

# CUSTOMS JOURNAL

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

VOL. 40. No. 967.

APRIL, 1943

MONTHLY

**20% DISCOUNT**  
still applies

In war-time as in peace, the discount remains unaffected. The good-will between Winegartens and their customers established in happier days is strengthened during these trying times.

Winegartens were pleased to allow the discount before and happier still to offer it now, when it means so much more to their friends. The discount also applies to members now serving with H.M. Forces. Apply for Privilege Ticket, mentioning your official dept.

*Help your country win the War  
Bring your Old Gold out of store*



The money that can be obtained by disposing of unwanted Jewellery, Old Gold, etc., could be patriotically put into War Savings. "Do not leave it forgotten in the drawer, when it can be invested to earn, and help win the War."

#### ENGAGEMENT RINGS

Whatever your style or fancy, the Winegarten selection is one of the largest in the Country. Value is the Keynote, Variety a speciality. The same large choice available for Wedding and Signet Rings.

#### WATCHES

Winegartens' watches are renowned throughout the Empire. Stocks are very limited, and in the interests of National Economy, a new watch should only be bought as a necessity. If your old watch can tide you over, keep it in service. Before discarding, send to us, and we will be pleased to advise you whether to have it repaired or otherwise.

#### CUTLERY

Cutlery in our usual pre-war grades and standards still procurable. In well-made cases

#### CATALOGUES

Owing to paper restrictions, the issue of Catalogues has been suspended. Winegartens' stocks are very comprehensive. A personal visit is recommended, but orders by post can be concluded with equal satisfaction. Write us your requirements as detailed as possible, and we will answer with particulars and quotations. Goods ordered by post, if not suitable, money refunded in full.

#### HOURS OF BUSINESS:

Apl.: Monday to Friday, 9.30 to 5 p.m.  
Saturday and Sunday closed all day.

**WINEGARTENS** 157·BISHOPSGATE  
LONDON·E·C·2  
TELEPHONE: BISHOPSGATE 1786 (2 LINES)

## A GREAT SAVING

or ALWAYS BE WELL DRESSED—Save Coupons

SUITS, OVERCOATS, COSTUMES Turned equal to New INVISIBLY

Over 8,000 Testimonials from all parts of the Country

from **65/-**

Turnings to Members of the House of Commons and many Titled people, &c.

DELIGHTFUL RESULTS LIST FREE ADVICE FREE Lowest in London for High Grade Work

Write, Call, or Post Garments for Estimate and Advice. Enquiries Invited.

**WALKER'S SCIENTIFIC TAILORING WORKS (Dept. 61)**

'Phone: ILF. 1320

(New Enlarged  
Premises)

**46, ILFORD LANE,  
ILFORD, LONDON.**

ESTABLISHED 25 YEARS

## Preventive Staff Association

### Temporary Office:

6, BROOK LANE, BEXLEY, KENT.  
Telephone: BEXLEY HEATH 3613.

President:  
W. E. STANDRING.

Organising Secretary:  
A. E. FARMER.

General Secretary:  
W. H. POWELL.

Assistant Secretary:  
H. L. BOALCH.

CORRESPONDENCE, LITERARY MATTER, ETC.—*Letters to the Editor, and articles and correspondence intended for publication should be addressed to the Editor, "The Customs Journal," H.M. Customs and Excise, 5, Odessa Street, Rotherhithe, London, S.E.16. It is essential that all matter for insertion in the monthly issue should reach the Editor on or before the 10th of the month of publication. Articles submitted need not be typewritten, but the use of one side of the paper renders a great assistance.*

## THE CUSTOMS FUND

Custom & Excise,  
Vintry House, E.C.4.

April, 1943.

Dear Sir,

The three Directors, W. Henderson, Esq., O.B.E., A. G. May, Esq., and A. J. Taylor, Esq., who go out of office under the Rules, are offering themselves for re-election at the forthcoming Annual General Meeting to serve for a further period of three years. Whilst appreciating the services these gentlemen have given to the Fund, it is my intention to stand again as a candidate and oppose their re-election *en bloc* for the following reasons.

Mr. Henderson retired from the Service over three years ago and is now in his 69th year. Mr. May and Mr. Taylor, although still in the Service, are in their 62nd and 61st year respectively. There is already on the Board of the Fund another retired official (W. Littler, Esq.), and if the three Directors are re-elected this year four out of the nine directors will either be retired or, in normal circumstances, would be eligible for retirement from the Service. It is also of some interest to note that this proportion may be further increased next year if the three Directors who then go out of office are re-elected.

Quite clearly, in my opinion, it is not in the best interests of the Fund to have such a large proportion of the Directorate composed of officials of retirement age. After the war, when exceptional conditions must be faced, it might be more unfortunate if, for one reason or another, the Board were deprived, within a relatively short period of time, of the services of elderly officials and had to rely on the judgment of new Directors inexperienced in the work of the Fund. For this reason, it would be prudent and wise to provide for continuity of management by including now amongst its members a fair proportion who could reasonably look forward to a period of service extending beyond the present difficult times.

My qualifications for the post of Director are as follows. I am 46 years of age. I joined the Customs Service after the last war, and after 14 years' service in the Officer Grade in London, the Outports and Provincial Excise Collections, I was appointed Higher Executive Officer. I have, therefore, a wide knowledge of the work and personnel of the Department, and have always associated myself with its various activities. I am a member of the Committee of Management of the Inland Revenue and Customs & Excise Provident Society.

If you agree with my decision to force an election on this important issue I shall be grateful for your vote in the forthcoming ballot.

Yours sincerely,

W. SIDNEY WILLIAMS.

Date of Ballot, 6th May, 1943. Ballot papers to be returned by 13th May, 1943.

## CHANGES IN THE STAFF TRANSFERS.

### PREVENTIVE OFFICERS (ACTING):—

Doyle, J. F., from special service at Liverpool, to Liverpool.  
Pullin, T. H. L., from special service at Belfast, to Stranraer, Greenock.  
Wardell, T. C., from special service at Greenock, to Goragwood Land Boundary, Belfast.

### ASSISTANT PREVENTIVE OFFICER:—

Robson, A. W. J., Southampton to Partington, Manchester.

### OFFICERS LEAVING THE SERVICE.

### RETIREMENT.

#### ASSISTANT PREVENTIVE OFFICER:—

Burton, A., King's Lynn, Norwich.

### DEATHS.

#### CHIEF PREVENTIVE OFFICER:—

Thomson, N. Leith.

#### PREVENTIVE OFFICER:—

Brown, W. J., London.

#### OBITUARY OF SUPERANNUATED OFFICERS.

Carder, J. D., Preventive Officer.

Harris, C. H., Preventive Officer.

Shearman, H. H., Preventive Officer.

## OBITUARY

### MR. N. THOMSON, C.P.O., LEITH.

It is with deep regret that we have to report the death of Mr. Neil Thomson, C.P.O., Leith, at the age of 51.

Mr. Thomson went missing whilst firewatching at the Waterguard Office on the night of 31st December last, but it was not until his body was found in the Imperial Dock on 13th March that we knew his fate with certainty.

There was a full turn-out of the staff at the funeral on 16th March at Warriston Cemetery.

His loss came as a big shock to the Leith staff, by whom he was held in very high esteem. No one could ask for a more understanding and sympathetic Chief in his dealings with the staff under him, and his loss leaves a place in their hearts which will be hard to fill.

## CUSTOMS FUND

## Life Assurance

£100 to £3,000

to members of the

Customs and Excise Service Only.

Cost of an Insurance for £100 under Table B.

Age 25 ... 3/6 per month

„ 30 ... 4/- „ „

„ 35 ... 4/8 „ „

Premiums are deducted from salary.

For Proposal Forms and Books of Tables

apply to:

F. T. G. HARRIS, Secretary,

Customs Fund, City Gate House, Finsbury Square,  
E.C.2.

## CURRENT COMMENTS

### WAR BONUS.

THE National Staff Side have decided to open up negotiations with the Treasury for an increase in the present war bonus and for the removal of the "ceiling" of £500 per annum beyond which no bonus is at present paid.

The first meeting with the Treasury took place on April 16th. Unfortunately, we are not in a position to disclose the details of the present claim, but we can say that it is fairly substantial and is related to the general upward trend of wages outside the Civil Service.

### ANNUAL LEAVE, 1943.

The annual leave allowed in the current leave year will be the same as in the 1942 leave year, viz., two weeks (separate or consecutive), plus four separate days.

In addition, the Government have declared eight Public Holidays for England and Wales: Easter Monday, Whit Monday, August Bank Holiday, Christmas Day, and the 27th December, together with the Saturdays before the Easter, Whitsun and August Bank Holidays. Similar arrangements regarding the number of Public Holidays are authorised for Scotland and for Northern Ireland.

The declaration that the Saturdays referred to above are Public Holidays and not, presumably, just Privilege Days gave rise to a question to which the Association immediately addressed itself.

### WAR DUTY ALLOWANCES.

Members will shed no tears, unless they be of the "crocodile" variety, over the demise of the proposal to abolish overtime payments and substitute a lump sum allowance.

### BEVERIDGE REPORT.

The National Staff Side have considered the proposals in the Beveridge Report and are of the opinion that they provide a satisfactory foundation for a unified system of social security. The Staff Side noted Sir William's conclusion that the "all-in" principle is fundamental to his plan and they accept it so far as Civil Servants are concerned. They are now devoting themselves to an intensive examination of those conditions of Service employment which might be affected by the inclusion of Civil Servants in the Beveridge scheme with a view to negotiation with the Official Side in due course about the detailed manner in which the inclusion should be effected.

These decisions of the N.S.S. were taken in relation to the Scheme itself, and not in relation to the Government's recent interim statement of their intentions regarding it. It is understood that if the final scheme falls materially short of the full plan the N.S.S. would not necessarily maintain present opinion.

Speaking for the Government, Sir John Anderson said "if existing schemes are to give place, as I personally hope, to a new unified scheme, there will be a great many transitional problems which are not worked out in the Report . . . *There will be no disposition to refer to inequitable or confiscatory methods in dealing with existing beneficiaries.*"

### MULTUM IN PARVO.

Notwithstanding the warning in the March 20th issue of "The Journal" (the Officer Grade periodical) that future issues would be in keeping with the vogue of austerity, we got quite a shock at the diminutive appearance of the April 5th issue. "The Journal" in its new form retains eight pages within the green cover, but the pages are about half the original size and, to offset in some degree the lost space, the size of the type is much smaller.

"The Journal" is not, of course, the only Service periodical to adopt this reduced form, and it will most certainly not be the last. For our part we rather like these "pocket editions"—that is, when the quality of the contents is maintained as it is with our contemporary.

### THE NEW RATION BOOKS.

When it was first indicated that the new issue of ration books would cover in one volume food, sweets and clothing it was thought that this arrangement might create inconvenience to billeted Civil Servants. The question was raised by the N.S.S. (Comm. B), and the reply stated that although the new book would be comprehensive at issue, the personal points coupons could be detached and used apart from the book, and the clothing book, which is included merely to simplify distribution, should be detached immediately on receipt. The assumed inconvenience thus disappears.

### COUPONS FOR TOWELS.

The President of the Board of Trade has decreed that there can be no coupon-free issue of towels for office staffs, and it has been decided that non-industrial Civil Servants are to be brought into line with this policy.

The National Staff Side (Comm. b) has agreed to a Treasury suggestion that no further issue of towels shall be made to Departments for use of non-industrial staffs and that existing stocks must be made to last as long as possible. When the stocks are exhausted those who wish to wash on duty must provide their own towels.

The agreement is without prejudice to the right, either of the Staff Side as whole or of particular Associations, to raise the case of particular classes.

Since the question of the distribution of towels from existing stocks is left for discussion with Departmental Staff Side, members can rest assured that the E.C. will see to it that the Waterguard case is developed.

### THE CUSTOMS FUND.

In the notice convening the Annual Meeting it is indicated that the three Directors who go out of office but are eligible for re-election are Messrs. W. Henderson, O.B.E. (President), A. G. May and A. J. Taylor. Mr. W. S. Williams has announced his intention of contesting the election.

We hear, also, that our old friend and erstwhile colleague, Mr. A. E. Howell, has been asked to stand for election, and that he has accepted nomination on the distinct understanding that he will contest the election only in the event of one of the retiring Directors deciding not to seek re-election.

### ANOTHER HERO.

We have only just learned that some months ago a colleague in the Launch Service was awarded the Distinguished Service Medal.

E. Hayles (Engineer Mechanic, Tyne), now Chief Mechanician, R.N., earned his D.S.M. for gallant work on H.M.S. Penelope, of Malta fame.

Our sincere, though belated, congratulations.

### PROMOTION RESULTS.

Just as we go to Press we learn the result of the recent Promotion Board interviews. The following Waterguard Surveyors have been placed on the list from which selections will be made for promotion to Waterguard Superintendent II:—

Griffiths, M. J., Greenock.  
Angus, A. P., Liverpool.  
Colwill, W. A., Birkenhead.  
Thomson, W. G., London.

We tender our sincere congratulations.

## Customs and Excise Departmental Whitley Council

Items of interest from the Report of the two hundred and sixtieth meeting of the Council, held in the Conference Room, City Gate House, E.C.2, on Wednesday, 24th March, 1943, the Chair being taken by Sir Archibald Carter, K.C.B., K.C.I.E., Chairman of the Board of Customs and Excise.

### PROMOTION QUESTIONS.

**Staff Side proposal that Officers successful at the last two Surveyorship Examinations, but not yet appointed to the Surveyor Grade, be given a presumed date of appointment, based for each of these Officers on the date upon which a vacancy would normally have occurred in the Surveyor Grade, such presumed date to govern salary and conditions of service at the date of actual appointment to that Grade.**

The Staff Side having considered the statement made by the Official Side at the last meeting felt that they could add nothing to their earlier arguments. They were disappointed, but they expressed appreciation of the efforts made by the Official Side and said that in the circumstances disagreement must be recorded. The Official Side concurred.

The Council thereupon recorded disagreement on the proposal.

**Retirement: Effect on Promotion of Re-employment or Deferment.**—The Staff Side remarked that this item on the agenda had been considered latterly in relation to surplus staff resulting, to some extent, from the retention of officials beyond retiring age, but they thought the time had now come to reconsider the matter from the standpoint of their original proposal as enunciated at the Council meeting on 28th January, 1942, viz:—

"If an official elects (a) to retire (and is retained as a reserve official), or (b) to defer his retirement on reaching the normal retiring age—the post occupied by such official shall be deemed to have become vacant.

The vacancy shall be filled and an official of the grade to which the promotee had been appointed shall, if not required for additional work arising in the grade, be listed as available for transfer to another Department."

The Staff Side felt strongly that retention beyond retiring age in any grade should not have the effect of depriving lower grades of promotion, and, in their view, officials within the lower grades should be promoted and listed for transfer. It was inconceivable that vacancies could not be found in other Departments, and unless some avenue could be opened, this Department would suffer from a lack of promotion for the duration of the war. The Staff Side regarded such stagnation as wrong from an administrative point of view, as well as from that of the personnel. They instanced the case of an individual selected in 1938 for a Chief Clerkship who remained unpromoted until very recently. The idea behind the proposal in January, 1942, was that the Official Side should do their utmost to open avenues of transfer. At no time did they contemplate promotion of an individual and his retention surplus to requirements.

The Official Side said they agreed with the Staff Side that stagnation in a Department was in itself a bad thing, and they appreciated the difficulties, but they had found that the proposal advanced by the Staff Side in 1942 was impracticable. The problem of transfers of the older officials had been difficult because Departments wanted younger men, and was even more difficult to-day. They hoped that their policy of retirement, which had formed the subject of representations in the proper quarter, would provide some flow of promotion and a measure of relief. There had been no change in that policy.

The Staff Side expressed their appreciation of the Official Side's remarks and the item was then readjourned.

### AMALGAMATION OF LEITH AND EDINBURGH COLLECTIONS.

The Staff Side stated that they did not wish to raise any objection to this amalgamation, which they agreed was necessary in the present circumstances of war-time. They felt, how-

ever, that the grading of the combined Collection should be that of a Higher Collectorate. They did not claim this either because Edinburgh was the capital of Scotland, or, by reason of the amount of revenue collected. They recalled that Edinburgh was a Higher Collection until 1933, and they considered that the prestige of the Department would be maintained vis-a-vis both the business community and other Government Departments by restoration to the higher status. This Department appeared to be the only Department whose chief representative in Edinburgh was lower in rank than in Glasgow. Other factors justifying the Staff Side's contention included the greater variety of work in the amalgamated Collection—Customs, Board of Trade, and almost every type of Excise work—and the importance of the trading interests.

The Staff Side said they would await the proposals of the Official Side as to office complements before making any other comments.

The Official Side said they noted the representations of the Staff Side regarding the status of the combined Collection and would keep them in mind in formulating their further proposals in regard to the amalgamation which were at present under consideration.

The item was readjourned.

### L.W.C.

Agreement covering Waterguard attendances at Cardiff was ratified.

### UNIFORM.

A disagreement from the Waterguard Sectional Committee on a Staff Side proposal for Uniform Rank distinctions for Assistant Preventive Officers was adjourned *sine die*.

The Council decided to hold its next meeting on Wednesday, 21st April, 1943.

## Correspondence

The Editor, "The Customs Journal."

Dear Mr. Editor,

Recently in the *Daily Mail* appeared an article entitled "Too late when peace comes," and there was a sub-title "Air transport after war will be an industry of first importance." The gist of the article was that it would be disastrous to wait for the peace before tackling the new air transport problems. Judging from numerous other Press reports that have appeared for quite a long time now, there seems every reason to believe that there will be many problems—and that these problems will arise not when peace is signed, sealed and settled, but at the first crack of the dawn of peace which, contrary to the beliefs of incorrigible pre-war mentalities, will launch us into a new travel era with a most disconcerting suddenness. A transatlantic air pilot of great experience has expressed the opinion that there will be at least six trips a day between London and New York so soon as air lines can be freed from war-time restrictions. Travel bureaux and agencies have for a considerable time been collaborating with a view to the operation of civil air travel after the war. They do not intend being caught napping by a swift and unexpected boom in air transport. Responsible bodies and prominent civil engineers are busy themselves with plans for gigantic airports in London and other large centres. It must be realised, however, that post-war aviation will not wait for the construction of these ambitious airports. The aircraft are already in existence, and so are the flying grounds in sufficient numbers to deal with a very substantial amount of air traffic—air traffic that will undoubtedly increase at a phenomenal rate, and will probably serve to speed up the schemes for better airports suitable to the needs of the forthcoming "Flying Age."

All this is going to revolutionise the work and construction of the Waterguard. And one cannot help wondering whether the department is to stumble into the peace in the same blind fashion as we took our place (or did we?) in the war-time scheme of things. But don't let's talk of past blunders—there's too much to do ahead. What did the last P.S.A. Conference talk about? No doubt a lot of time was taken up in discussing whether the Association's pennies were being spent extravagantly. Penny wise and pound foolish has always been a Waterguard folly. It is such an easy thing to get away with

for a delegate who is barren of ideas. From what can be gathered about the last Conference, no one had ideas as to the changing shape of things in the world of transport and the probable effect upon each and every member of the Waterguard Service. No one seems to have realised that in post-war times the Waterguard will need to be at least twice its pre-war strength, and that the increased staff will need to be recruited in a vast hurry when the time arrives. To avoid confusion the title Waterguard will have to go, because the staffs will be as numerous in the Midlands as they will be at the ports. This splitting up of staffs for distribution over wider areas will radically change the old-fashioned schemes of staff economy. The numbers of travelling public will materially increase, and the ratio of officers to passengers must always be greater in the case of airborne passengers as compared with those coming by sea. Yet the numbers of Waterguard staffs at the old packet ports cannot be much less than they were pre-war. It must also be kept in mind that rummage of aircraft must be done immediately on arrival, to be of any value. Hitherto the baggage officers have been responsible for rummage work at airports, but in future the size of modern aircraft will make it necessary to employ special staff for rummage duties. Aircraft, unlike seacraft, do not stay in one spot for days at a time—they are itching to move away in a matter of minutes. The old idea of utilising rummage staff for baggage work cannot operate at airports because the two jobs must be done simultaneously. There are numerous other factors to show that there must inevitably be a substantial increase in Waterguard strength, and particularly so far as the P.O. grade is concerned. There must also be increases in the grades above P.O., for there will be more stations to supervise, and probably more areas and divisions. Promotion prospects look fairly healthy, and we will need them badly after the war-time stagnation. One could be quite optimistic about these prospects but for the fact that it looks as if the powers that be may once again be caught on one leg. "Too late when peace comes" might only too well describe the position. If that should happen, our promotion prospects will sadly dwindle, because the only remedy for meeting an urgent and grave shortage of staff would be a hasty drafting into the Waterguard of people from outside—and there would be no time to consider whose promotion prospects were being damaged.

The last Annual Conference might, with great benefit to the members, have spent quite a lot of time discussing this urgent and major problem with a view to concrete proposals for meeting a situation so glaringly apparent. Perhaps they did do this, and if they did, I hope it had priority of the game of counting the pennies.

Yours, etc.,

"SKYWARD."

The Editor, "The Customs Journal,"  
Sir,

Our old friend "Reconstruction" is being resurrected again, this time tagged as "Post War."

Believing that a man who is prepared to back his opinion is a more useful member than one who holds some intellectual view which is never supported by a single act, I am prompted to suggest, before any scheme is submitted, that a survey of all past "Reconstructions" which were effective be examined as to the usefulness of their application; if the results were good, use the method again as a base. If not favourable, and experience indicates that it cannot be improved—scrap it. It is only by elimination that we evolve from one stage to another.

Let us have no visit from the grade ghost of the past: if reconstruction is necessary, demolish the shambles and build anew on a solid foundation.

The deplorable result of hasty reorganisation must surely be obvious to all in the light of the war-time degeneration of our Preventive Service, and I would urge that decisions, bearing on the future of the Service, should be reached only after the most careful consideration of all the facts.

Why not immediate reconstruction of the present chaos? Surely it is better to repair than to experiment for the sheer joy of introducing something new, and then seeing whether it works. We should be warned by the war-time experiments which, by varying processes, have produced such evils as Detached Duty, Billeting, and the gross misuse of the trained Waterguard Officer.

In my view no effort has been made to utilise the trained and talented officers of the Service in the best interests of the country; on the contrary, we have knowledge that officers, considered good enough to be specially selected for baggage and rummage duties before the war, are even debarred from being employed on ordinary routine baggage and rummage duties. This is due, of course, to local agreements. I understand that, stationed in a N.W. port, there are officers from Southern ports, e.g., Dover, Folkestone, etc., who are specialists in dealing with baggage and who, after over two years in the port, have not yet been employed as baggage officers, and are apparently debarred by reason of a local agreement.

The present work of our Service, hampered as it is by the various prohibitions and restrictions which, administered by us, but credited to the various war-time departments, surely indicates the necessity for the proper employment of its officers.

We have, at the moment, little knowledge of post-war conditions, and on this account should face up to the conditions of the Service as they exist now. Cast off the lethargy which has allowed a body of trained officers to become subsidiary to newly created war-time departments and we shall be assured of our real place in "Post-War Reconstruction."

Yours faithfully,

"TIDE TIME."

The Editor, "The Customs Journal,"  
Sir,

Allow me to congratulate Mr. Riley on his splendid scheme for Waterguard Reconstruction in his letter in the February Journal. He has struck with beautiful precision at the root of Waterguard evil.

"... the awful fear of being a 'failed A.P.O.'" is no exaggeration, even when applied to those who feel confident that, with ordinary luck, they ought to be able to pass for P.O.—we can all have family troubles or the toothache on 'the day,' and even the cleverest of us can make a frightful mess of an all-important question."

Again, "the drawback of promotion to the C.P.O. grade": I am at least as keen as anyone not only to become a C.P.O., but eventually to sit on the very top rung of the Customs ladder; but, after the agony—I use the word not without due consideration—the agony of three years on Detached Duty, I am at present in a mood in which an offer of promotion which meant yet more years away from the home I nightly dream of and pray for I would feel very much like refusing in a very rude manner. I can well imagine how few would be the tears shed for the nation's loss, but unquestionably amongst the A.P.O.s of to-day there must be at least one future I.G.W., or even, perhaps, a Chairman of the Board. Now if he, and also those on his heels, when the time comes find the call of Home stronger than the god of Power (for surely it is he rather than Mammon who drives the man who fights his way to the top), the Nation will lose able and brilliant officers, and the reins of office will go not to the most capable, but to those who have already failed in their duty to the Nation in so far as they have failed to build a home and rear a family.

To make a few criticisms. Firstly, why increase the number of Surveyors? With all due respect, no one has ever yet satisfactorily explained to me what this grade is supposed to do—except visit C.P.M.s—a job surely more suited to a new grade which could be called "Chief C.P.M.", and filled from the ranks of the C.P.M. grade.

Secondly, why make a P.O. do an A.P.O.'s work for ten years? Surely any intelligent A.P.O.—which means at least 90%—could do a P.O.'s job after five years apprenticeship.

Thirdly, I do not like gold braid: at least, not in the quantities that we are ever likely to be allowed to wear. The R.N. "one ring and curl" is usually given to a lad about the age of twenty-one, and his second ring may follow only a year or two later. If their private incomes had allowed them to serve a grateful if miserly nation in the Royal Navy instead of becoming despised cinder-scratchers in that illegitimate half-sister Service, the Waterguard, many present-day A.P.O.s would be wearing the three rings of a Commander R.N.

If and when I am ever fortunate enough to be made a P.O. I shall not therefore feel very honoured, as my A.P.O. wheels me round the station in my bath-chair, to be given the privilege of wearing one or even two gold rings.

B. A. BENNING.

The Editor, "The Customs Journal."

Sir,

No doubt many P.S.A. members read the reconstruction plan evolved by C.F.S. (were all the ideas *his*?) with pleasure at the thought of one so far-sighted among our ranks. He conveys, however, that only enthusiasm and 100 per cent. membership of the Association can bring about an ideal reconstruction. That is agreed, but from where can he expect the enthusiasm?

We have had many complaints about the treatment of Detached Duty officers—so many, in fact, that it has at last been realised that no amount of grumbling can alter the lot of a group that the Association has so far been powerless to help. It is wondered whether C.F.S. would have had such roseate visions of the future had he been forced to tramp round an inhospitable town, cold, wet, weary and dispirited, looking for accommodation that was almost impossible to obtain—or, having obtained it, to receive the option (what a change of feet for the boots?) about every three months of paying more or getting out—with the maximum allowance of 21s. being gradually reached and then over-reached. After all this struggle in competition with better-paid members of the community, what does the future—the post-war future—hold for the Detached Duty officer? Probably a return similar to his departure—long delayed, quiet, with no flourish of trumpets or beating of drums as for a man whose duty has been well done—a return to *what*? Must there again be that interminable trek round, this time in more familiar surroundings, searching for accommodation, being at the mercy of Fagins charging super prices for badly furnished, dingy rooms, or being held to ransom by property owners wishing to sell to the highest bidder? Must there be this dismal prospect in view for the great majority of Detached Duty officers who are asked to contemplate the future with enthusiasm?

Rather than reconstruction, these officers would welcome a bold plan by the Association for their post-war rehabilitation in their home ports. Think what a tremendous fillip to Association affairs would be given by prior attention to such a domestic matter. What a chance for our *practical* men in the Association!

Then—when all are happily settled back home—then bring in the dreamers to expound their philosophy of a Service reborn—then will you get your enthusiasm, and, who knows, perhaps that elusive 100 per cent. membership.

Yours faithfully, "PLAISTOW."

The Editor, "The Customs Journal."

Sir,

Is it too much to ask on whose authority the P.S.A. is so assiduously pressing for the abolition of seizure awards? In my seventeen years in the Preventive Staff, I have yet to hear a successful seizing officer speak in favour of abolition: on the other hand, I have heard many unsuccessful ones clamour for abolition, but always with the reservation that we, i.e., they, should get something in return, say, £10 per annum added to their salary. In my considered opinion this would be a £10 gain to the gentry in question at the expense of the keen, hard-working, intelligent rummage officer. In conclusion, may I suggest that a referendum on the motion "Should seizure awards be abolished" be taken, with the proviso that all members voting for abolition give a list of their seizures up to date, and the votes of those averaging less than ten seizures a year be disregarded.

Yours, etc.,

C. T. KING, P.O.

The Editor, "The Customs Journal."

Dear Sir,

Reference comments by "Whiskers" in March issue on proposed abolition of seizure rewards.

It seems to me that he is missing the main reason behind this suggestion. I have consistently advocated the abolition of automatic seizure rewards and, in doing so, have spoken from my own convictions as an Officer with considerable rummage and seizure-making experience.

I am not aware of any suggestion of it being a disgrace to make seizures. On the contrary, it is the primary duty of all

officers to prevent the evasion of payment of duty, irrespective of what duty they are employed on. The making of seizures indicates that they are vigilant in the performance of their duty.

At various times there have been suggestions for raising the "status" of grades in our department. This implies betterment of conditions generally, and is inevitably bound up with a claim to a higher salary scale. Such a claim would have to be supported by indisputable evidence of worth and merit. In this connection I have often discussed the question of salary scales with members of other grades, and have frequently heard the remark "But look at the seizure rewards you draw." The general inference is that all Waterguard Officers draw these rewards. This, of course, is by no means true, but unfortunately it leaves a weapon in the hands of opponents of a salary claim to attack the claim by such a general inference. It is well known in the department that some officers on certain stations make phenomenal sums each year, whilst others in various parts of the country scarcely had the chance to make one seizure a year.

The foregoing remarks are generalisations made, not in the light of any immediate salary claim, but as long-term policy. Insistence on the continuance of automatic rewards would, in my opinion, gravely prejudice any future attempt at improvement of our department's financial or executive position by showing that we expected extra pay, of a problematical nature, for the performance of what is surely our primary duty. To sum up, my personal conclusions are as follows:—

(1) The automatic reward is an encouragement to men to do properly a job for which they are already being paid (whether they are well paid is a matter of opinion), and, as such, does not show great faith in the persons to whom it is paid. Further, it gives the careless or lackadaisical officer the chance to augment his income by virtue of being a member of a rummage crew whose other members may be working hard and continuously.

(2) The P.O. Grade should have no financial interest whatever in a seizure. The P.O. is frequently called upon to inflict a penalty in respect of an offence, and should be absolutely disinterested.

(3) Rewards should only be paid at the discretion of the Board where there is some outstanding merit either in connection with the finding and securing of the goods, or the finding of the owner. The reason for the latter is, that many seizures are easily found, but it frequently happens that detection of the owner is extremely difficult.

In conclusion, I would say that, in my own opinion, if automatic rewards were abolished superior officers would be better able to assess the real merits of individual officers and we would, in time, achieve our objective of a department well worthy of higher "status" with all the benefits accruing therefrom.

I am,

Yours sincerely,

W.P.

#### 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.

MONOMARK. Permanent confidential blitzproof London address. Letters redirected immediately. 5/- p.a. Royal patronage. Write BM/MONO81, W.C.1.



**BE TALLER!** CLIENTS GAIN  
1 to 6 inches  
No Appliances — No Drugs — No Dieting  
ROSS SYSTEM NEVER FAILS Fee £2 2s. Complete  
Details 6d. stamp  
D. MALCOLM ROSS Height Specialist,  
BM/Hyte London, W.C.1

MY OWN  
HEIGHT IS  
6ft. 3 $\frac{3}{4}$ in.

**AMAZINGLY HIGH CASH PRICES PAID**  
for FUR COATS, SWAGGERS and SILVER FOXES from Private Owners.  
CASH BY RETURN OF POST. Parcels to  
**MR. HARRY, 41-2 PARLIAMENT STREET, S.W.1.**

## NAPOLEON AND ALL THAT !

(BEING A MENTAL RAMBLE IN FERTILE COUNTRY.)

In one of last year's sessions of the "Brains Trust" the eminent members were put the question: "Does History serve a useful purpose in our educational system?" The replies given generally tended to support the view. Still, whatever the individual attitude, it cannot be denied that History may as easily provoke thought as any other spoken or written words. Take, for example, the following famous historic episode.

Britain and France had been at war since 1793, and, although Napoleon Bonaparte had subdued most of Europe, he was unable to bring Britain to her knees. He tried plan after plan, but, with the dazzling triumph of the British Navy at Trafalgar in October, 1805, Napoleon was forced to abandon the idea of invading Britain.

Napoleon was roused to fierce resentment by the British opposition and his failure to destroy her navy. He realised that in commerce lay the strength of this formidable enemy to whom in 1806 he contemptuously referred to as "that nation of shopkeepers." He decided, therefore, to hit at Britain through her commerce, saying, "the sea must be subdued by land." As a result, in 1806, he brought into operation "The Berlin and Milan Decrees," which were intended to provide a blockade of Britain and prevent her trading with the Continent.

Britain replied to this in 1806 with an Order in Council forbidding neutral ships, on pain of confiscation, trading with the ports of France and countries observing Napoleon's Decrees.

In this war of blockade and counter-blockade, Britain—"that nation of shopkeepers"—was again victorious. It is evident, then, that Napoleon committed a cardinal error in his estimate of the British people and exhibited an unfortunate lack of perception when, by innuendo, he slandered a class of people who, by the nature of their business, must be ever alert, quick of decision, correct in estimates, and able in the appraisalment of the opposition.

Whether Napoleon learned his lesson too late or not at all is a matter of conjecture; that it was one or the other was fortunate for Britain. Can we of the Preventive Staff Association learn anything from the shopkeeper? Nothing is more certain; but we must assure that we do not, by apathy, contempt or sloth, leave it too late. Let us not fall into the error of considering ourselves, as Civil Servants, outside the range of every-day business. We are, in fact, selling a machine or machines to the public. The articles from which they are manufactured are our organised abilities, energies and time. To produce and maintain our engines of work to endure the stress and exigencies of the times we must be alive to the needs of the moment and to the change of conditions. Our salesmen must be acquainted with the produce of our competitors, able to display our goods to advantage and keep it in the public eye. The shop window is most necessary, and we must know how to dress it. It is an axiom of good business that an article well made, up to date, capable of its claims and properly presented, will sell with a good profit.

How are we to achieve these aims? First, there must be 100 per cent. paying members to provide the funds for maintaining our organisation, i.e., our factory must be erected and equipped. The supply of labour must be adequate, and there must be no absenteeism; hence, Association meetings must be held regularly and be well attended. Local Association officials must provide supplies of good materials in amply stocked agendas exhibiting imagination and foresight; "Journal" correspondents must be able to represent their colleagues' views and establish contact with other Association districts. If the material and planning are good, the operatives will find great pleasure in fashioning the finished article. Each member should take his right and proper place—no one can be spared if a first-class machine is to be produced before our competitors are on the market. We require the new ideas and drive of youth as well as the experience of age; the former to provoke thought and the latter to smooth, level and finish off.

To commence with, let us do a little renovating. What about more up-to-date titles to department and ranks, rank distinctions commensurate with our duties and authorities; the removal of misleading terms in some of our duties, i.e., the word "rummage" abolished for a term more in keeping with the work. "Prevention and Detection" is a science, and we must not allow it to be construed as that of manual labour only. We would be unwise to neglect the psychological aspect: the direction of our spring cleaning is as important as it is necessary. New entrants have always been offended by the lack of respect to Revenue Protection. This attitude of the Official Side and the apparent apathy of the Staff Side in seeking a remedy, has been a handicap in the building of an efficient service.

Next, we must give serious attention to our machine tools. Training for Assistant Preventive Officers must be provided. This necessitates experiments, and, in the first instance, these machine tools should be of our own making, so that we shall know what we require. It is also desirable that we be furnished with all the data that forms a background to our work. Here, again, we need to discover our requirements by exploration.

If, then, we get our factory substantially built and adequately equipped, we may set to work to build our machines. What are they to be? "C.F.S." has already adumbrated a New Deal in the November issue of the "Journal," and in doing so should have excited the imagination of most. Let us remember that, in the past, our competitors succeeded in forestalling us. It is our duty to see that we regain those markets with the best that can be produced. Our experience is wide and our position unique. There can be no doubt the following duties would be more efficiently performed by our hands:

1. Customs work at Airports.
2. Landing and Shipping work. At present there is an overlapping of duties and unjustified expense in their performance. They require revenue protection and we are the specialists.
3. The Training and Supervision of Coast Preventive Men. The work is proper to the Preventive Officer, who, at the same time, could act as an inquiry agent while making himself acquainted with the district and personnel in case of a call for co-operation.

The part the practical man is taking in the progress of manufacture grows day by day. The Kaiser Shipbuilding Yards of the U.S.A. are an example of how the ideas of the workman can promote the speed and quality of output. Our Authorities are keen buyers for the public and would not refuse the best machine on the market.

"L.B." in his article "Brave New Service," has aptly written of our obligation to our colleagues in the Fighting Services. Let us prove worthy of their sacrifices by making every endeavour to provide them with a better job when they return. May we, henceforth, go forward with a determined and united effort.

H.E.P.B.

## Aberdeen District Meeting

The Annual General Meeting of the Aberdeen Branch of the P.S.A. was held on April 1st at 7 p.m., and was noteworthy by the large turnout of members of both grades. The financial statement, submitted by the District Organiser, Mr. H. J. Innes, A.P.O., was the subject of a special vote of thanks. After the election of office bearers for the ensuing year, the high-light of the evening was reached in the submission by Mr. A. J. Cummings, P.O., of a scheme of Relief Duty Rotation, the main object of which was to remove certain anomalies and grievances in the present system.

The basis of Mr. Cummings' scheme was hotly contested, and an alternative scheme proposed. After a long and lively discussion a vote was taken, the alternative scheme carrying the day, or rather, night, by a narrow majority. This item brought the meeting to a close at 10 p.m., a further indication of this Port's interest in Association business.

G.H.W.

## Southampton Notes

The R.A.F. is on the target this month, with news from Dudley Heal, fit and well, on February leave, after operational flights which included his debut over Wilhelmshaven. Wish you could see his letter . . . "It was a grand trip and there will be no worries if they are all as pleasant," etc. Ron Greenhalgh, now instructing potential navigators, was home on February leave, after seven months overseas operations, which covered more than sixty operational flights, and very fit he looked. We had some yarning to do, some grand snaps to discuss, and, like the other lads who have written this month, Ron sends you his best wishes. George Haywood is another who is busy on operations, and is regularly attacking the Hun in the grand company of an R.C.A.F. Squadron, which is striving for the honour of being given the duty of a Pathfinder Squadron. We cannot overstress our wishes for these boys, who are rightly among the immortal "Few."

Have you read "Bomber Pilot"? It is written by a Squadron Leader Cheshire, R.A.F., and includes a reference to, and a photograph of, one "Jock," who is a Sergeant Wireless Operator, and who is described as "previously a Customs Official at Leith." Can you tell us, Leith, whether "Jock" is a Waterguard Officer or otherwise?

Other R.A.F. news comes from Jack Welsh, now in Lines, continuing his course, and liking it; he sends news of A.H. (Bert) Harrison, Plymouth, who has now proceeded overseas to continue his Navigator course; the latter asks for his good wishes to be passed along to the lads at Plymouth.

Phil Pettit and Peter Ryan were seen in Soton recently and we are glad to know that they are A.I. Cliff Pearson sends his regular mail and news of the well-being of himself and Joe, the latter being based in a civilised spot at last. Bill Foot, home on leave in February, after twelve months overseas, writes of enjoying Colin Mac's hospitality on arrival. We hope his leave will continue as well as it commenced. Bill Nicholson, now Lieut. 1/3rd Gurkha Rifles, sends pleasing news and greetings. He is busy, but has enjoyed some brief leave visits to places of topical name since going abroad. He asks if we still have the black-out and Home Guard week-ends!!! I'll tell him!!!

Doug. Joy sends good tidings of himself and Steve, who may be seen in the provinces shortly. From Sergt. Jimmy Rough we hear that all is well in the Nor-West, and that one of his I.C. colleagues there is Freddy Hanson, well known in the port of Manchester. Recent overseas mail includes good news of Charlie Cardall and Bill Sykes, both with the M.E.F., and of Tom Carnell, who is in East Africa. Maritime mail comes from Ted Midlane, likewise very fit on board one of H.M. aircraft-carriers, and a telephone call brought the welcome sound of Johnnie Walker's voice early in April, when Johnnie called at the Manchester watch-house en route for the Midlands.

That completes our Forces contribution, so on to the exiles, the latest of whom is Len Bassett, who came with the Spring to Heysham. Best of wishes, Len, and to our Pompey friend, A. A. H. Lander, up in Stornaway, from where we learn of his well-being.

We wish our colleague, A. W. J. Robson, a congenial spell at Partington, following his transfer from Soton, and it's good to know that the lads at Silioth, Maryport and Greenock (despite priority of F.S.P. pass over C. & E. commission!!!) are keeping fit. Every man from Soton will share the regret over the news of Bill Hackett's son being reported missing in the North African theatre, and they join in wishing Mr. and Mrs. Hackett early receipt of the news they so patiently await.

Don Radford takes us to task for our January comment, and adds a brilliant summary of Mercantile Marine routine. He'll have nothing to tell Bert Fry, similarly expert, nevertheless!! It's good for you, Don. Thanks for the news of Mr. J. Knox, P.O., now on D.D. at Glasgow, and an old friend in Mr. A. E. Cooper, P.O., also Mr. H. B. Peake, P.O., who strangely enough "boarded" Ron Greenhalgh's plane inwards, and gave him warm welcome home. Liverpool will be glad to hear that their R.A.F. laddie, Bill Atkinson, was seen recently at Stranraer, and that he is A.I. Likewise George Pearson, down south. April may see a few reunions, and then for a spot of leave down South!! and from where we have little news this month, excepting the sad passing of Colin Andrews, and the grievous

bereavement of Mr. and Mrs. C. A. Turvey, to whom we offer our sympathy in the sadness and loss of their fourteen-year-old son, Brian. The boys are well and we are glad to know that Messrs. Barrett and Farthing are again on duty. The fact that there are only eleven A.P.O.s left in Soton reminds us that it is just four years since Liverpool licked us in the Lupton Cup Final!!

Before closing, a personal note, and one which expresses the feeling of the exiles who have since 1940 shared the out-station duties of Partington with the late Mr. Arthur Butterworth, A.P.O. We regret his passing sincerely, and join with the staff at Manchester in their sympathy for Mrs. and Miss Butterworth.

We close our Notes with a word of thanks to all of you for helping us to keep the "column" going since 1940; keep it up, and here's to the fourth year ahead. Cheerio, Forces!

L.B.

## The Lads o' London

As I write these notes the North African Campaign is drawing to a victorious close, and one's thoughts naturally go out to colleagues who are in the field of battle, and who have helped to achieve this victory, not forgetting those who have laid down their lives in the effort.

With reference to the statement in last month's issue of the "C.J." that the I.G.W. had sent a list of names to the War Office of A.P.O.s who are in the Army with a view to their being transferred to the Intelligence Corps, I would add that the Chief cannot personally intervene with the War Office on behalf of any one serving colleague who wishes his transfer to be expedited, or if that one has been refused permission to transfer by his C.O. It is therefore a waste of time to write to Mr. Woodford on this subject, as the names have been submitted, and if chaps have been unsuccessful in securing such transfers then there are good reasons for the refusal.

There is news of a former colleague who left us for the Landing Department. Alf Burt met Lt. T. (Chick) Fowles (Highland Light Infantry) in the Post Office at Sidecup recently, and he (Chick), who was home on leave, sent his greetings to all old friends via that worthy.

Jack Berry was the bearer of the tidings concerning Arthur McAuslan. Mac has been rather shaken by a bomb exploding too near to him during a recent blitz, and Jack said that Mac was very poorly. We sincerely hope that ere long he will be fully restored to his former cheery self.

Lt. Eric Layton, R.T.C., is still in this country and is quite well.

Ted Crowther was married in Manchester this month, and had Alec Wheatley for his best man. Best wishes, Ted!

A welcome letter is to hand from our sole representative in Malta—Charlie Armstrong, and he told of quiet nights now being enjoyed there.

Mr. W. J. Brown, P.O., passed away recently after a long illness borne with patience and fortitude, and indeed he died just a few days before he was to have retired on grounds of ill-health. Our sympathy is extended to his widow.

Peter H. J. Ryan, late of London, and now of Southampton, has written to say that his parents will be glad to extend their hospitality to any member of the Department who is in the Forces. The address is Mr. and Mrs. F. Ryan "Redleaf," South Leigh Road, Denville, Havant, Hants. A telephone call to Havant 667 would be appreciated before any intending visitors avail themselves of the offer. Please add this to the list of addresses published in the January "C.J." Grateful thanks are extended to Peter's parents.

Arthur Burnham has been commissioned and is now a Sub-Lt., R.N.V.R.

Len Dunhill has returned from Bristol prior to his enlistment in the Forces, and Bill Blake from Liverpool for domestic reasons. Jack Donovan has gone to Greenock and Ted Pearce to Liverpool.

Let's hear from you then.

Till the Lights o' London shine again.

P.S.—News has just been received that Lt. Stanley Wandless lost his life on January 6th, and was buried in Mateur, N. Tunisia.

## "Sunderland Calling"

Hello, Forces!

News is to hand of Charlie Scarfe, now engaged on instructional work with Native Troops, much to his disgust. He reports being fit and well, and sends chin-chins to the staff. Tough luck on the billet, Charles, but someone must do these jobs. Good Scouting to you.

The Big Boy reports being well and fit, and taking a navigational course. He reports that his wife's home received some damage in a recent raid. Don't worry 'bout it, Eddie, all's well with the Good Lady, damage is not great. He is in an exceptionally nice spot and well and truly browned off. The first five years is the worst, Big Boy, just keep smiling. Good luck always.

I was delighted to get a letter from Ron Greenhalgh; he reports all well and also engaged on an instructor's billet in the North. You sure have moved round the globe some since we last saw you, Ron. "Happy landings," lad, come again.

My apologies to Bill McKeith for not having answered his letter, but it's coming, Bill; keep calm, and all the best.

George Simmons reports all well with him, though having a fairly slack time. Never mind, George, keep smiling—All's Well.

Jack Crosby also reports fit and well, those papers are coming along, Jack; meanwhile, keep smiling and maybe in the distant future I'll hold the stakes for that 18-hole match.

The Bos'un has not reported; I am afraid we shall have to log you, Tom.

Jack Gaston is now a F/O. Congrats, Jack. You also are due to have a very large strip torn off. So come along with news, please.

My return from D.D. and a lengthy spell of sick leave, due to the starboard prop refusing to function properly, has meant that Bill Sutton has again departed on a second spell of D.D. to Greenock. Tough luck, Bill; we hope you are settled and more contented in your mind. Whilst it is fully realised that there is a war on, and someone must go on D.D., yet on the face of it, it appears that somewhere there is lacking a sense of fair play and justice.

The old shack still stands, and our flag is mast high, and we can still kick back. Cheerio, and good luck!

Over to you, Forces—Over.

O.H.L.

## Cumberland Ports

History was made at Workington on Saturday, 10th April—a P.S.A. meeting was held, for the first time in the district, in the Custom House. Under the able chairmanship of Mr. R. Maxwell (the only P.O. present), A.P.O.s from Whitehaven, Workington, Maryport, and as far distant even as Silloth, attended to inaugurate the first of what are intended to be quarterly meetings.

As, with one exception, those present were all on "detached duty," detached duty's problems and anomalies were discussed with considerable feeling, and quite a formidable list of resolutions has been forwarded for the perusal of the General Secretary. Briefly, they advocated the taking of the four odd days' leave all together; the raising of the question of compensation for damaged furniture and effects due to storing and changes of residence; the maintenance by the Superintendent of Stores of a stock of the accessories essential to uniform for sale to the staff, viz., shirts, collars, shoes, etc., and, finally, approval of the Liverpool motion regarding relief of detached duty officers after a fixed spell, and of the proposed new type of raglan raincoat.

Placed on the agenda for discussion at the next meeting was the recent success of the Home Office Immigration Officers in securing an all-round salary increase of £25 a year, and, in addition, the issue to them of rubber boots.

## Greenock News

### Area Councillors Speak on Detached Duty

On February 10th we were entertained by the Area Councillors, Messrs. Murray and Grant, to an interesting dissertation on Detached Duty. The multiloquent Mr. Grant, speaking with remarkable fluency, gave us the history of Detached Duty, the line being taken by the Association, and the various attitudes of detached staffs in other districts.

We were intrigued to learn, for instance, that there are actually some districts where they appear to view almost with horror any suggestion of returning home before the 51st Division have finally concluded their war. (We only see Scottish newspapers up here!) One can only presume either that living conditions in these districts are the direct opposite to ours or that the D.D. staff there must have come out of a different kind of home from which we did.

Apart from these naturally rare exceptions the bulk of the country, both detached and otherwise, appear to favour the principle that, after a certain period on D.D., Officers should be allowed, if they choose, to return to their home ports for at least some months. There was some lively discussion on how the scheme could be worked and what the relative lengths of the periods should be. I will not, however, record these yet, since a sub-committee was then elected to aggregate our ideas so that we can submit a report for the guidance of the Waterguard Sectional Committee.

One point which arose in the discussion, however, will doubtless be of general interest and set many minds at rest: it was suggested that the whole scheme might well be scuttled by a strong adverse vote from areas—as London, for instance—in which there was no detached duty and where it would therefore be to the advantage of those remaining to preserve the *status quo*. We were pleased to be assured by Mr. Grant that "Beerlania" would not be unduly influenced by such a contingency, but intended to pursue a policy of even-handed justice.

### Forces News

We have run across the following A.P.O.s during the past month or two. The details are a trifle scanty, as they usually come to me second or third hand:—

Sergt. TURK, R.A.F. (London), has returned from Canada, having completed his training.

Lt. PATERSON, R.N.V.R. (Torquay), was met on an aircraft carrier.

Lt. (Army) TAPSTER (Gravesend) passed through the baggage hall after spending six months too long in the Faroes.

Sergt. ERNIE SOANE (Soton) I met when he was outward bound on active service. He positively radiated absolute fitness—all 16 stone of him—and was obviously very pleased with life. It struck me that he might not bother about the little formality of a gun to capture a mere brigade or two of Italians—just bang their heads together!

Coder LEW BARNES, R.N.V.R., after a long spell of sickness, writes to say he is now on a recuperating course at Cholmondely Castle (pronounced "Fانشaw," you cads!), Cheshire, and sighs for Waterguard life again.

Mr. FOOT, R.N.V.R., whom we met outward bound about a year ago, has now safely returned.

We are also pleased to meet L/Cpl. J. B. WATSON (Grangemouth), but not so thrilled to observe that he is attached to the "Hobnalian" here—whom we do not love.

Congratulations to our own Sub-Lt. BILL PEARCE, R.N.V.R. (London and Greenock), on gaining his commission.

B. A. BENNING.

## Merseyside News

Forces news as usual takes first place, and we are able to record visits from three serving colleagues last month.

Leading Seaman Bill Foot was in port recently; he had come "round the land" from Greenock, where he dropped across Cyril Wardell doing his stuff. Bill, cheerful as ever, had many interesting experiences to relate, and he sends regards to Southampton friends.

Second-Lieut. Bill Dixon, R.E. (A.P.O., Immingham), our old colleague, also called in to see us. Following a lengthy spell in the Midlands in the Pay Corps, he has taken a Commission with the Engineers, and is stationed nearby taking an instructional course. He looks fit and well and has had one or two evenings with the lads.

Lance-Corporal Ian Lamberton has transferred from the Royal Corps of Signals to the Intelligence Corps, and has been posted locally. He is now a regular visitor and welcomes the change.

Further word from North Africa comes from Jack Burrough, who reports that he has now acquired an almost ebony tan, whilst he has re-learned his French and is now quite at home with the local population.

Local news is confined to the report of a P.S.A. District Meeting held at the Landing Stage on Wednesday, 10th February, 1943, with Mr. W. B. Clayson in the chair.

The meeting was well attended and many interesting items were discussed. Following one or two questions on matters arising from the minutes of the main item on the agenda, Staff Side proposals for the re-allocation of North District Stations were discussed at length. Minor points of contention were thrashed out, and the scheme as submitted was unanimously approved, subject to the re-introduction of the three-legged watch on Langton Station.

The 1 p.m. to 9 p.m. Rummage Duty Rota was again criticised, and the District Secretary, Mr. P. A. North, read correspondence from the Waterguard Superintendent on the matter. Further discussion ensued, and finally a proposal was put forward that this item should be deleted from the agenda. Upon a vote being taken, this proposal was carried by a small margin.

Mr. C. F. Shaw gave information regarding an Executive Committee Meeting which he had attended at Headquarters, and the meeting unanimously supported the Executive's decision in regard to the National Staff Side proposal to negotiate for an allowance in lieu of overtime payment.

Members commented strongly on the state of affairs recently disclosed as existing on the Naval Station and, following lengthy discussion in which the view was widely expressed that this particular area was inadequately staffed, a proposal was put forward by Mr. W. S. Kemp that "the attention of the Official Side be drawn to this matter, coupled with a request that suitable action be taken." This proposal was unanimously agreed.

The question of the consolidation of all agreements between the Local Staff Side and the Official Side was reviewed, and Messrs. C. M. Porter and C. F. Shaw gave details of these agreements as drawn up over a period of years. With minor modifications and additions, it was decided that all these agreements should be consolidated at the earliest opportunity.

This concluded the business, and the meeting ended, after nearly three hours, with a vote of thanks to the chair.

BILL HUGHES.

## Glasgow News

A District meeting was held in Mavisbank on Friday, February 26th. The items on the agenda comprised Detached Duty, Post-War Reconstruction, Office Accommodation, and Bowling Staffing. There was a good turn-out of members, and discussion waxed lively on the P.S.A. claims affecting detached duty, at present under consideration by the Board. Regarding these the comment was made that while they covered the period of detachment and question of return home, the financial aspect of detached duty and the anomalies it presented to officers affected did not appear to have been tackled in a satisfactory way by the Association. A committee of detached duty officers was formed to consider the problem and make recommendations to the P.S.A. Executive.

Post-war reconstruction was also discussed, or, we should say, outlined, since the principal contributor to debate was Mr. J. Grant, A.P.O., who spoke for twenty minutes on this topic, after which it was adjourned, presumably to allow members to recover from such a flood of eloquence.

Office accommodation at Glasgow is a sore point with members here, and discussion on this matter was pointed, and often heated. A sub-committee was formed to translate staff grievances into a policy for immediate action with the Official Side.

Staff action is also under way to obtain an increase of staff at Bowling, where the increase of traffic and other work calls for an immediate review.

With reference to the resignation from the Council of Mr. J. Grant, A.P.O., Mr. M. Gillespie, District Organiser, intimated to the meeting that, following a resolution passed by the A.P.O. grade, Glasgow District, and endorsed by the other Districts in the Scottish Area, Mr. Grant had agreed to withdraw his resignation.

The resolution was as follows:—

"The A.P.O.s of this District are of the opinion that the best interests of the P.S.A. will be served if Mr. J. C. Grant continues as A.P.O. Councillor for the Scottish Area, and call on him to withdraw his resignation."

Mr. Murray, C.P.O. Councillor, Scottish Area, expressed the satisfaction of the meeting that Mr. Grant had been prevailed on to continue as A.P.O. grade representative.

## Bristol News

Should this come to the notice of Messrs. Rogers, Maddison or Charlton, A.P.O.s now serving in H.M. Forces, we should like to hear some news of them.

If any of our lads should be this way, a hearty welcome would be given by my folks in South Africa. Several of the R.A.F. have visited them. The address is as follows:—Mr. D. Whittaker, 9, Gloucester Road, Vincent, Cape Colony, South Africa. B. J. BURGE.

## OFFICERS WITH A BIG O

As the war proceeds many platitudes force their way into our belief by the very strength of their obviousness. One of these, undoubtedly, is that there is a very wide gap between what a man desires and what he needs. Re-reading my previous articles on post-war reconstruction, for which the Editor, in these cramped times, so kindly found me space, and re-reading also other (pre-war) articles by "Slippery Sam" which tended in the same direction, this is brought home to me in a most lively sense. Without ever being such a Utopian as "Slippery Sam" was (and who wasn't, including Hitler, in those days?) I may, perhaps, have visualised too revolutionary a change. I drew a picture, completely personal, in no way the view of the whole Association, as far as I know, and certainly not the view of the Executive, of what the proper Customs Service of this country should be. That was my desire. It remains so. But as a matter of practical politics it is a good idea now, while still dreaming the dream, to set down what is, at least, not a matter of controversy: the necessary reforms in the Waterguard. By necessary I mean, as the modern economist means, not the minimum amount out the adequate amount. That is, if the Waterguard is to do the job it exists for, in every way, it might be desirable that it take over landing and shipping duties, and in my ideal picture we had done so. But while we can argue about that we can say it is necessary that all Preventive work done in the department shall be done by us. In some instances, once this truth is accepted, the inherent absurdity of the overlapping will appear; for instance when a P.O. is examining passengers and crew at an airport and the aeroplane happens to contain twopennyworth of cargo, if the necessity of employing the P.O. for the former job does not convince the Board of the desirability of his doing the latter, well, we will not press the point. Control, in the broadest meaning of the word, which will indubitably remain necessary after the war, however tariffs may be reduced, with the work for other departments which it is reasonable for us to do (which, to my mind, should include a much greater measure of immigration work)

will give us quite enough to do without our trying to pinch anyone else's work in the Department. In fact, we might well, after the war, consider handing over much of the clerical work we now do to the appropriate section of the Department. But you can't stop me from dreamin'! Let us then say that the *necessary* beginning to a post-war reconstruction must be that the Waterguard shall perform all Preventive work in the Department, of a Customs nature, wherever such work arises. The necessity is not only a matter of departmental efficiency and economy, but is governed by what I regard as equally fitting into the "needs" (distinct from "desires") category: adequate prospects for good men of education brought into this service. If, of course, the Board do not see that they get good men of education, which they were fortuitously obtaining before the war, by deliberate process after, i.e., by improving the means of entry and the tuition of the entrant, they will be admitting that they only wish to have a 10 per cent. control when our country after the war will need a hundred per cent. one. (It's bad enough now, but the difficulty has arisen through no fault of the Board's but through national man-power difficulties). And, if an improvement in the means of entry is not recognised by the Board as necessary, we, who draw up reorganisation schemes, are wasting our time.

The next unavoidable necessity, to my mind, is a merging of the A.P.O. and P.O. grades. Even now the distinction is ridiculous, but, of course, improved entry standards would make it impossible. What of us A.P.O.s already in the service? We have not come in by that improved entry system so (whatever we may privately think) can scarcely expect the Board to give us buckshee P.O.-ships or to pay as more money for work they are already getting (though they pretend to think we are still merely wax-carriers and tuckstick-wielders) at a cut price. We must simply work for such a revaluation of work that the distinction will disappear, at the same time admitting that there are certain minor duties, simply described by a high Association official as "just standing around," which are of a "Watcher" type, for which you could not expect the Board to appoint men with a right to a £400 maximum (or whatever the post-war P.O.'s maximum may be). We must accept the possibility, then, of some class of temps. or assistants, possible from the fine crop of youngish ex-servicemen below established C.S. standard which demobilisation will provide, performing such duties. But examination may show that there are not so many "minor" duties as we think. "Standing about" at a baggage-floor exit is by no means a minor job. Rummage never was. And some small jobs may become big ones. The above-mentioned high official indicated one to me recently. The issuing of pratique, an almost automatic process when the length of a ship's voyage meant a long incubation period for any potential disease, will be most important with the shorter voyages air-traffic and faster ships will entail.

A necessary corollary to the merging of grades, which I won't expand now, is a reduction in the higher posts. I visualise, though of course this is not necessarily necessary (the board might think it inadequate), an I.G.W. running the Waterguard, with, of course, a Headquarters staff, about a dozen Superintendents, schemed regionally, and C.P.O.s and Surveyors merged in a new grade and controlling blocs of work. The merged P.O.-A.P.O. grade shall be the basic grade.

I say nothing, then, of uniform improvements or any points connected with conditions. We all have ideas on those points and on retiring age and higher increments and subsistence rates, but they are day-to-day Association matters and not necessary in an outline of reform. I have indicated, at the risk of going over old ground, the irreducible minimum for reform in this section of the Department.

In previous articles I showed how this reformed Waterguard (new title?) would work in practice on boarding and rummaging duties. In those pictures I visualised them as doing at the same time as the necessary Preventive duties (to my mind) desirable landing and shipping work. In the phase of work I shall now describe (and in which I hope to say good-bye to all this need-desires business) there is no such controversial point. I picture the new Waterguard

doing work which is unquestionably work appropriate to it. I show our Waterguard Officer operating on the baggage floor.

The keynote of "control" must be the seeing (at least) of every person landing (and, possibly, embarking), and for crews I visualised each person after being dealt with having a card containing his declaration, stamped for check at gangway and given up at exit. This, incidentally, would stop a double-shuffle with allowances, and has actually been operated, by the initiative of a certain large shipping company, in pre-war days, when a lengthy cruise made the ordinary List 142 inadequate. Now for passengers the card so stamped would have to be much bigger, and would be issued to each passenger by the purser some time before arrival in this country, once within the three-mile limit maybe. This is done in America, so it is not impracticable and no difficulty has been found in getting the pursers to co-operate. Indeed, they have helped the woolier-minded passengers to compile their lists. The list would not only be of dutiable and prohibited goods, but would contain such information as nationality, how long since the passenger left this country, or is it a first visit, how long staying in the country, how many pieces of baggage, is passenger travelling alone, etc. Passengers, after immigration formalities, would land into comfortable sheds where they could sit at ease until officers came to question them. The main check first would be to make sure that each passenger had made a declaration and had listed each piece of baggage. Then an examination of baggage accompanying the passenger (except in exceptional cases, all heavy baggage would be in our control for a day or two and then handed over to the company or reputable agents). The extent of this examination and of the heavier baggage, to be examined later, would be governed by a study of the declarations, collected in bulk from the purser's office as soon as the ship arrived. Passengers with duty to pay would have it assessed on the basis of their own declaration and a note of duty so paid be made on the declaration. Then, when later the baggage is examined, if a false declaration has been made all the goods can be detained and the passenger proceeded against by summons or by some similar process, the passenger's own written declaration being something more useful to present to court than the evidence of an interested party as to what a passenger replied to his questions orally. Otherwise clearance would be as quick as possible because, although proper control forbids immediate clearance, governed by such factors as when the train is scheduled to depart, honest persons should not be separated too long from their baggage. Control is something broader than mere revenue protection. Where a risk can be taken in the matter of half-a-pound of tobacco, there should be no risk taken in the matter of a couple of pounds of opium or a firearm or seditious literature or uncensored mail (if censoring be considered still necessary after the war) or any large quantity of rationised goods (if, etc.). On the other hand, a hundred per cent. examination of baggage would never be feasible. Better a very small percentage of examination of all the baggage and a hundred per cent. examination of any suspicious case. To the officer's own judgment in deciding if a person be suspicious or otherwise by personal contact is, under my scheme, added the written declaration. This gives more time to study suspect lists, etc.

Minor reforms I have in mind for baggage examination include something less easily imitated than the chalk mark, no contact whatever between passengers and "outsiders" before baggage examination (ports vary widely in practice in this respect); women searchers present in all cases; trained Waterguard assessors of values on every baggage floor; no examination of baggage in ordinary cargo sheds, as a rule. But these are minor things. I hope the major idea, the written declaration, does not appear too clumsy. It is the only way, to my mind, to have real control, and in practice would, in time, work out quite smoothly.

On the baggage floor, and wherever else we perform our duties, we want Customs Officers who are not over-officious, pin-pricking, pillbox-rummaging, swaggering, insolent, overdressed, and all the other adjectives used for our Continental counterparts. In this country we can do what is necessary without going to extremes. Yet if control is not to be a cod, we do not want either officers scared of official action if they zealously perform their duty, bullied by railway officials, ship-

ping officials, influential passengers and others, too broad-minded, so that the law appears a joke, shambling, subservient, shabby. If, with all the hindrances we have had to effective performance of our duties, we have avoided all the latter, is there any danger, when we become truly efficient, or our going to the other extreme?

All I say of examination inwards naturally applies to outward examination, but the written declaration may then be not so feasible nor the detention of baggage. On the other hand, the dangers outwards are less.

Has anyone anything to say about the opinions I express, and which are not, I assure you, held dogmatically?

C.F.S.

## FORTUNES OF WAR

Dan Peters, backed up against the port cabin alley door, felt the first lifting surge as the "Sigrid" crossed Bayport bar. He was not exactly scared—a trifle apprehensive.

Mum had cried when, a scant two hours before, he had departed from Birchall Street, his small store of sea-gear in a new kit-bag.

"Take care, Dan. Do as you're told. Oh, I do wish they was English. Look out for them U boats. . . ."

"Look, Mum," said Dan, "it's good pay, ain't it? You go to Mr. Jensen's office for the lowance. 'Tisn't every lad turned 16," said Dan, with some pride, "as can let his Mum have five quid a fortnight an' nothing to find. I'll be O.K., Mum—honest. Cheer up now. Goo'bye. Cheerio, Pop. So long, Syd."

He grinned from the doorway and added, a mite husky, "I'll bring you back a parrot!"

This was Dan's first trip. Captain Larsen had engaged him for the voyage, foreign, as mess-room steward.

Dan worked well on the voyage out. The orderly neatness of the Scandinavian ship appealed to him, and he got on very well with the officers he served. Old Ole Clausen, the third, mindful, perhaps, of his own family in Stavanger, made much of Dan and helped him out. Twice they had alerts, and Dan, in kapoc jacket and in hat, took his place in the splinter-proofed chart-room, ready, as Captain's messenger. Distant booms they heard, and yellow flashes lit up the big convoy momentarily, but that was all. In due time, the "Sigrid" touched Portland, in Maine. Here, with the others, Dan lined up for his advance.

"Vell, vell, Peder," said Larsen, elephantine in bulk and humour, "here is five dollars. See that I don't have to bail you oud, huh?"

Ole Clausen took Dan ashore, and they had grand times together despite their forty years' difference.

When the "Sigrid" turned for home, Dan had, in the drawer below his bunk, 2 lbs. of tea (for Mum), a pair of slippers (for Pop), and a colourful lumber jacket, which had cost him \$1.85, for brother Syd. How was he to know that Ole Clausen had furtively paid the other \$4?

Eastward across the Western, the weather was bad, and the boy had knocks galore before he learned to ride the roll and pitch with both hands full. Of enemy action they had none. One evening, Captain Larsen called Dan. "Here, Peder. Where do ve go wit' cargo, huh? The orders has come. Where you tink? Bayport, Peder, Bayport!"

Two days later, in the full of the morning, "Sigrid" again crossed Bayport bar and berthed in West Dock.

I was matelot to Mr. Brady, and went with him to board her. After the preliminaries were over—

"Look, officer," said Larsen, "can this boy go 'shore, huh? He comes from here wit' me. Clear his t'ings. I bay the tax for him, huh?"

"O.K.," growled Corporal Brown, speaking for F.S.P. and H.O.

"Go you home to your beoples, Peder," said Larsen, "an' show you are save home. Eighd o'glock in the morning on board, huh? Id is good"—he glanced at a photograph hung on the panelling—"good id is to zee your beoples."

Dan was dressed for shore. Excitement had added sparkle to his fresh youth. In his hands were his presents.

My boss looked up from the 142. He didn't seem happy. "Dan Peters, is it? Hold on a minute. Where do you live, Dan?"

"26, Birchall Street," replied Dan. "Why, sir?"

From his inside pocket Brady took a list and studied it. He cleared his throat and glanced at Larsen.

"Sit down, Dan," he said. "Look, son, we've had some bombing here since you went away. You all right, son?"

"What happened, sir," said Dan, very husky and white around the lips.

Brady looked again at his list, then faced the lad. "I'm awfully sorry, my boy. Birchall Street was rather badly hit. Number 26 was practically demolished." He cleared his throat again.

"Your folks, son, were caught in the blitz. Look . . . Catch him, John!"

In no time Dan was on the settee, with the boss rubbing his hands while Larsen did his best with brandy. I picked up Brady's list. Under "Killed by Enemy Action" I picked out—Peters, Robert (42); Peters, Martha (41); Peters, Sydney (11).

Slowly, heavily, Captain Larsen dropped into his chair. His eyes on Dan, now shuddering with long-drawn sobs, he slit a letter brought aboard by the agent. In silence he read, and passed the sheet to me. It was from Oslo—an International Red Cross letter . . . "I am well . . . Hilda Larsen."  
TYRCONNEL.

## HOME TRADERS (1938)

Uncared for, unexpected;  
Just plying to and fro;  
Road by road, by lonely coasts  
And headland lights they go:  
The "Oak" and "Palm" and "Victor,"  
The "Beale" and "Annaghmore."

White with clay from Bodmin,  
Upon the smoky Tyne;  
Spreading London's treasure out,  
New-brought by ocean line;  
Raisins boxed and currants loose,  
And bonded butts of wine.

Tied and held to charter,  
Or flinging out free-lance;  
Bowling by the Foreland buoys  
And nosing past Penzance:  
Weeks and weeks of gas-work coke—  
Then grape-juice home from France.

Steaming down the Mersey  
With special oven coal;  
Turning north with oddment stuff  
To some up-river goal;  
Battered down and belching black  
Out by the Burbo shoal.

JOHN KENNEDY.

## IS THIS MAN YOU?

A persuasive speaker in public, a cool calm thinker, never embarrassed, a good loser, a good mixer, making friends without effort? If not, you need **RAPIDISM**, the fascinating new course, endorsed by leading psychologists.

Write now for free Booklet to **THE RAPIDISM INSTITUTE, 512, TUITION HOUSE, London, S.W.19.**