

# CUSTOMS JOURNAL

THE  
EST. 1904  
OFFICIAL JOURNAL CUSTOMS & EXCISE  
PREVENTIVE STAFF ASSOCIATION

Vol. 39. No. 960.

SEPTEMBER, 1942.

MONTHLY

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**SUBSCRIPTIONS.**—Retired Officers and outside persons wishing to become subscribers may do so on application to the Organising Secretary, 6, Brook Lane, Bexley, Kent. The charge is 3s. 0d. per annum, post free.

### CIVIL SERVICE WAR DISTRESS FUND

From April 1st to the end of July the Fund was notified of a further 136 fatal casualties attributable to the war amongst Civil Servants (apart from the Post Office). Continuing allowances are already being made to dependants in need.

A new problem has cropped up in connection with men on service in the Far East reported missing. Owing to the difficulty of getting information from the enemy, death has not been presumed after the usual lapse of time, but the men concerned have remained on the missing list, though balance of civil pay and other allowances to dependants may have ceased.

The Fund is arranging for such cases to be notified to them with a view to enquiries being made through local committees to ascertain if the dependants are in need. If so, continuing allowances are made forthwith, to be discontinued in the fortunate event of the missing man turning up.

### PERSONAL

Preventive Officer, London, requests correspondence from another P.O. desiring exchange. Letters c/o Editor, please.

### MISCELLANEOUS.

**DUTTON ONE-WEEK SHORTHAND** is learnt in twelve 2-hour postal lessons. Send 3d. in stamps for first lesson to C. J., 92, Gt. Russell Street, London, W.C.1.

## CHANGES IN THE STAFF

TO 14th SEPTEMBER, 1942.

OFFICERS LEAVING THE SERVICE.

RETIREMENTS—PREVENTIVE OFFICERS:—

Allison, W., Newcastle.

Swift, S., Preston.

OBITUARY OF SUPERANNUATED OFFICERS.

Rogerson, R., Preventive Man.

## Belfast District

The Annual General Meeting of the Branch was held in the Free Goods Office on Tuesday, 4th August, with Mr. J. Graham in the chair. Practically the whole of the local staff was present, despite the fact that relief duties necessitated Messrs. Purdon and W. Tohill travelling from Larne to be present. The chairman welcomed Mr. Murray, C.P.O., Councillor for Scotland and Northern Ireland, who had, during a period of officiating, agreed to be present for a general amplification of the resolutions submitted by the Glasgow District.

After a brief resumé of local matters by the District Secretary, which had been raised at the last meeting, and settled eventually to the satisfaction of the staff, the election of officers for the ensuing year resulted as follows:—

Chairman: Mr. J. Graham, A.P.O.

Vice-Chairman: Mr. J. Tohill, A.P.O.

District Secretary: Mr. N. E. McKenna, P.O.

District Organiser: Mr. W. L. Tohill, A.P.O.

Whitley Representatives: Mr. W. Purdon, P.O.

Mr. L. K. Winson, A.P.O.

Journal Correspondent: Mr. J. Tohill, A.P.O.

Auditors: Mr. W. Purdon, P.O.

Mr. W. Leeburn, A.P.O.

While in the main the resolutions passed by the Glasgow Division were agreed upon, following animated discussion, voting showed the rejection of the motion governing the "fixed award of £1 to be divided equally amongst the crew for every seizure made, irrespective of the goods on the duty," arguments being raised that involved the psychology of the seizing officer and the practicability of the official mind. The area representation that envisaged three members for Scotland and one for Northern Ireland was also rejected, solely on the grounds that the times were inopportune, despite the fact that it incorporated a long-felt desire on the part of this district. The proposal made by Mr. Purdon that seizure awards be abolished unconditionally evoked lengthy and critical discussion which only gained a narrow majority after many stimulating counter-arguments.

Mr. G. A. Coppard, P.O., Bangor, spoke of the hardship of officers on detached duty who had been forced, in the midst of other serious considerations, to make provision for school children at home in the acute conditions arising from the war, and especially dwelt on the lot of officers on detached duty in Northern Ireland, who were prevented from availing themselves of the travelling facilities embodied in G.O. 23, 1940, Part I, because of the embargo on the issue of exit permits which only allowed a journey to be made every six months. Motions were tabled requesting a relief for those officers requesting it after two years' absence from home, and for the E.C. to make representations to the proper authority for extra travelling facilities.

Before closing, the meeting proposed certain reservations for any post-war reconstruction scheme, and suggested that the successful candidates in the 1940 P.O. Examinations should, on their promotion, pick up a point on their new salary scale relative to that at which they would normally have been promoted.

The meeting closed with a vote of thanks to the chair.



**Sir John Sutton**

**I**N the last issue we were able to publish the bare fact of the passing of the Deputy Chairman, and time prevented us from paying any tribute to his memory.

Soon after he became Assistant Secretary in 1924, his influence was felt in Waterguard matters, and although others were nominally in control at that time, there was always a feeling that John S. Sutton was there. His knowledge of all phases of the Department was profound, and his understanding of the peculiar conditions under which we worked was equalled by none outside our Service. We have experienced the weight of his opposition to our aspirations, but we have also witnessed and welcomed his strong support.

Sir John was a keen supporter of the social activities of the staff, and no event of this type was complete without his presence.

At Golders Green Crematorium on September 2nd the final farewell service was attended by a large and very representative gathering of past and present Customs officials.

In the passing of Sir John we have lost a great friend.

**Man-Power**

The Government has set up a Committee under the chairmanship of Sir James Rae to ascertain whether demands by Departments for more temporary staff are fully justified, and could not be met by more economical use of existing personnel. A second, but by no means secondary, charge on the committee is to see whether existing staffs are fully and appropriately employed. Cases of overlapping and double-banking are clearly those which the committee will want to "smell out."

Regional Liaison Officers have been appointed, and they are specifically instructed to make contact with Staff Sides during their investigations.

**Redundancy in the Waterguard**

First, a correction of last month's report. A correction of a very obvious error. The first effort of the Board in this matter resulted in the transfer of one C.P.O. and not one "A.P.O." as stated.

Things have been moving lately. Two other avenues of transfer have been opened up, and applications have been invited in regard to posts in the 'Travellers' Censorship Branch and the Merchant Seamen's Welfare Movement. We have no desire to influence the decisions of members in connection with these posts—indeed, our comments here would be too late in any case—but we do feel that the posts so far made available have failed to offer the real incentive. Our people are genuinely keen to take on any job of value in the war effort, but they can hardly be expected to rush to take jobs that promise an immediate "Irishman's rise." The trouble seems to arise from a comparison of salary scales—ignoring the other regular emolument of overtime payment.

In the discussions at the September meeting of the Departmental Council, reference was made to the present policy of the Board in retaining certain officials at the normal retiring age. This drew from the Staff Side an expression of opinion that no official should be retained in a Grade where redundancy exists; he should be retired if a job could not be found for him in another department. At this stage, attention was drawn to the fact that in the Waterguard this state of affairs existed, and the Official Side promised to look into it.

**Detached Duty Officers**

The Staff Side request for a more generous interpretation of Treasury policy regarding travelling time for officers on detached duty has resulted in a circular to Collectors which should go a long way to meet all grievances in this respect. In strict terms the circular leaves many situations uncovered, but the spirit and obvious intention is such that none but the most narrow-minded and niggardly of supervisors would find any difficulty in operating it to the full advantage.

The questions regarding the "four odd days" are still being pursued. These relate (1) to the possibility of linking odd days with Annual Leave, and (2) as to whether such days *must* be taken as separate *single* days of leave.

**Seizures**

As a result of an agreement on a part of a general reference on the Waterguard Sectional Committee, an amendment of C.C.I.I. para. 28 has now been issued, raising the limit for option by Preventive Officers from 25/- to 50/-. At the next meeting the Staff Side will follow up a previous enquiry by claiming an appropriate adjustment of the C.P.O. limit.

Also under this head, the question of the abolition of automatic rewards will be re-opened, and if total abolition is unattainable, then the full weight of Association pressure will be directed towards the abolition of these rewards to Preventive Officers in the first instance.

**Executive Committee, P.S.A.**

The first meeting of the newly elected Executive Committee will take place, as provisionally arranged, at Walter House, Strand, London, on the 29th and 30th September.

**Officer Grade Complement**

In the August issue the Report of the Departmental Council showed that the Staff Side had proposed the inclusion of the Waterguard in the Promotion clause of the expedients to meet the anticipated shortage in the Officer Grade. We are pleased to report that this proposal has been accepted by the Official Side.

**Balance of Civil Pay**

It has been decided to extend to 43 weeks the period during which, in the absence of news of death, balance of civil pay may be allowed to the nominees of Civil Servants in the Forces who have been reported missing in the Far East. Members who are in touch with the relations of missing colleagues should pass on this news.

**Mr. J. G. F. Money**

Our Launch Service friends have passed to us the sad news of the death of Joe Money, late Steersman of London, who retired last January at the age of 61 years.

We share with a large number of colleagues the privilege of having known this great little man. Small in stature, his heart was big and his principles were above reproach. His last act in the Service was typical—when offered the opportunity of being retained in the Service he refused; only because he knew that by staying on he would be holding back a colleague from securing promotion and establishment.

**Cost-of-Living Index Figure**

|      | Jan. | Fed. | March | April | May | June | July | Aug. |
|------|------|------|-------|-------|-----|------|------|------|
| 1941 | 96   | 97   | 97    | 98    | 100 | 100  | 99   | 99   |
| 1942 | 100  | 100  | 100   | 99    | 100 | 99   | 100  | 101  |

## SMART RESCUE AT GREENOCK

### FOURTEEN LIVES LOST

#### WATERGUARD SAVES FOUR OUT OF SIX SURVIVORS

The night of Friday, September 4th, was marked by a grim tragedy of the sea in which two of our Greenock staff took a leading and meritorious part. The month had opened calm, but thenceforward a south-west wind had steadily gained in force until, by the Friday night, it was blowing a 58-mile an hour gale, and a heavy swell, whipped to a confused flurry of water by the wind, was sweeping up the Firth. Fair sized ships rolled to the motion of the sea while such small craft as had ventured out were flung about in a welter of spray like corks.

Such was the night that the 11/8 Quarantine crew were patrolling their station in a little chartered motorboat skippered by a young but experienced seaman, Mr. G. Hockey, or more familiarly, "Wee George"—to distinguish him from "Big George," who stands about six feet two with or without his socks. Incidentally, "Wee George" has already figured in a daring escape from the Germans in a small fishing boat from his native Jersey.

The boat with its boarding crew, Mr. Stewart, P.O., and Mr. Eddowes, A.P.O., were near a big P. & O. boat when faint cries were heard above the roar of the gale and the crashing of the waves. They put about and made a search and, aided by the light of an Aldis lamp on the ship, sighted a raft supporting three half-dead men. With considerable difficulty they were eventually hauled aboard, and a course set for the ship. It seems that even the grimmest moments have in them a touch of humour, although it was no doubt quite lost on the actors at the time: apparently during the struggle one of the survivors became parted from his trousers, and, just as the launch was coming alongside, they wrapped themselves round the screw and stopped the engine. As the little boat crashed its way along the ship's side and then drifted helplessly, the rescuers were themselves in imminent danger of foundering or being smashed to pieces on the dangerous lee shore. Frantic efforts were made to free the screw; the starter batteries grew weak; the lights were all but out; the sound of the breakers on the beach grew louder; heavy seas broke continuously over the cockpit in which lay the three survivors, sheltered only by the scanty cover afforded by an A.P.O.'s official mackintosh. At last the engine was persuaded into life, and once more the ship's gangway was reached.

The gangway was almost continually awash, and there appeared to be none who would risk coming down it to render assistance. Eventually Mr. Eddowes himself had to leap on to it and make fast. The rescued men were carried aboard, and Mr. Stewart, calling for volunteers, succeeded in obtaining only one. Although the launch was hampered by the still partly fouled screw, they set off on another search leaving Mr. Eddowes on the gangway to aid their return. While the launch was away rescuing a man off another raft, another man was expending his last efforts to reach the gangway and, as he threw up his arms, completely spent, Mr. Eddowes grabbed him and hauled him aboard.

Unfortunately, one of the five men thus rescued was badly injured and died shortly afterwards. Two more men were saved that night by a Pilot boat, and these six are the sole survivors of about twenty hands.

It appears that a big Southampton tug which, prior to the war, had been converted into a tender for the liners there, had been moored in Gourock Bay and, dragging her anchor, had drifted into the fairway. An outward bound steamer crashed into her in the darkness and presumably sunk her almost immediately, trapping many of the crew below deck. But for the gallant action of the officers and men of the Night Watch who, despite the "not prudent" weather, were still on their job, it seems almost certain that these four men would have shared the fate of their fourteen companions.

## The Lads o' London

Forces news is plentiful this month, so I'm starting right away giving you tidings of them, and if any space is left thereafter, to commence upon topical affairs.

Our old friend Jack Berry took part in the Dieppe raid, and whilst he did not actually land on the French coast, he did help tremendously towards the success of the raid by patrolling up and down the Channel just outside the said port. His skipper was wounded, but Jack is safe and is looking forward to another bout with Jerry. Well done, Jack.

Billy Benson is in India, and I received a very cheery air-mail letter from him dated 24th July, 1942, in which he spoke of his experiences since he has been in the army. He has a comfortable billet and it is adjacent to two grass football pitches, and he likes a game whenever it is possible. George Dover, please note. In fact, George, Billy sent his best wishes to Bert Lee and to yourself, together with a request to convey his kind regards to Bob Catnach and Ken Buttenshaw. A snap of him in army uniform, taken up in the hills, was enclosed in the letter.

Ken Buttenshaw is—to use his own words—still alive and kicking, and is able to indulge in a spot of swimming and other sport.

Alan Bee had hoped to get a transfer to the Intelligence Corps, but the G.O.C. has cancelled his application, remarking that he is a qualified technician and cannot be spared.

The Orkneys hold quite a few of our lads, among them being Ted Crowther and Dick Jones. Ted has made several friends during his stay there, and he mentioned that Wally Eldridge is particularly well known up there, as is also John Cormack. "Mac" is apparently well known at a certain post office. Ted hopes to be sent there on special service after the war is over. Dick Jones has just been discharged from hospital after a fortnight's rest. He apparently is still hazy as to the nature of his complaint necessitating his stay there, but believes that it is a direct result of an inoculation. Previous inoculations have not affected him thus. Dick's memory for faces is very bad, and although he spent five years in the department before enlisting with the Colours, he can only remember mine and one or two others. He wants suggestions for subjects for a correspondence course to combat the boredom that he is experiencing, and in particular something that will be useful to him in the job after hostilities have ceased. Can anyone help?

John Lamble is waiting any day now for word to proceed up the line in the Middle East, and added that the flies and insects are enough to drive one crazy without the heat. He'd willingly tramp right around the Station in Surrey Docks on the 11-8 watch with the tide on rather than continue to be out there.

That very silent colleague of ours, in the equally silent service—Mark Flynn—sent a tiny letter in which he announced his marriage that took place in London last October! Congratulations, Mark. I suppose the next I shall hear will be that his son has entered the Waterguard! Stationed in Scotland, he met George Salmon in Greenock last month. Mark's only complaint is that the nearest pub is ten miles away!

Bert Massam has heard from Harry Newlyn, and he kindly passed his letter on to me. Harry is in Madagascar, where he has been since last May. The people there treat the British kindly, and the local cinemas show British films. He is very cheerful and passed on good wishes to Dick Jones and Arthur McAuslan.

Another chap who is "doing well" overseas is Pilot-Officer P. G. Penfold, R.A.F.V.R. "Pip" went to the States as a Flying Cadet and was commissioned in July. He is now an Instructor on Cochran Field, Macon, G.A., and likes the job. He mentioned that he receives a little more pay than he did as an A.P.O. He gets £52 per month out there, and £5 per month is paid into his account in England. His journeyings throughout the States and Canada made my mouth water. Visits were made to the Niagara Falls, Park Avenue, New York (as the guest of a personal friend of the Premier), Florida, Toronto, Panama City and a host of other places.

He met a nice girl in New York, and by the time these notes are published he will have married her. "Pip" loves driving his girl's car—a 30 h.p. 8-cylinder 1942 Pontiac—more than he does flying any aeroplane. That is not to be surprised at, "Pip." He asked me to give his regards to Max Dunstone and Jack Bushell, and to tell them that they picked the wrong service. Good luck, "Pip," and may you have a happy married life. Guess we'll be seein' you!

Tony Colan's rank in the R.A.F. is now that of an Observer L.A.C., and he has more or less followed Les Walker around the country since enlisting. Recently he visited King George V Dock Office and found that Jimmy Pike still makes an excellent cup of tea. Tony is interested in the adoption scheme concerning our prisoner-of-war colleagues. I should like some information of this plan, please, Mr. Camburn.

Colin Carthew's ship encountered some trouble in the Atlantic a short time ago, and though she was not lost, the crew were paid off, and he is at Devonport awaiting a new ship. This means that he is able to get home frequently, and he heartily recommends to all the uninitiated—married life.

Since the commencement of the war the ship that John Griffin is aboard has covered 120,000 miles shepherding convoys up and down the East Coast. The ship is known as "Lucky Lu," and amuses (?) the merchant packets by playing "jitters" to them. John said "it's not quite so amusing for the chap who plays them—yours truly." He sails with the same ships that he used to hail when third hand at the "Harpy."

You will have read of the death of the late Deputy Chairman of the Board—Sir John Sutton—and he will be remembered for his interest in the sporting activities of the London Preventive Service Sports Club and his frequent attendances at the annual dinners of that club. I sent a letter of sympathy to Lady Sutton and her family on behalf of the club, and she replied: "Will you please convey to all the members of the sports club my thanks . . . the glowing tributes which I have received make me proud to have been John's wife." The department has indeed lost an able administrator and one who always gave a fair crack of the whip.

The interim report of the Conference proceedings is to hand, and it makes interesting reading. I was glad to have noted that the Council decided to increase the honorarium of the Editor of the "C.J." by £12 per annum, for he is doing a grand job of work.

It will be indeed a blessing to the detached duty officers if the proposals concerning their future conditions of D.D. are agreed to by the Board, especially the two days' leave that may be granted for travelling purposes to enable them to reach their home ports without having to use any of their minuted leave for that purpose.

'Tis a pity to have read that London is one of the black spots with regard to the payment of Association subs. If you could hear some of us lauding the home port (including its staff) wherever we go, you would all do your utmost to prove what we say about you is true. I know that certain grievances do exist, and that there are other reasons for not wishing to pay any subs., but there must be an Association, and it is in the hands of the membership to remove those grievances. So what about it, lads? PAY UP. I wish I were at home, I'd shake some of you up.

Don't forget, now, that if you wish to contact any of the lads I shall be only too pleased to give you their addresses, and please drop a line if you can to the prisoners of war and those overseas.

Letters from detached duty officers in other parts of the U.K. will be welcome, and some of the chaps in the service owe me letters.

Let's hear from you then,

Till the lights of London shine again.

R.J.L.

## "Sunderland Calling"

Hello, Forces!

The Big Boy has at last broken the silence. He reports being fit and well, and is back at his old base, though now with minesweepers. At the time of writing he was still busy getting her into commission. It was good to hear from you again, Eddie, and your requests for "Journals" has been attended to. The lack of your address was the cause of the hold-up. Keep smiling, Big Boy. All's well.

Brian Horn called at the office for a few minutes last week in between buses. Again I missed him by a short head. There was the promise of another visit in about a fortnight, so until then, cheerio.

Jack Gaston has failed to contact me this month. No doubt he will have been busy, but hurry up that letter, Jack.

The news from the remainder of the Services has not yet come to hand; as they are all serving overseas their news takes considerable time to arrive.

It was good to see the bos'n again. He popped in at the office while he was on leave, and the office appeared to me more homely for the brief spell he was there. He likes his Port, and would, I believe, like to settle there. Glad to learn that you are looking after him up there, George. The Bos'n has lost that wearied look he had when he left us, and his health has greatly improved. I've still some of that tea you liked, Tom, so come again. Keep smiling.

Another exile to pay me a surprise visit was Billy McKeith. Bill has settled down to the job at Runcorn, and is busy consolidating the position. He likes the change. That's the stuff to give 'em, Bill; we hope it won't be long before you are all back home once more. The worst of these exiles is that they get to like their new port, and they won't relish returning to the cold N.E. coal ports. Still, keep smiling, Bill; come again.

No news of Bill Sutton, George Simmons, or Jack Crosby this month. Jack, I expect, is on leave, so maybe I'll run across him. In any case hurry up those letters or, else!

I had a few lines from our old pal Jimmy Rough last month. His letter read like a George Formby film, especially that one "The T.T. Race." Jim tells me that his adventures with a motor-bike were definitely more thrilling. He further denies the steam roller, or was it a tram car biz. Well, James, you can deny it as much as you like, but I have three perfectly reliable witnesses to prove it was a steam roller, and I advise you to stick to same and leave the motor-bikes alone. Come again, James.

Another surprise was from Ron Greenhalgh. I received a very welcome letter from him from the U.S.A. He flew over by way of the north, more I dare not say, and gave me news of one the Bos'n, who had a job with the Security Police, *re* an alien, it ended in discussion on the best way to cook herrings, and I understand the poor Security fellow was very much perplexed over it all. Your letter was very welcome, Ron, my reply is on the way. Buster is M.E.F., so if you run that far keep your eye lifting for him.

That's all for now, Forces! The old shack is still intact, and our flag is mast high. Keep smiling and chins up. Cheerio, Forces! Over to you—over. O.H.L.

## Waterguard Spotlight

"Our old friend, Jack Berry, took part in the Dieppe Raid."—Lads o' London, page 104.

"Arthur Cheney shared in this great assault by Combined Operations."—Soton Notes, page 110.

"Fourteen lives lost. Waterguard saves four out of six survivors."—Smart Rescue at Greenock, page 104.

## Report of 1942 Conference

**Present** :— Messrs. W. E. Standring (President), H. E. P. Bevan (P.O., S. Wales), H. L. Boalch (Asst. Sec.), B. R. Clarke (P.O., S.W. Area), G. T. Clarke (A.P.O., S.W. Area), W. B. Clayton (P.O., Liverpool), L. N. Cumberlidge (P.O., Tyne), A. E. Farmer (Organising Secretary), J. C. Grant (A.P.O., Scotland and N. Ireland), J. Grice (A.P.O., S. Wales), P. W. Howard (C.P.O., Hull), J. N. S. Moore (A.P.O., Tyne), R. M. Murray (C.P.O., Scotland and N. Ireland), F. Nightingale (P.O., Hull), W. H. Powell (General Secretary), N. A. Ramsay (A.P.O., S.E. Area), B. C. Reilly (P.O., S.E. Area), E. G. Richards (A.P.O., London), A. S. Roper (P.O., London), E. L. Sharrock, M.B.E. (C.P.O., S.E. Area), C. F. Shaw (A.P.O., Liverpool), F. Stevens (C.P.O., Tyne), K. Sutherland (P.O., Scotland and N. Ireland), J. T. Sutton (C.P.O., London), W. H. Taylor (A.P.O., Hull) and C. P. Titherley (C.P.O., Liverpool).

Mr. D. T. Sutherland (Editor, "Customs Journal") also attended.

The opening speeches by the Inspector-General (Mr. C. M. Woodford, C.B.E.), the President and the General Secretary have been fully reported in the August issue, and the following is a report of the proceedings and the decisions taken on the major items before the Council. Undoubtedly one of the most important subjects for discussion, and one to which the Council gave a whole morning session, was

### DETACHED DUTY

Under a Motion of Urgency it was suggested that this matter was of such outstanding importance that it was desirable that Detached Duty Officers should be represented, as such, on the Council.

The motion was not carried because, apart from the difficulty of securing the attendance of such an officer (there are no D.D. Officers in London or Gravesend) it was felt that it would be nothing more than a sympathetic gesture, since Councillors from the areas concerned were fully primed on all aspects of the problem.

Prior to the discussion of the various resolutions down for consideration under this heading, the General Secretary gave a résumé of the position following two meetings with the Official Side in the Waterguard Sectional Committee. He stated that the War Emergency Committee had spent many anxious months studying the problem, and had requested the help of District Officials and Councillors, but had been unable to arrive at a solution which would be acceptable to all concerned. For instance, there were obvious practical difficulties in trying to secure a return of D.D. Officers to base ports that were carrying only a skeleton staff (e.g. Harwich and Dover). Then again, the W.E.C. were unable to gauge, from the replies to their circular, whether a majority of the membership were in favour of a complete rotation of D.D. Very few of the replies had been specific as to whether the members at present not on detached duty would be prepared to act as reliefs. For these, and other reasons, it had been decided to seek a reference to the Waterguard Sectional Committee in general terms and see what transpired during the discussions with the Official Side.

Actually, little progress had been made in Committee; the Official Side were sympathetic and appreciated that there was a problem to be solved but felt that they were bound by general service rules. They could find little distinction between a Waterguard Officer on D.D., say, at Liverpool, and a D.C.O. sent to Blackpool or Buxton. On the other hand they recognised that hardship did exist in certain cases, e.g. isolated Scottish ports, and promised careful consideration of such cases as and when they arose.

The first resolution (from N. Ireland) "that senior officers at base ports, who have not served on detached duty, be utilised as reliefs, for a period of at least three months, for each officer who has been on detached duty for two years or more," went right to the heart of the matter, and after very detailed discussion there was a clear decision in favour of the understanding that it only applied to officers on detached duty who had signified their desire to be so relieved. Should the broad principle be accepted by the Official Side the detailed application to be settled locally in each instance.

Following further discussion it was agreed to adopt the policy that periods of detached duty should not normally

exceed one year for those officers who have continuing liability in their home ports.

In addition to the above it was also agreed that the lump sum allowance normally payable to transferred officers on removal should also be paid to officers on detached duty who remove their furniture and family to the new port, and that an officer on detached duty should receive an allowance in respect of additional cost of accommodation at his temporary port in addition to any payment in respect of continuing liability at the base port. The question of the limitation of travel permits from N. Ireland was also considered, and it was decided that the Executive Committee should take all possible steps to secure more generous treatment.

As a wind-up to the debate attention was given to future machinery for securing representative opinions expeditiously, and it was decided that each district should be invited to set up a committee to consider detached duty problems and to make recommendations to the Executive Committee, and that the Executive Committee should give some initial guidance in this matter to the local committees so that they shall be aware of all the complications which have arisen in the past and are likely to arise in the future.

### ASSOCIATION RECORDS

When moving the adoption of the Report of the War Emergency Committee the General Secretary referred to the loss of the majority of the Association records with the destruction of the Beer Lane Office and of his gratitude to the members who had responded to the appeal to send in Association documents they had in their possession. Thanks to them, the Board of Customs, the National Staff Side and kindred Associations it had been possible to replace the most important of the lost documents. To guard against any similar happening in the future it was agreed that duplicate copies of all minutes and other records be kept at an appointed place in the provinces.

### UNIFORM

Many resolutions dealing with uniform were included in the agenda but, in the main, the feeling of the Council was that, desirable as some of them were, this was not the opportune time to attempt to secure any fundamental changes, and for this reason only one suggestion was adopted for immediate action, viz., that the Board of Trade should be requested to make a coupon allowance for occupational clothing (a) owing to exceptional wear on boots and underclothes when engaged on rummage duties, and (b) on the ground that it is necessary to provide white shirts and collars and black ties.

Attention was drawn to the similarity between the Waterguard cap badges and those issued to the R.A.S.C. Water-Transport, and it was agreed that the Official Side should be so informed.

### ASSIMILATION TERMS

The General Secretary gave details of the Treasury offer of assimilation terms to cover future adjustments of salary scales consequent on re-valuation work. Broadly speaking, the adoption of these proposals would mean an immediate increment to each member of a grade awarded a new salary scale (not retrospective), and it was decided that they were acceptable but that they should not necessarily be restricted to salary adjustments arising from a re-valuation of work.

### PROMOTION STAGNATION

As a preliminary to the discussion of this very serious subject the Council adopted a general resolution expressing dissatisfaction with the present position and then instructed the Executive Committee to seek an immediate reference to the Waterguard Sectional Committee to secure remedial action, such action to include (a) the examination of work performed by certain A.P.O.'s (particularly in the Liverpool and Manchester districts) to explore the possibility of replacement by P.O.'s, and (b) the better distribution of staff over the country.

The General Secretary stated that two proposals were already before the Joint Committee, viz. (1) that any redundancies in the Waterguard should be declared to the Treasury forthwith, and (2) that there should be no retention or re-engagement of Waterguard staff if there exists redundancy in that grade or any of the grades below. Resolution (1) was under active consideration with the Official Side, and its

effect was already apparent in the posts in the Ministry of Food offered to the C.P.O. grade. It was true that, on examination, the posts were not acceptable to the majority of the applicants, in fact only one C.P.O. was willing to take up an appointment, but he had every reason to believe that further posts would be on offer in the near future. With regard to (2) this stood adjourned in the Joint Committee, pending the result of action under (1), but the position had been aggravated by the announcement by the Official Side that the retirement of a C.P.O. was being deferred. The Council then adopted a resolution stating that it viewed with grave concern the retention in this Department of surplus or redundant officers of wide experience and ability, and that it is desirable that in the furtherance of the war effort the services of these officers should be made available to other Departments.

Also considered was the question of promotion to the Officer Grade, and the General Secretary was able to inform the Council that the Official Side had accepted an amendment to their original proposals to meet a possible shortage in the Officer Grade complement, and Waterguard Officers would be able to compete with D.C.O.'s for vacancies which may arise. The Council were also of the opinion that in addition to the expediciencies already under consideration attention should be given to the saving in man-power which could be effected if certain Landing and Shipping duties (particularly in regard to the examination of Free Goods) were performed by Waterguard Officers.

The proposal that action be taken to secure the immediate promotion of the successful candidates in the 1940 P.O. examination was not accepted for the obvious reason that the examination was only held because it was thought that the candidates would rather have the examination behind them as an alternative to waiting, possibly until the end of the war. Arising from discussion of this examination, consideration was given to the order of merit system in examinations, and it was decided that the question of its abolition should be given urgent treatment by the committee (set up at a later stage) dealing with post-war reconstruction.

#### **C.P.O. SALARY**

The Inspector-General, in his opening remarks, referred to the salary settlement as the one bright spot in the four years since the last Conference, and predicted that it would be found to be a turning-point in Waterguard history; he also expressed his regret that it had not been found possible to fully satisfy the reasonable wishes of one grade—the C.P.O.s.—and paid a tribute to their spirit of self-sacrifice which led them to accept salary conditions which fell considerably short of justifiable aspirations in order to take advantage of an offer of greater benefit to the majority.

Mr. J. T. Sutton recalled the I.G.W.'s words when he reviewed the present position of C.P.O.s. and their unsuccessful attempts during the years since the salary settlement, to secure an increase in the allowance payable to C.P.O.s for attendance on Sundays and Public Holidays. The case for such increase was unanswerable, and was fully justified from whichever angle it was viewed, and the only barrier was the artificial limit apparently laid down by the Treasury in respect of grades not normally conditioned to Sunday attendance. He was of the opinion that no further action should be taken in this matter, but that a straightforward salary claim be made on behalf of the C.P.O. grade, the scale to be such as would remove any necessity for payment of any allowance for Sunday attendance.

His resolution, on these lines and providing for one immediate increment to each member of the grade as compensation for the loss of overtime, was adopted unanimously.

#### **INSPECTOR-GENERAL OF WATERGUARD -**

The General Secretary stated that he had no information which would lead him to believe that the I.G.W. would be retiring at an earlier than normal age, but it would be foolish not to take advantage of this opportunity to provide against such a contingency. Again, he had no reason to suppose that the Board of Customs would seek a successor outside the ranks of the Waterguard, but should at any time it become apparent that it was their intention to depart from the normal rule, suitable action would have to be taken without delay.

For these reasons he moved:—That this Council rigidly adheres to the view that the post of Inspector-General of

Waterguard should be filled by the promotion of a Waterguard Officer, and authorises its Officers to act in full co-operation with the Waterguard Superintendents and Surveyors Association in achieving this object. Carried.

#### **SEIZURE OPTIONS**

It was stated that as a result of negotiations in the Waterguard Sectional Committee, the seizure option limit for P.O.s was being raised to £2 10s. 0d. (duty). No pro rata increase had been suggested in respect of the limit for C.P.O.s, and authority was given for the tabling of a claim to raise this limit to £10 (duty).

#### **SEIZURE REWARDS**

The General Secretary stated that during the recent negotiations on the Official Side, proposals to reduce the amounts payable as seizure rewards he had reminded the Official Side that Staff Side policy was in favour of the complete abolition of these payments, and that previous proposals to this effect had not been given the consideration they deserve. The Official Side's fear had been that the cessation of the payment of seizure rewards would inevitably result in a considerable reduction in the number of seizures made.

The number of proposals received from districts was evidence that there was still a very large body of opinion in the country who found the continuance of the present system distasteful.

The resolutions were then considered in detail, and it was finally decided that the policy of the Association should be directed towards securing the abolition of automatic rewards, and as a first step in the furtherance of that policy to seek abolition for the P.O. grade.

#### **V.E.S.**

It was stated that there had been no applicants for any of the V.E.S. Courses during the past two years, nor were any expected under present conditions; all the prepared Courses and records had been destroyed in the Beer Lane fire and, should the war end suddenly, the V.E.S. would be unable to function for many months. The setting up of a committee to consider V.E.S. activities was authorised.

#### **ADDITIONAL LEAVE FOR DETACHED DUTY OFFICERS**

The General Secretary drew attention to a paragraph in the "Whitley Bulletin," containing a statement that the Treasury had now authorised Departments to make suitable arrangements for granting travelling time to detached duty officers when proceeding on leave, and instructions were given to raise this matter in the Departmental Council.

#### **COAST PREVENTIVE MEN**

The Council, while approving the action of the War Emergency Committee agreeing to the employment of Coast Preventive Men at certain small ports to supplement the depleted Waterguard staff, considered that the whole question of the employment of C.P.M.s should be explored, with particular reference to (a) small ports generally, and (b) in connection with vessels trading with North Ireland and Eire.

#### **SMALL PORTS—SEVEN-HOUR DAY**

The imposition of a seven-hour day on P.O.s in small ports is a long-standing grievance which the Official Side has repeatedly refused to remedy. War conditions have brought about added complexity and volume of work in the majority of these ports, and aggravated the question, and the Executive Committee were instructed to take immediate action to claim an eight-hour day for these officers.

#### **AERODROMES—STAFFING**

A report, by the Organising Secretary, of various negotiations in Local Whitley Committees in connection with the staffing of aerodromes, led to the adoption of a resolution to the effect that appropriate action be taken to amend the guiding instructions on the staffing of airports contained in the Aerodromes Committee Report to secure the allocation of Waterguard staff to all airports where passenger work falls to be performed.

#### **TRADES DISPUTES ACT**

The Council promised full support to any action, whether taken by the National Staff Side or by Members of Parliament, which has for its object the restitution of Civil Rights for Civil Servants, and in particular calls for the repeal of Clause V of the Trades Union and Trades Disputes Act.

(To be continued.)

## 1942 Conference

By K.S.

Some few years ago, when the Conference was held in Liverpool, I attended as a spectator and later described my impressions in the Journal. This year I was present as a Councillor and, with the Editor's permission, I shall endeavour to convey to members something of the atmosphere of the Conference and of personalities and incidents.

Looking round the Conference room, which does credit to the Federation, one was immediately impressed by the physical appearance of the Councillors. Whatever may be the opinion on uniforms, there was certainly no uniformity here! Large and small, stout and thin, fairly young and fairly old and, as was afterwards shown in debate, some loquacious, often with little worth saying, and others with less to say, but that less usually worth attention.

There was no doubting the sincerity of the I.G.W.'s opening speech, and when reading out the names of our boys who have made the supreme sacrifice, whether in battle or in blitz, and of the missing, there was echoing sadness in the hearts of his audience. In the manner of his speech when he addressed us as colleagues and spoke of his pleasure in our co-operation, and of the difficulties brought on him and his department by the war, he spoke as a leader, but also as a comrade who had confidence in his men's support.

President Standring's outline of the "rules of the road" regarding debate, then his words of welcome to the new Councillors, helped to put the new boys more at ease. With the close of his remarks the battle commenced.

Naturally, when one has men with whom to deal and not robots, the temperature of debate inclined at times to rise, but not so high as to overcome the imperturbable calm of the President. He guided us with patience towards the repetitive talkers, and with fairness and consideration to all. To the less initiated the subtleties of moving amendments apparently to evade discussion on resolutions was enlightening, but whether it was productive of sound and swift legislation was doubtful. Seemingly simple resolutions brought forth almost endless discussion, but it was noted that the decision of the vote invariably showed sound common sense.

Powell's intervention in debate was usually well chosen, and did much to bring to earth and practical politics certain of the more Utopian resolutions. His explanations, when asked on points of information, were lucid and easily understood. A contrast in style—when Powell talked he spoke to his audience direct as though in conversation, whereas Farmer appeared to be receiving inspiration from somewhere on the horizon when he spoke, but he made his points clear, and they were usually financial points. Boalch spoke less frequently, possibly owing to his duties as Minute Secretary.

The Journal Editor gave an excellent outline of the joys and sorrows of his office, but it was clear that the Councillors thought he had carried out a good job of work. As the bearer of a Highland name, whose ancestors came from Dunrobin, his English accent was a disappointment to his Scots listeners, but the accent was forgiven when it was learned that he was born in London to save the expense of journeying south!

As befits the port with the largest number but by no means the largest percentage of members, Liverpool's representatives were frequently heard, especially on the question of C.P.O.'s uniform. Shaw's slight brogue was attractive to hear, and he spoke almost as well as he writes. From the adjacent port of Manchester, although present as a London representative, J.T. was in good form, showing the right amount of fire at appropriate moments. South East's trio, all from the proud district of Gravesend of 100% membership, exercised their fair share in debate. Ramsey's earnestness was admirable, and was typical of the Junior Grade generally. The Association has definitely the right type of younger member among the Area representatives who will be well able to carry on the work when the present Secretariat pass on to pastures new.

The discussion on abolition of seizure rewards revealed an idealism much to be commended. Detached Duty called for

much discussion, and great sympathy was extended to those of our members so far from home, specially those separated from their family and those at the less desirable ports.

A fair number of pious resolutions were put forward, but deservedly received little consideration. Other resolutions, appropriately described by Murray as "Hardy Annuals," received short shrift. The President accurately summed up the agenda when he advised us that the Conference would run to three days. On the second day it was nearly 8 p.m. before the closure, and we finished about 2 p.m. on the final day. This allowed some of the provincials time to look around parts of bombed London, and to marvel at the efficient manner in which most of the Central part had been cleared.

At the election of office bearers endeavour was made to introduce a younger element into the Secretariat, but the difficulty of war-time change of residence militated against such a desirable change. The War Emergency Committee lapses, and the Executive Committee have full powers to do the best possible for us all.

None of the few London members were observed present as spectators. I am sure spectators would have been welcome, and they would have observed the real sincerity of the Councillors in their endeavours to plan a better future for our Department. We were all pledged to do our utmost to achieve 100% membership, which is absolutely necessary to run the Association if we are to continue the privilege of membership, without payment of subscription, to those of our members in the Services.

Attendance at the Conference was no sinecure to those Councillors who had to travel long distances, but discomforts are discounted in meeting old and new friends, and if the plans made at the Conference do something to make our job a better and more efficient one, then our efforts will have been well rewarded.

## Hull News

A P.S.A. meeting was held at Minerva Pier on Thursday, 13th August, at which the local councillors received their final instructions before proceeding to the conference. It was a representative meeting, but the support was by no means enthusiastic. Much ground was covered in a quiet, energetic manner.

Since my last report, three former colleagues have paid us a visit in Hull.

Messrs. Lucy, A.P.O., and Drury, P.O., whilst enjoying their present spheres of service, both look back to the happy days spent here. We were pleased to find them in very good health.

Mr. F. Bromley, A.P.O., now of the R.A.F., is at present on leave. He had an abundance of anecdotes to relate, and certainly finds his new duties interesting and pleasant. He has already done some preliminary solo flying, and we hope that in the not too distant future he will be "sporting" his wings. We all wish him the very best of luck.

News from Mr. Rawcliffe, A.P.O., also with the R.A.F., informed us that he had had to undergo a minor operation shortly after his entrance into the force, but that all has gone well, and we hope that the delay caused to his training has been of no consequence.

Among the seizures of the past month are two which deserve notice. At Hull City Police Court on the 3rd September, Emanuel Peper, second cook, was fined £6 6s. 11d. (S.V.D.) or 30 days, for concealing 2 lbs. Cavendish tobacco and 586 (No.) cigarettes.

At the same court on 8th September, Ebrahim Ali, 1st Tindall, was fined £6 10s. and costs, or 41 days, for concealing 10 10/16ths lbs. cigars, 13/16th lb. Cavendish tobacco, 156 containers of matches.

Mr. Girling, C.P.O., prosecuted in both cases, the seizures being discovered by Mr. J. A. Ellason, A.P.O., of Mr. Russell's rummage crew.

## THE WAR ON ESCAPISM

Any man doing a job who does not join the union belonging to that job is wrong. His wrongness is not lessened by any argument he may be able to use against the union. Mencken says: "Nothing we suffer to retain liberty equals the suffering of being without it." So nothing you can say against this Association equals the one sound argument for being in it. It is a theme which can be dragged out into pages, or it can be concentrated in the one bitter word, "blackleg." Nevertheless, there are arguments against the Association. No one is deliberately a blackleg. Now, this Association is a union, and this Association regards every member of the Waterguard (which we prefer to term Preventive Service), from C.P.O. to A.P.O., as a member of that union. It bars no one from the privilege of membership—makes no conditions. Yet many are virtually non-members, for they do not pay the small regular subscription real membership entails. That is, they receive the benefits of membership at someone else's expense. We do not believe that many of the staff are doing this deliberately. They failed to pay through carelessness or thoughtlessness or laziness, or through some petty grievance. "I wasn't asked," is a common (and absurd) excuse. There is no malice behind the omission for the most part. Whatever the reason for non-payment of subscriptions, blacklegs in the Preventive Service are from now on going to be asked, month by month, we hope day by day, to escape from their escapism. We will do the monthly part; others should do the daily demanding.

Who are "We"? We are two ordinary members of the Association who were asked at the Annual Conference to conduct a drive for an increase in paying membership. This has gone down for many reasons. But even if it remained static, the funds would be insufficient for the fighting future. The little nest-egg Bob Farmer was accumulating is disappearing already with the re-institution of the Annual Conference and a real Executive. The alternatives to an increase in paying membership are an increase in the subscription itself, which no one wants, or to make our members with the Forces pay their subscriptions, which, though many are quite willing, is also undesirable. (There are 300 of them.)

So there it is. Now, you paying members who read this are asked to co-operate in this drive. In these pages and (paper shortage permitting) by circulars, etc., we will give the drive its direction. YOU must keep it moving. Particularly does this apply to District Organisers. We hope that at the District Elections ineffective D.O.s, whether nice fellows or not, will be turfed out. We want every D.O. to seek out and speak (if practicable, otherwise write) to every member of the staff in his district, including C.P.O.s. If a member is not paying subscriptions we want him to be asked categorically:

"Why not?" Tie him to a reason. Ask him if his reason is proved wrong will he pay. *Regardless of arrears* (for the moment), get his subscription there and then, if you answer successfully his excuse. You should have all the arguments off, and always have your subscriptions book in your pocket. Carry plenty of change. Time your approach, *especially with regard to the time of the month*. There are difficulties, of course. Bad sports will not pay even when their arguments are answered. You may be unable to answer. Your answer may not be accepted. But unless you set about it in this way, confident that on most occasions it will come off, you should give up being a D.O. and let someone else try. We know, too, that very big ports and very small ports present peculiar difficulties, and approach is not easy. We have given you a counsel of perfection. We will conduct helpful flanking movements while you work. For instance, this month we have written to every C.P.O. for you. Next month it will be something else. Each month herein (with the consent of the Editor) we will deal with common excuses and the replies to give. Some non-payer may read them and be convinced before you approach him! Anyhow, Councillors, District Organisers, Office Collectors—it's UP TO YOU. GO AFTER THEM.

Now, Mr. Non-member, we know well enough that you will be reading the "Journal"—not that we dislike you doing so; on the contrary, we welcome it. We are not appealing to you in any sense of the word, but we want to put our case to you without frills. The P.S.A. exists solely by voluntary support of its members, again voluntary. In all grades there is tremendous room for improvement. We must have more paying members if your interests are to be adequately served. At the moment you stand to benefit by the actions and resolutions of your paying colleagues; but your interests, and ours, would be worth nothing if there were no P.S.A.

Don't be like the "passenger" in the Baggage or Rummage Crew and live on your mates. Take your part and pay your way in the P.S.A. It will not benefit Bill Powell if you join the P.S.A., nor will it benefit your taken-for-granted Local or District Secretary, but it will benefit you. Think back a little to the days of 1922 and 1932. Can you see any of the advantages of having a live Association over that period? You *dare not* answer "No" to that question; and if you believe in the future of this Department, you cannot stand idly by and see others work out that future for you. You have the chance now to take your part in the Staff's future decisions, to make it possible for the boys now serving in the Forces to return to a Department which shows a solid front, and to stimulate the present members by your entry into our Association. We cannot have too many members. What about it?  
BATTSHAW.

## Southampton Notes

**DIEPPE, 1942.**—Arthur Cheney shared in this great assault by the Combined Operations, his vessel was sunk after it had successfully achieved its object, and he sustained back wounds. At the time of writing (early September), Arthur lies in a Southern Hospital, and he is reported to be making favourable progress. The good wishes of all his colleagues are sent for Arthur's recovery and an early return to the job he likes so much in the Royal Navy.

**THE FAR EAST**—and news of Davy Youdell, which gives us all great hopes of his safekeeping. The War Office has notified Mrs. Youdell that Davy was seen by an escapee forty-eight hours before the capitulation of Singapore, and he was then in the best of health.

**OVERSEAS.**—First we send Christmas greetings to you all, and may the approaching year see you all safely home again. . . . Bill Nicolson, prowling up and down India, in the famous company of the Gurkha Rifles, has written us a cheery airgraph. He has received our mail, in spite of being continuously on the move, is in good trim, and closes his message with "Salaams to all the lads, at home and overseas." Keep him posted; the airgraphs reach him in four weeks. Ron Greenhalgh is again overseas, having flown the Atlantic after a few months with the home based Coastal Command, and a letter from the U.S.A. was quickly followed by an air mail letter, 18-8-42, bearing a c/o G.P.O. London address. His news is good and very cheerful, including details of visits to Montreal and New York City, and although his present tropical activities remain obscure, the recent press reports of Coastal Command work overseas gives us a clue to Ron's present job. Best of luck, Greeny boy!

Charlie Cardall sends greetings to you all from the Middle East, and although we have not yet seen his letter, we know he is fit and well out there. Will the gent. who has Charlie's address please let us have it, as Jack Welsh will be wanting to know what Charlie has done with the garden roller.

Cliff Pearson sends his regular message of remembrance to you all, and recent good news of him is conveyed in a breezy airgraph.

Joe writes at length upon life in tropical waters, and of his greatly enjoyed spell ashore at a recuperation camp, after many tedious months afloat. A few days of golf, tennis, and a good canteen in the evenings were sufficient to refresh the lads who have shared Joe's daily routine for the past year. To say that the good wishes of these lads are reciprocated is an understatement, and until they come home (happy day!) the best thing we can do for them is to send regular news from home. Do your best.

**HOME FORCES**—and good tidings from Sergt. Observer Dudley Heal, R.A.F., now in Scotland, completing his training, which he thinks will result in a posting to Bomber Command in the near future. We are hoping to see Dudley in the North-West during his next leave spell.

Peter Ryan is well down to his training on the South Coast, and Jack Welsh is likewise getting along with his flight training, and is taking part in every section of the athletic side—inter-squadron swimming, road racing, sprinting, etc. Attaboy! Jack has been privileged to enjoy the hospitality of our Torquay friends, Mr. and Mrs. Perryman, to whom several of the Forces lads are indebted for their big-hearted gesture. A fine spirit and of great help to those able to share this generosity. We thank you, Mr. and Mrs. Perryman.

Jack was home on leave in August, and he sends a good report of his activities in the old town and of the lads at 29 Berth. Those of you who know Alan Marson will be glad to hear that he is well and has recently taken a Commission in the Royal Navy.

Steve, also of cricketing fame, is back in London with the rank of corporal, after a spell at Aldershot, and is performing his duties at the War Office. On and off duty, Steve seems to be enjoying himself, in spite of hard going under somewhat difficult conditions on duty.

Bombardier Johnnie Walker, after twelve months in the Forces, is now actively engaged with the A.A. defences of the East Coast, and is full of enthusiasm about the recent

results of his battery. Good going, Johnnie, keep at it. We wish you well.

During his journey to the East Coast, some weeks ago, Johnnie met Jack Langford in a Services canteen. Jack is in good form, and is hoping to transfer from the Transport Section of the R.A.S.C. in the near future.

Ted Midlane completes an excellent Forces contribution with the news of his well-being and recent transfer from an aircraft carrier to an air station on the East Coast; he is now with the Coastal Command, and is liking it, in spite of being unable to leave his present duties for those of a pilot.

The exiles have been idle in the news line this month, but we are glad to know of their general well-being up and down the country.

Bill Martin is finding his detachment at Maryport to be congenial in many ways, including, as it does, regular contact with the Silloth lads, and we hope that Mr. F. S. Worner, P.O., will be able to say the same about his wartime station way up in Scotland.

We hear that Mr. H. A. Foley, P.O., is liking Sunny Leith, and that Mr. A. T. Tarrant, C.P.O., is salvaging with good effect for Lord Woolton and his boys of the M.O.F. on the South Coast.

The Itchen River will soon be having the pleasure of Skipper "Jimmy" James' comments again, after his spell on the Clyde, as he is returning to Soton to fill the vacancy caused by the sad passing of our later Skipper, George James, who died in the South Hants Hospital after a brief illness. We are sorry to learn of Jim (H. C.) Andrews being on hospital sick leave again, and our sincere wishes are sent to him for his return to duty after a full recovery.

As we go to press on the eve of a Conference Report from the N.W. A.P.O. Councillor in Manchester, we are pleased to hear of renewed P.S.A. activity in Holyhead, which seems to link up with the recent arrival there of Bill Parsons and Doug Parker, but we are at a loss to understand why we receive letters some weeks after the Conference, asking for Conference news, from officers stationed in the same port as a P.O. Councillor. Surely that is unnecessary? What occurred at the Conference is every P.S.A. member's business, and the Councillor concerned must be induced to talk.

In closing, may I remind you that overseas Christmas greetings to the Forces ought to have been posted by this time. If you have not already sent them, please get cracking.

Cheerio, Forces!

L.B.

## Manchester News

We regret to report the death, on August 6th, of Mr. W. Jones, P.O., whilst on relief duty at Ellesmere Port.

He was taken ill the day before and died in hospital.

The interment took place at Waste Cemetery on August 10th, when all the available staff attended. Six colleagues acted as bearers. Those present included Mr. Coady, C.P.O., and Mr. Colwill, Waterguard Surveyor.

Due to the funeral arrangements being brought forward one day, representatives from Ellesmere Port were unable to attend.

Mr. Jones had served in Manchester, was promoted to Newport (Mon.), and then came back to Manchester. He leaves a wife and soldier son, at present with the forces in Northern Ireland, to whom we extend our deepest sympathy.

### Association Meeting.

This was held in the depot at 4 p.m. on the 14th August, when the resolutions submitted to the conference came up for discussion.

Business opened with a reference to our late colleague, Mr. Jones, P.O., and an official record of sympathy to his family was recorded.

Best wishes for the speedy recovery of Mr. Lee, C.P.O., and Mr. Walker, P.O., both on sick leave, were also made.

Discussions followed on the matters submitted by various ports to the recently held conference, and were, we hope, intelligently handled. Members were in agreement with the

resolutions submitted, with one exception, that relating to the abolition of naval decoration.

We hope to have the pleasure of listening to our A.P.O. councillor, Mr. C. F. Shaw, at our next meeting, called for September 11th.

#### Prosecutions.

An unusual case was heard at Manchester City Police Court on the 1st September, when the second engineer, the donkey man and the cook-steward of a vessel loading for fire were charged as the owners of goods (1) "being exported under Section 31 (Sub-section 1) of the Import, Export and Customs Powers (Defence) Act, 1939," and were sued for £500; and (2) "harbouring prohibited goods contrary to the C.C. Act, 1876, section 186, and Regulation 76B, Defence (General) Regulations," and were sued for £1,000.

At the suggestion of the Bench the first charge was withdrawn. The offenders, who were given excellent characters, pleaded guilty and said they acted in ignorance, were each fined £5.

Mr. J. T. Sutton, C.P.O., prosecuted for the Crown.

The goods, subject of the offence, were 10 cycle tyres and 16 inner tubes, and were found concealed in the accommodation and in the vent shafts of the cooling chamber by Messrs. Kershaw and Ryan, A.P.O.s, of Mr. Peck's rummage crew.

At Salford City Police Court, on the 8th September, an A.B. of a British ship from Suez pleaded guilty to concealing 150 (No.) cigarettes, 4½ lbs. Cavendish tobacco, and ½ lb. cigars (O.S.). He was fined single value and duty, £9 17s. 5d. The goods were found in the afterpeak by Mr. H. Stacey, A.P.O., of Mr. Peck's rummage crew.

Mr. J. T. Sutton, C.P.O., was the prosecuting officer.

J.L.M.

## History at Random

By BUZZ

The announcement in the Press that this is the centenary year of the "Illustrated London News" reminded me that I possessed two volumes of that publication for the year 1851. The particular reason for the preservation of these volumes was, no doubt, the fact that they contain a full and copiously illustrated record of the great Crystal Palace Exhibition. But it was not on that account that I was induced to look through the volumes; it was just the thought that I might find therein a few historical items of interest to Journal readers.

On the very first page of the first number (week ending January 4th, 1851) the "Illustrated London News" gives its readers the following good news:—"The year has opened with a large financial surplus and the doors of the Treasury are besieged by a crowd of overtaxed and eager applicants for relief."

Further on they are informed that the four most prominent of the oppressive taxes that will be brought to the Chancellor's notice are the Property and Income Tax, the Window Duty, the Soap Duty and the Paper Duty.

It will come as a surprise to many Journal readers to learn that even so late as the year 1851 taxes were still levied on such indispensable articles as windows, soap and paper—taxes on Light, Cleanliness and Knowledge, as the "News" describes them. There were, in addition, taxes on newspapers and advertisements.

The Window Tax was first imposed in 1697 and that on Newspapers in 1712. That on Soap was also imposed in 1712.

The Window Tax was assessed on the rental value according to the number of windows in houses having more than six windows and worth more than £5 per annum. The Newspaper Tax fluctuated from ½d. in 1712 to 4d. in 1815. It was reduced to 1d. in 1836, remaining at that amount until its abolition in 1855. The Soap Duty varied between 1d. and 3d. the pound. It was finally abolished in 1853.

The pages of both volumes give convincing evidence of the great and rising anger of the people at the continuance of these obnoxious taxes, and much space is devoted to accounts of meetings, deputations, demands, etc. Among the many more or less famous names of deputations to the Chancellor is that of Charles Dickens. In the course of his remarks Mr. Dickens said he was satisfied that if the paper duty were repealed a higher class of cheap publications would find its way into the homes of the humble. He was more in favour, however, of the repeal of the window duty as he thought it the more objectionable.

Mr. Crompton, paper manufacturer, who introduced this particular deputation, said he had 95 memorials to present, signed by 11,949 persons, all of whom were intelligent persons.

The Chancellor, in reply, made no comment as to the alleged intelligence of the 11,949 persons, merely remarking that the deputation would not, of course, expect him to give them any information as to what was to be done by the Government. He had before him the prospect of a deputation from every class of persons who paid taxes, all desiring to have their taxes removed. Seemingly the stock arguments of present-day Chancellors are by no means new.

Possibly Dickens's presence on the deputation caused attention to be drawn to a matter affecting one of his own publications, as a week later a question was asked in the House as to whether the Board of Inland Revenue had instituted a suit against him as the proprietor of "Household Words" for publishing that periodical without a stamp. (Each weekly copy in my two volumes bears the Inland Revenue penny stamp.)

The Chancellor of the Exchequer replied that he could not say when the suit would come on but that it had not been abandoned.

The question of liability to Stamp Duty was not easily decided, however, as some eight months later (November 29th) the "News" contains the following item:—"The knotty question, What is a newspaper? was to have been decided in the Court of Exchequer on Tuesday in the case of the Stamp Office v. Dickens's Household Narrative but the Chief Baron postponed the judgment until Monday next as one of the judges was desirous of reconsidering some of the points which had been raised.

On the following 6th December judgment was given—in favour of defendant: but only by a majority of the judges, three against one. The three maintained that no publication is deemed a newspaper liable to Stamp Duty unless it be published at an interval of less than 26 days. "If Mr. Macaulay," argued the Chief Baron, "were to-morrow to publish a continuation of his History up to last Saturday its news would be as recent as that of any of the Sunday papers, but in the opinion of everyone it would not require a stamp." Other instances are also given in support of the decision. What Mr. Dickens said is not recorded.

The agitation against the Income Tax will have the heartfelt sympathy of present-day victims of that extortionate levy, though the sympathy may be somewhat reduced when it is learned that the tax, in 1851, was only 6d. in the pound.

In the July 19th issue a curious method of evading payment of duty is reported as follows:—"A large quantity of tea is imported into this country from the Channel Islands, and passes through Southampton Custom House in an immense number of small square boxes of exactly the same dimensions. The tea in each box weighs exactly 14 lb. 12 ozs. As the Customs Department only charges duty on even pounds, the 12 ozs. of tea in each box is imported duty free, and this pays for the freight from this country to the Channel Islands (for the tea is first exported to the Channel Islands under bond), and from the Channel Islands to London, and realises a handsome profit besides. This profit is now very considerable owing to the low through rates from the Channel Islands to London. Not long since the tea boxes were of smaller dimensions, and the tea in each of them used to weigh 6 lb. 12 ozs. The profit then was very large. The Customs, however, decided that the duty on tea imported in parcels under 14 lbs. should be charged for the odd ounces."

## Merseyside News

Since he wrote the Merseyside News for the last issue, tragedy has struck the home of our erstwhile and popular Journal Correspondent, Mr. E. G. Hussey, A.P.O., who lost the middle one of his three fine sons as the result of a motor accident. The boy, aged five years, was run over by a heavy lorry near his home and died soon after admission to hospital.

Our deepest sympathy goes out to Ted and his good lady. They naturally feel their loss very keenly, and Ted would welcome a break from his journalistic activities for the time being. Accordingly I have agreed to take over and will try to maintain the high standard he has set. Will correspondents, particularly serving colleagues, please note the change and address letters to me c/o Waterguard Office, Canada Pier Head, Liverpool, 20.

Mention of serving colleagues reminds me that word has been received that Ralph Colling is now Sub-Lieut. R.N.R., and is "Jimmy the one" on a minesweeper. He is a frequent caller at Northern Ireland Ports, and we hope that the time is not too far distant when he will be paying us another call.

"Wee" Alex Donnan reports that he is progressing favourably in his Fleet Air Arm training at his station down South, and wishes to be remembered to his many friends.

Turning to local affairs, there is little to report for this issue, apart from seizures. Alexandra Rummage Crew appear to the fore in this respect, and Mr. J. Lucey, A.P.O., seems to have been singularly successful in counteracting the wiles of the Chinese engine-room staff of a vessel in port recently.

10,000 cigarettes and 83 mechanical lighters (T.V.D., £174 5s. 9d.) was one find in a large waste locker. 3,200 cigarettes (T.V.D., £34 14s. 6d.) hidden under sawdust in a box behind an oil tank was the next discovery. Whilst under coal in the tween deck bunkers, 2,500 cigarettes and 1½ lbs. of tobacco cav. (T.V.D., £38 6s. 3d.) were located.

Mr. D. J. Gahan, P.O., speedily obtained the owners of the goods and they were all prosecuted at Dale Street Police Court, Liverpool, the cases for the Crown being conducted by Mr. C. P. Titherley, C.P.O.

All the offenders were convicted, and they were fined £20, £11 11s. 6d. and £25 10s. 10d. respectively.

Those are about the best efforts heard of recently, although most of the crews in the port have been on the job. Keep it up, lads. Every penny makes the water warmer!

BILL HUGHES.

## Tyne Topics

P.S.A. activities this month have been confined to great interest in the re-institution of the Annual Conference, with all that it implies. Members will have received the Councilors' notes by this time. It is hoped, later, that it may be possible to supplement these by visits to the Districts.

**Forces.**—An airgraph from Ronnie Stephenson—now a Lieutenant in the R.A.S.C.—advises that he has arrived safely in India. Fred Chinnery, of the R.A.F., has been moved to Norfolk, and is hard at work.

**Detachees.**—Fred Watson has been in the area—on leave from Grangemouth. J. F. Jordan is now back in Leith, and Roy Elliott has returned to his rural retreat at Stronsay. From Liverpool, Fred Cambridge appears to maintain interest in the "Geordies," in spite of nearly two years' absence. He tells me Bob Maxwell is "up the coast," and has not been in the Pool for a long time.

L.N.C.

## ORANGES

A large consignment of oranges was recently landed at Chester, into which port oranges had not previously been imported since 1820.

[The Editor warns Journal readers that the consignment was exhausted some time ago. As a matter of fact the above item of news was published in the "Illustrated London News" on January 4th, 1851.]

## Bristol News

It may interest his many friends and colleagues to know that Mr. G. J. Hibbard, A.P.O., joined the R.A.F. on 18th September.

All of us here wish good luck, wherever they may be, to our colleagues, viz:—

Messrs. Chadwick, Menzies, Rawdon and Daniels, in the R.A.F.

Mott, Charlton and Gardiner, in the R.N.

Mathison, in the R.G.A.

It seems a long time since we heard or saw anything of them here. B.J.B.

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