation, *inter alia*, of money orders.

The item was re-adjourned for the Official Side.

A disagreement from London Port Committee maintaining the continued Staff Side objection to timber-framed structures as offices was supported and confirmed.

Suggestions Committee.

A schedule of suggestions dealt with by the Suggestions Committee was accepted by the Council.

It was decided to hold the next, the 200th, Meeting on Wednesday, 20th October, 1937.

Aberdeen Meeting.

A meeting of the local P.S.A. members was held in the Old Custom House, Regent Quay, on September 23rd, Mr. C. H. Eve, P.O., being in the Chair.

The Minutes of the previous meeting were read and adopted.

The first item on the agenda was the appointment of a District Organiser; the vacancy being caused by the transfer of Mr. J. M. Mitchell, P.O., to Southampton. Mr. Eve was nominated to fill the vacancy. (1) Mr. Innes; (2) Mr. Stewart.

Relief at small ports then came up for discussion. It was felt that an additional day should be allowed for taking over when the travelling time exceeds eight hours. It was decided, however, to await a reply from the General Secretary before pursuing the matter further.

It was unanimously agreed to record the following appreciations in the minutes. (1) To Mr. J. M. Mitchell, P.O., for his services as District Organiser during his sojourn in Aberdeen; (2) To Mr. A. H. Stuart, A.P.O., who left the Service with his P.S.A. subscriptions paid to the end of the quarter in which he retired. His retirement means the loss of a colleague whose loyalty to the Association was unsurpassed.

The meeting closed with a hearty vote of thanks to the Charman, Mr. C. H. Eve.

Do You Know—

That this feature, in our last issue was not complete? It should have read that iron lamp-standards on the quay in front of the Custom House, London, still bear the insignia G.R. IIII.

Aberdeen Presentation.

On Friday, September 17th, a large company gathered in the Green Room of the Imperial Hotel, Aberdeen, to bid farewell to Mr. A. H. Stuart, A.P.O., on the occasion of his retirement from the Service.

Among those present were Mr. S. Will, Asst. Collector, Mr. W. Girvan, Waterguard Supt., Leith, Mr. W. Bain, C.P.O., Dundee, and Mr. J. Adam, P.O., Macduff. The Chair was taken by Mr. D. Mackenzie, Waterguard Supt.

Letters expressing regret at inability to attend were received from a number of serving and retired officers. Letters of appreciation were also received from Mr. C. M. Woodford, O.B.E., and Mr. W. H. Powell, General Secretary.

The Chairman, in opening the proceedings, mentioned that Mr. Stuart had given forty-eight years' service to his country; sixteen years in the Army, and thirty-two as a Customs Officer. As a soldier he served in India, South Africa, Ceylon and in the Boer War. In the Service, "Angus" had proved himself a counsellor and friend to all with whom he came in contact.

Glowing tributes to Mr. Stuart's sterling qualities were also paid by Messrs. Will, Doverly, Wales, Laing, Wallis, Shaw and Ross.

The presentation, which was made by Mr. R. H. Wallis, C.P.O., took the form of a gold watch suitably inscribed, and a wallet of notes.

Mr. Stuart, in his reply, said it gave him great pleasure to accept these gifts, particularly as they were subscribed for by officers stationed, not only in Aberdeen, but in all parts of the country. He spoke of the many happy days he had spent at Aberdeen, and offered some words of advice to the younger officers present.

The evening was spent in song and story, the programme being provided by Messrs. Munro, Sutherland, Wallis, Hogg, Mackenzie, Adam (Macduff), Cowie and Grant. Music was supplied by Hamish Robertson's Band.

The evening was brought to a close with the singing of Auld Lang Syne.

We join in wishing Mr. Stuart health, happiness and prosperity in his well-earned rest.

Bristol Presentation.

At the Royal Oak Hotel, Bristol, on the evening of the 27th September, members of the Waterguard Staff of Bristol and Avonmouth assembled to make Mr. H. F. King, A.P.O., the recipient of a handsome tea-pot on the occasion of his forthcoming marriage and transfer from the port to Fowey.

The gift from the staff was of unusual design being of stainless steel encased in a china body with a mother-of-pearl handle.

Following the presentation, presided over by Mr. B. J. Burge, musical honours were rendered by Mr. Smith, P.O., and Mr. G. Clark and Partner on their piano-accordions.

A most pleasant and enjoyable evening terminated at 10 p.m. B.J.B.

Merseyside News.

V.E.S. A class has been formed for the purpose of studying regulations, and meetings will be held on Monday evenings at the Landing Stage, at 7.30 p.m. throughout the winter. Various P.O.s have kindly consented to attend as tutors. A syllabus of the classes may be obtained on application to J.W.D. at the Stage.

Presentation. In connection with the subscription list circulated recently on behalf of Mr. W. J. Spring, ex-Launch Service here, the following letter has been received:—

To the Waterguard Officers, Merseyside.

Gentlemen,

May I acknowledge with great pleasure, the present of two fireside chairs, also lady's hand-bag. My wife and myself are sincerely grateful for your lovely gifts. Wishing you all the best of luck.

I am, Sirs,
Yours sincerely,
W. J. SPRING.

We trust that Mrs. Spring and Bill will live to see the chairs worn out and enjoy to the full their retirement.

Seizures. Congratulations to Messrs. B. Mitchell, and N. S. Billington, A.P.O.s., who were each successful in landing "court jobs," on their second day in the Service. The seizures were 5 lbs. tobacco Cav. and 27 mechanical lighters respectively.

Football. On Wednesday, September 9th, Customs played their third league match of the season versus Aigburth Wednesday F.C. and succeeded in netting a further two points. The day was warm and sunny and both teams gave the good number of spectators fair value for money and some over.

The game was maintained at a fast pace throughout, neither side slackening—although Customs half-backs sighed for a cooling draught, long before the final whistle. The scoring was opened by our latest "find" N. S. Billington, centre-forward, and before the interval the same player added a second, only to see the opposing centre-half reduce the lead with a picture goal, almost immediately afterwards. There was no further scoring, and although it was anyone's game all the way, we gave as good as we received and walked off winners by 2 goals to 1.

Vale. It is with regret that we say good-bye to our fine right-back, T. F. Archer, A.P.O., on his being transferred to Londonderry. His tremendous kicking powers and untiring energy will leave a gap in our ranks which will be hard to fill, and apart from his football, we will be losing a good pal in Freddie.

Social Side. After the football match, described above, most of the players and spectators journeyed to "Broadstones," the home

of the C. & E. Bowling Society, to be present at the final evening of their season.

A knock-out bowls competition was organised for the evening and was won by Mr. H. A. Atwill, C.P.O. At dusk the gathering adjourned to the Ball-room where the prizes for tennis and bowls tournaments held during the summer were presented by Mrs. Large, wife of the Collector. Speeches were made by Mr. T. J. A. Large, O.B.E., and Mr. B. J. Herrington, Waterguard Superintendent, the main theme dwelling upon the very happy summer we have had and expressing a desire for more members next year. Afterwards the company amused themselves in various ways about the lovely "Broadstones" home, wandering up and down and mixing like one big happy family, dancing, playing, billiards, cards, table-tennis or drifting towards the bar for a chat or a game of darts. It is a great pity that the season is over, as "Broadstones" has quickly made itself the rendezvous for Customs and Excise folk of all grades on Wednesday evenings, and it is to be hoped that next season will be as happy as this one has been—if so we shall be satisfied.

J.W.D.

N.B.—Make a note of the first Annual Dinner of the Liverpool Preventive Staff Social Club to be held on November 30th, 1937, at Reece's Banqueting Hall. Informal dress. Men only. Tickets, 6/6d. each. May be paid for in three instalments of 2/-, 2/- and 2/6d. Further news anon.

NOTA BENE.

MAKE A NOTE OF THE DATE

Thursday, November 18th.

EIGHTH ANNUAL

DINNER and DANCE

of the

Preventive Service Sports Club

at

**FIRST AVENUE RESTAURANT,
HOLBORN.**

**BILLY BELL and his NEW RIALTO
ORCHESTRA.**

Dress Optional.

TICKETS 7/6d.

Be sure and obtain your Ticket early.

Excerpts from
“The Customs Journal,”
8th October, 1904.

THE MAKING OF A BOATMAN.

Many men come and go in the Waterguard who are “dubbed” “Boatmen”; why “Boatmen” no one knows, as the term is as obsolete as the word “Jerquer.”

The supply seems inexhaustible; at least the Treasury says that it is. Some come from the land, that source of all good things, and are speedily made into good officers. Others come from the seafaring class and are, to some extent, familiar with their duties at entrance and make good rummagers. Another contingent appear to be drawn from the flotsam and jetsam of our great cities and this is the least desirable source of supply. While the two classes have something to learn at entrance, the latter has a lot to unlearn. It is a lamentable fact that the quickened intellect of the town-bred man is frequently accompanied by a corresponding diminution in his moral and physical stamina.

Having got the men in, the Board appoint one man, say, to a small port and keep him there until his turn for promotion comes.

He learns little of the work that will be required of him as a Preventive Officer.

Consequently if he passes his test examination and becomes a P.O. he may find himself dumped into a large port where he is lost for a considerable time. Such a man would know but little of rummaging in the proper sense of the word.

Another man is stationed at a large port on entering. Here there is plenty to learn and but few teachers; of course, he will meet with Preventive Officers who will take a real interest in him if he is sober and attentive to his duties: these will teach him.

He will, however, also come into contact with Preventive Officers who, not being sober and attentive to their duties themselves, treat him with indifference, and, in some cases, cold-shoulder him if he will not drink with them.

This is not the best way to train up a body of men for the important work of protecting the Revenue.

It would be far better to train them systematically. We therefore suggest that two large ports, say London and Liverpool, be formed into centres or training ports, where all probationary Boatmen would be sent on entering the Service. At these places, under officers chosen for their capability and sobriety, the young men could be properly trained. By doing this, a body of officers having a good practical knowledge of their duties would be formed, and they could be drafted to the smaller ports as required.

In addition they would be fortified by example and precept against the insidious advances of the brass-bound chief steward with his insinuating invitation to “take a peg” or the more vulgar offer of the common or garden steward, “Have a drop of gin, Sir?”

How many men have ruined their careers and shortened their lives by taking the drop and the peg, only we, who have gone grey in the Service, can tell.

It may be that a proper course of training would have saved some of these men.

Some such scheme must be tried if a younger class of men is to be introduced into the Service, or the Waterguard will degenerate. Boys of eighteen will not be proof against the “tip” and the “drink” unless the danger of the thing is pointed out to them. Again, it will be a serious thing for one of these youngsters to be drafted at entrance to a small port where he may be for years under the one and only Preventive Officer, if the said officer is “rather wet.”

This is one of the strongest arguments that can be used in favour of giving a systematic course of training to our young men at centres where they will gain knowledge and wisdom.

I Wonder.

Why the officers in Lerwick walk comfortably in a uniform identical with that in which the Torquay officers face miserably the eyes of lightly-clad summer visitors?

Why saccharin is shown on forms C No. 569, and C No. 65, and why potatoes and bacon are considered less probable items to find on a ship?

Why the useless list of “Principal Dutiable Articles” on the front of Lists 142 is not replaced by something of a more pleasing nature? For instance, a reminder to ships’ crews that if smuggling ever dies out many Waterguard officers will take their places in bread-lines. That would stamp it out.

Why the man who punches the perforations in amendment slips is not supplied with a sharper pin?

Why each page in a code-part has not the lines marked in tens?

Why articles liable to K.I.D. duty are not supplied with nicknames? No one will convince me that oxy-aceto-mercuric-ethyl urethane would not feel happier if it had only to answer to “meaou,” which, after all, is only a juxtaposition of initials.

Why most Waterguard officers are bull-necked? Is it that the effort of carrying an eight-ounce cap induces abnormal development of the neck muscles?

Why 7½ ozs. of tobacco costs a passenger nothing, but 8½ ozs. costs him—er—well, why does he pay duty on the lot?

Oh, dear! Here’s my keeper.

H.G.R.

O Wad the Power.

Whenever I return from a Continental holiday I am always struck by our lack of international courtesy—the way our officials treat foreign notabilities and even distinguished nationals: it compares so unfavourably with the treatment shown abroad, and seems to have no reason other than a desire to assert oneself and to be as rude as possible in doing so.

The other day a distinguished English business man, a director of one of our railway companies and several other concerns, returned with his wife from a short holiday abroad where they had received great courtesy—Customs passes, no queuing up for visas and general helpfulness.

As this gentleman is a man of scrupulous honesty, he had bothered to keep and neatly clip together all the receipts for whatever he had bought abroad.

These he duly presented to the Customs on landing in England, together with money with which to pay his dues.

Whether or not such order and accuracy was a shock to the Customs I do not know, but every article mentioned had to be produced and compared with the bill.

By this time most of the passengers were already in the train, so our English business man sent his wife ahead to sit in her reserved seat until his troubles were over.

At last he found himself the only passenger left and at the same time the Customs noticed that although there was a bill among the packet for a little silver trinket it was not in his bag.

The English business man raced to the end of the train and asked his wife for her bracelet, on which he had fastened the said article.

Because she found difficulty in taking it off, he pulled the attachment off by force and raced back to his inquisitor, only to be told there was nothing to pay on it.

Sighing with relief, he looked up to see the train leaving the platform and realised he had another three hours to wait until the next.

Luckily his wife got out as the train moved off.

What I want to know is why honesty is at a disadvantage at the English Customs barrier and why this service, which seems to be answerable to no one, does not aim at greater courtesy:—

Lord Covedale (Oliver Baldwin),
"Sunday Dispatch," 26.9.37.

— — — Yet do not presume that the Customs are readily gulled. — — — Much more impressive hauls would result if wider powers for inspection were available. Officials themselves recognise that for every seizure dozens of coups elude them. They simply have not the time to practise a 100 per cent. examination programme, but must rely upon their intuition, psychological training, and advance "intelligence" information to unmask fraudulent travellers:—

"Oxford Mail," 22nd Sept., 1937.

The Pennywise Problem.

The story is told that many years ago the two sons of L. Pennywise, Esq., Rider of Her Majesty's Customs*, were in a quandary. Their father had been a careful and sober man, who, although rather eccentric, had saved what was, in the days of Customs Riders, a fairly good amount of money. He had loved his sons, and after the death of his spouse, treated each boy alike, whatever the one had the other had to have exactly the same.

Having seen their father mount his horse and ride away on patrol on several occasions, their natural desire was for each to possess a horse of his own. After persuasion, the father purchased two horses for them, and fortunately obtained two almost alike as two peas. The boys were delighted and spent many hours in the saddle riding and racing. In the matter of speed, the horses were so much alike that there was little to choose between them.

It was on the return from one of their rides that the brothers learned that their father had been killed by a band of smugglers at a near-by coastal village. The orphans were naturally weighed down with grief. Their father's bosom friend, A. E. Eff, Esq., another Rider, managed the last little items of business for his friend and informed the lads of their father's will. He told the boys that before they could participate as beneficiaries they had to arrive themselves at the solution of a problem set them by their father.

The contents of the document stated that as there was not sufficient money to share to both, one would have to seek employment, therefore the money was to be given to the son whose horse came in **last** in a race of five miles. The conditions were that the villagers had to witness the race and decide the winner, that the event had to be a **race to win** and won or lost within ½-hour and to be held within a week of the reading of the will, or the money was to go to the Queen's Chest.

For some time the lads puzzled for a solution. They consulted the Tide-Surveyor, a man of renowned foresight, W. H. Pee, Esq., without avail. The last day drew nigh, and on its eve, W. H. Pee, Esq., arrived at the house, and informed the lads that A. E. Eff, Esq., and himself had consulted H. L. Bee, Esq., another Rider, and together they had arrived at the solution of the problem. If the lads . . . , but what was the solution? See page 248.

*To wit, Queen Anne's.

Nobby Nooks by Nod.

That the Post Office has stolen a march on our Department in the matter of catering for the comfort of the public goes without saying, for I read of recent date that Central Post Offices are to be provided with rest rooms where customers, instead of "inquiring at the counter," are to be comfortably ensconced in arm-chairs while a host obtains the required information for them. I also read that the walls of these waiting-rooms are to be decorated with pictures by "famous artists."

To copy is the sincerest form of flattery, I know, but with the vast versatile type of public we meet, surely there is an opportunity to enlarge upon the idea, and if properly worked upon it would, without doubt, encourage travellers to this country.

I have in mind our dismal examination sheds that are not at all inviting to travellers who maybe have to stand in draughts, and for hours, as several complainants have said.

Now suppose, for instance, during the examination of baggage a passenger is discovered with something that is not quite above suspicion. Instead of running the risk of catching pneumonia or kindred ailments, the passenger could be escorted (that's a good word) to one of our guest rooms, where a closer examination of his baggage could be made in more congenial surroundings.

I would suggest that a Probationer A.P.O., straight from Public School, be employed as host for he still has that polish that has not been dulled through years of close contact with Chinese fo'c'sles and the like. He could see to the comfort of the person concerned and see that he is comfortably seated and possibly hand him a copy of our Journal in which the passenger could read all about the seizures that have been recently made.

A handsome gramophone, in a dull red colour, could softly play such airs as "Home Sweet Home," or if the offender, sorry, passenger, is of a lighter turn of mind, "Eleven more months and ten more days" would entertain him no end.

The carpet in the room, I think, should be of the thickest pile, for, if the passenger be a lady, the repeated stamping of a pretty foot to emphasise the fact that evening gown labelled "Pauvais Freres de la rue Malodours" was recently purchased at Starks and Mencers, would not upset the nervous systems of our Baggage Officers.

The walls need not necessarily (NO, NOT BY NOD), be decorated with pictures by famous artists but some interesting illustrations something like Charles I being led to his execution, or one showing George Washington, as a boy,

displaying his little hatchet. You see the idea? What enlightenment and what entertainment the travelling public would obtain.

Of further use would be the installation of a hand telephone, in a shade of deep blue, with which a passenger could get in close contact with his solicitors or bankers, as the case may be.

A Vision of 1940.

Imagine Claude (don't forget the 'e') and Algernon, fresh in the job, with heads full of new ideas, placed at the gangway of a large ship which is just 'paying off.' Bill, an A.P.O. of the old ('35) school has told them what to do, and has departed to assist the 'Governor.'

"I say, Algie!"

"Yes, old top?"

"Fearfully complicated biz., this, is it not? I mean to say, some of these sailors are so rough and we're quite alone."

"Yes, Claude (grandly), but they're probably very respectful; after all, I mean we *are* Crown Officers."

"Oh, quite! I say, old boy, how are we going to deal with these Johnnies? Singly?"

"I think so. Now—oh, here comes one. He's quite big, isn't he? Excuse me, my man!"

"Orlright, mate! 'Ere y'are, two plugs and a 'alf a bottle. I've signed for 'em. Name o' Bloggs."

"Anything else dutiable? Clocks, watches . . ."

"Nah, nuffin! Go on, 'ave a dekkol!"

"I think, Claude, that anything we may be fortunate to discover will be contraband?"

"Indubitably, Algernon!"

With looks of distaste on their faces they proceed to turn over the soiled linen, etc., in Bloggs's bags. The latter keeps up a running flow of talk.

"No, them's not cigars, them's razors! Nice bit o' work, wern't it, Endeavour sailing into Gosport all 'lit up?' Nah, you won't find nuffink, I always says—"

"All right, my man, you may go. Come, Algernon, Bill is signalling us."

Bill (arriving), "You've forgotten something." (To Bloggs, all in one breath), "Anything on the person? Any objection to being searched? No? Well, what's this? (pulling four plugs out of Bloggs's socks).

Claude and Algernon: "How *brutal* and indelicate!"

They swoon.

C.G.W.

Impossible Sayings (9).

Voice from Customs Launch hailing Endeavour I on her return, "Where yer from, Sir?"

A Retrospection of 1840.

The barque "Circe" had indeed made a remarkable voyage, for she had accomplished the trip from Australia with a full cargo of grain in a little under six months. No wonder the owner was proud of his ship and went aboard as soon as she was alongside.

Some four hours later, three boarding officers could be seen approaching the ship. One, by reason of his uniform having a resemblance of such, together with his overbearing and haughty manner, proclaimed his to be the chief. Boarding the ship with all due decorum, the junior of the trio, aged about 55, was ordered to remain by the gangway and keep a sharp look-out.

The two seniors leisurely wended their way aft to the saloon and were about to descend the companion-way when they were confronted by the owner now about to depart. Profound bowing and the exchange of the courtesies of the age proved that even in those days Customs Officers used "every means within their power."

As the owner prepared to make his way to the gangway our Protectors of the Revenue disappeared below to perform, whatever had to be performed in those days, the boarding of the ship. The owner was a typical dandy, wearing the close-fitting buckskin trousers popular during the period, his coat was of the finest green velvet embellished with much fine lace at the neck and cuffs. His crowning glory was his "beaver," which we hasten to enlighten the uninitiated, was not of facial fungoid growth, but an enormous top-hat beautifully curled at the rim.

Approaching the gangway, not deigning to even glance at our "junior," he was about to go ashore when

"Got any 'baccy, governor?"

"How dare you address me in such a perfunctory manner!"

"'functory manner be blowed, I'm a asking yer!"

"Sir, I would have you know that I am an experienced traveller, having made my Grand Tour nearly twenty years ago and my father before me was a collector"

"Yes, o' bets I expect, come on"

We will draw a veil over the next few moments as it is difficult to chronicle exactly what did happen, but the next that can be recorded with any degree of accuracy is that of the dandy owner painfully extricating himself from a coil of rope while our worthy was in proud possession of a battered "beaver" and five pounds of plug that was hidden therein.

"Come on, Cocky, to my Governor, and if you says a single word about me knocking yer 'at orf I'll knock yer blooming block orf!"

"INKY."

The Exasperating Habits of Certain Passengers.

Members of the travelling public have always been at liberty to criticise the way we perform our duty of baggage examination. This criticism takes many forms, the most pointed being an actual complaint made to the Board. Some passengers complain as a matter of course, whilst opening their luggage. All the tact and diplomacy in the world would not pacify this type of person, for it is their usual method of approach in all situations involving contact with public servants. Others wait until they reach home or the hotel, and proceed to tell their friends exaggerated stories of how the officer turned up all their baggage and yet failed to discover that box of cigars, or bottle of scent. Then there is the passenger who believes you are accusing him of being a liar because you ask him to open his trunk after he has given his word that he has nothing else.

There is no doubt that to many we are a mistrustful, inquisitive set of officials and a fair target for any criticisms they may care to make. I wonder how many of them ever try to visualise themselves in our position on the other side of the bench. They would then realise some of their own shortcomings.

For instance, our work is solely confined on the baggage floor to revenue protection. We are not an enquiry bureau, nor are we employed by the railway company. Any information that we may volunteer about trains, taxis, telegrams, porter, etc., we do so because we desire to be helpful. How many passengers can answer a straightforward question? When asked if all their baggage is on the bench they brightly, say all they have is their "allowance." If asked whether they are travelling alone as likely as not they will talk about a few souvenirs they bought on the boat. The leaflet presents quite a problem to certain travellers. All we ask them to do is to read a matter of eighty words or so printed quite legibly, and what is the result? Some hold it at arm's length as if it were contaminated and ignore it. Others almost fall asleep whilst reading it and then attempt to split the millboard in two, or vainly search for a sequel on the reverse side. Passengers have been known to sign it at the bottom or pack it in their baggage. Being delightfully vague about everything is a sure way to try the officers' patience. Usually these people have "a few oddments" the price of which they cannot remember. They also cannot recollect which case they were packed in, or or even if they were ever packed at all. The procedure is then to fiddle away precious time with huge bunches of keys in a fruitless effort to select the right one. Women are the chief offenders in this respect. Particularly annoy-

ing is the woman who makes what, in her opinion, is a humorous suggestion that we like delving amongst the underwear, and why does she look so indignant if examination of a small suitcase reveals her more intimate accessories placed right on the top.

Some passengers delight in clutching one's sleeve, some try the hectoring method, others all talk at the same time, whilst almost all of them fail to realise that theirs is not the only baggage waiting to be cleared.

No, dear Passenger, you are not perfect yourself. H.L.F.

Novice's Narrative by Nod.

It may appear strange but I possess the unique experience of being born very young and my nurse, viewing me for the first time, said, "He's odd," a nomen to be eventually corrupted into "Nod," and although at a later date my tutor said that I was addicted to this while listening to his wise dicta, the fact remains that the propensity of being odd or unique has at times its advantage. I remember soon after I entered the Service, my P.O. telling me to go for'ard to look for some tobacco and I went aft and found some silk.

However, without enlarging upon this trait of being opposite or different, I considered that I might apply this as a means of detecting a bit of smuggling, therefore I reasoned that if I took my leave very late in the year, I stood a better opportunity of doing a bit of 'spotting' under the cover of darkness than during the blazing summer months.

The South Coast, I had been told, was a hotbed for this sort of thing, so after much careful deliberation I selected what I considered a likely little creek and repaired thither. On alighting from the train a fellow in blue dungarees stopped me and explained that he had "valked all the vay from Scotland" to look for a job but was now penniless, would I buy a box of cigars? Being of Scottish extraction (which proves that something can be extracted from that country) my heart melted and I became the possessor of his cigars. I reasoned that a discreet distribution of these would disarm any suspicion to my proposed inquiries.

I put up at the "Smuggler's Inn," (an appropriate name, I thought) and on making my acquaintance to mine worthy host I handed him a cigar. He took one, examined it and eyed me rather qucerly. Ah, he is fidgety, who knows perhaps there are cases and cases of smuggled brandy in his cellar? Maybe I had struck right the first time; I will give this gentleman my first consideration.

I let it be known to him that I was collector of insects, forgetting for the moment whether I was an etymologist or an entomologist. The

landlord eyed me up and down and made the strange remark that he wouldn't be at all surprised. Probably nervous tension thought I. Strange to relate it was he who made the first overture, for he asked me very fawningly that, as my cigars were so good, could I get him some more? By Jove, he was my man all right. I parried his question and said that I would see and followed it up by suggesting that as the landlord of this delightful little place he possibly had many opportunities of picking up a drop of stuff cheap.

"Oh, yes," he said, "If you could get me some where . . ."

"Look here," I replied, getting all worked up with excitement, "I'm a Revenue Officer and I suspect . . ."

"Revenue Officer!" he roared, "Show me your Commission."

Unfortunately I am not due for one for another three months so I proudly displayed my Dock Pass. He gave one look at it and shouted,

"Get out of here! I'm a C.P.O. that has only just retired and I thought—but in my young days. . ."

I beat a hasty retreat realising that I had been too premature. Ah, well, experience must count, I suppose, but perhaps next year, who knows?

Back to the station I trudged, glowering at my misfortune when—

"Excuse me, Sir, I have valked all the vay—"

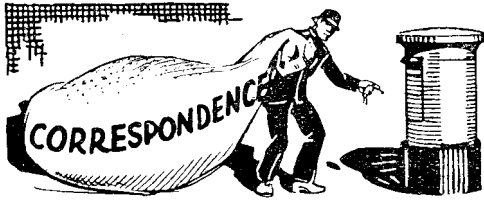
"No!" I bellowed, "I've got some."

A la Harry Tate.

To those of my colleagues who know only big ports, with mighty harbour organisations running with perfect efficiency, the following incident may prove amusing.

A certain small port—but nevertheless one dealing with large ships—is approached by a channel marked by two green lights, each mounted on a wooden perch. One night, while the P.O. and A.P.O. were standing at the dock gates watching a foreign arrival docking, they observed a green light bobbing over the water in the harbour, apparently unattached. Other people saw it, a fact which reassured the P.O. and A.P.O. of their sobriety. As the light came nearer it resolved itself into a light carried by a man in a boat. When he was asked to explain, he said that **several months** previously a ship had broken one of the perches, and his job, when a big ship was docking, was to row out to the position of the broken perch, and to balance the light on his head while the ship passed.

This is neither history nor fiction, but is happening at the present moment.



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

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

Sir,

The writer of "Extracts from the 'Customs Journal,' 1950, must surely have been suffering from a "hang-over" when he penned that epistle, and no doubt in these cooler autumn days, with a more normal flow of traffic, regrets his thrust at conditions and personnel at a port, of which, owing to the mention of times of duties, there can be no mistaking.

Had he been in this service little more than thirteen years ago he probably would have had real grounds for complaint. Floor scrubbing was one of the everyday tasks, and instructions might have been given to him which were harsh, and from which he would have had little redress, but he would have experienced a code of loyalty which recognised that, whatever the shortcomings of a superior officer, that superior must never be "let down."

The gibe at the P.O.s and C.P.O.s is particularly unfortunate. During this record season, now closing, there has not been one complaint from a passenger of unnecessary delay or incivility, which speaks volumes for the way the C.P.O.s have handled the Staff, and the tact used by the "bad-tempered noisy little men."

It is agreed that the uniform is not everything to be desired, but even comparing it with an imaginary 1950 standard, is it really so "thick, shapeless and shoddy,"

Is not the description of A.P.O.s "irritated and tired to breaking-point" a little exaggerated? The hours on duty were long, but was it not occasionally possible to relax between the rushes and perhaps even to indulge in a "dip in the briny"? Were those parcels of S.O.D. so innumerable, and did not the parcel labelled "Seizure" sometimes "temper the wind?"

It seem certain that there will still be more "red-faced, leather shorted ruck-sack bearing suburban boys" visiting the Continent next year, as the younger generation has acquired the knack of seeing the world at a minimum cost.

If your correspondent does not find a "better 'ole" I would suggest in all friendliness that he uses his talents to bettering existing conditions at his port.

F.J.H.

In the text of the article "The Customs Journal,' 1950" published in our last issue the phrase "bad-tempered noisy little men," referred to by our correspondent, obviously did not refer to C.P.O.s. With the widest stretch of imagination one cannot conceive C.P.O.s shouting and gesticulating. The wearing of rings upon the arm does not necessarily signify Waterguard Officers.—Ed.

185, Rosemount Place,
Aberdeen.

21st September, 1937.

Sir,

I will be obliged if you will kindly allow me a little of your valuable space in which to thank the many friends throughout the country who remembered me on the occasion of my retirement.

The handsome gifts which were presented to me and subscribed to by past and present officers of all grades whom it has been my pleasure to be associated with, will always bring to my mind the sincere friendships, the loyal comrades and the happy times I experienced while among them. I wish to express my sincere thanks to them all and also for their expressions of good wishes for my future.

I also take this opportunity of thanking Mr. R. H. Wallis, C.P.O., and his Committee for the admirable arrangements made in connection with my presentation. The success of the evening was undoubtedly due to their untiring efforts.

Yours very sincerely,

A. H. STUART.

Resource and Courage Rewarded.

Readers will recall the courage displayed by Mr. W. R. Pedder, A.P.O., Bristol, in rescuing a runaway horse from drowning in the River Avon some time ago. The sequel took place at the Council House, Bristol, when Mr. Pedder was made the recipient of a bronze medal and certificate presented by the Lord Mayor on behalf of the Royal Society for the Prevention of Cruelty to Animals.

Short and Snappy.

(ANSWERS).

(1) All smuggling and Baggage deposits (whether in respect of duty or fine), deposits in lieu of detention of vessels, deposits in respect of overtime charges and any amounts of surplus cash.

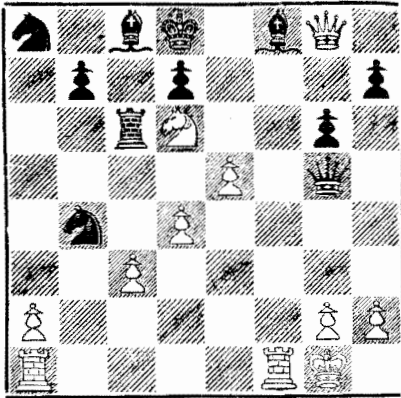
(2) Tobacco (including cigars, cigarettes and snuff) or spirits (including cordials and perfumes).

(3) Endorse the duty-slip with the words "Goods landed" adding the signature and rank of the officer and the date and time.

Preventive Service Sports Club.

CHESS PROBLEM No. 164.

BLACK.



WHITE.

White play and win.
Solution to No. 163—

1. Q—Kt8 ch. K×Q.
2. R—Q8 mate.

Southampton Football.

As was the case last year, it seems as if the football season starts a fortnight too early for the team at Southampton. After taking a couple of matches to get into their stride, they have won three games in succession, and with the team now at full strength should maintain their form.

On October 2nd, we played Central Hall F.C. on the Civil Service Ground, and after a convincing display defeated them by 3 goals to nil. All the goals were scored in the first half, Bayliss netting two, one of them being a lovely cross-shot on the run, and Hannaford was responsible for the other. After the interval the lads seemed content to take things easier, a state they should guard against, for it nearly proved their undoing in the previous match. Langford, a new-comer to the post, has taken over the centre-half position with success. He is a constructive type of player, who is not afraid to try a shot occasionally, having already scored in two matches. McNeill, last season's pivot, now plays at right-back and, during last Saturday's second half, got through a tremendous amount of work. The outside-left position seems to suit Bayliss admirably, and he and McDougall, his half-back, have worked up a nice understanding with each other.

All the team are looking forward to the Lupton Cup-tie at Gravesend and if some philanthropist will hire us the "Cambria" for the day, like Hull, we'll fly. H.L.F.

Hull Waterguard Sports Club.

GOLF.

The Competition for the J. S. Burkey Cup again resulted in a large number of entries. Of these, the following reached the semi-final, Messrs. Gamble, Westerdale, Swann and Stocks. The two latter qualified for the final, a good gallery witnessing an interesting game. Swann began very well, winning the first two holes, but after being bunkered at the third, his standard of play deteriorated a little and Stocks, after being one up at the turn, eventually reached the top of his form and won by 4 up and 3 to play. The winner of the event holds the Cup for the ensuing year and also receives a replica of the trophy. R.W.B.

C. & E. Dramatic Society.

The C. & E. Dramatic Society are presenting "A Damsel in Distress," a comedy in three acts, by Ian Hay and P. G. Wodehouse, at the Cripplegate Theatre, Golden Lane, E.C.1. (nearest station, Aldersgate Street, Inner Circle), on Tuesday and Wednesday, 26th and 27th October at 7.45 p.m. Prices: Circle or Stalls, 3/6, 2/6, 1/6 and 1/- (inclusive of duty). All seats are bookable and the Box-Office Manager is Mr. A. J. Doust, Oil Drawbacks, Adelaide House (Telephone No. Mansion House 1515, Extension 4/8).

It was decided at the Annual General Meeting of this Society to institute a system of Honorary Membership, whereby those becoming honorary members, at an annual subscription of 12/-, will receive two 3/6 seats (stalls or circle, as desired), for each of the two productions during the season.

The chief reasons for this change in the constitution of the society are:—

(1) to improve the work of the society by affording it opportunities of obtaining the views and advice of its supporters, and of meeting potential acting members;

(2) to enable the society to form a better estimate of probable revenue during a season than is at present possible, and so adjust expenditure accordingly, and

(3) to reduce the amount of work (and, consequently, time involved) which, at present falls on the secretary and box-office manager.

Applications for Hon. Membership should be made to the Box-Office Manager or the Hon. Secretary, Miss Joan Evans, Room 58, Custom House.

The Pennywise Solution.

If the lads rode each other's horse in the race, the boy who won the race would receive the money as his horse would then come in last.