

absence on the ground of sickness, we recommended your Lordships to sanction an extension of the modified plan of payment to *all* day-pay officers in the Customs Department, both in London and in the out-ports. Accordingly the day-pay has been everywhere reduced to 1s. per diem, and the fixed salaries augmented in a corresponding proportion. The new arrangement took effect from April 1st, 1856; and though it has not been long enough in operation to enable us to lay before you any decided statistical evidence of its results, our information leads us to believe that it has worked, and continues to work, most satisfactorily.

One important improvement in the detail of the service it seems desirable to speak of here, because, though it has been some time in partial operation, it is only of late that we have had sufficient experience of its operation to be able to pronounce with confidence on its safety and efficiency. The system of boarding tidewaiters on all vessels arriving from foreign parts, and retaining them there till the cargo was entirely cleared, though needed for the security of the revenue, was attended with several obvious inconveniences and hardships. It was suggested by one of our most active and intelligent officers, Mr. W. P. Gardner, then Comptroller at Liverpool, that these might be obviated without any risk to the revenue, by substituting for the boarded tidewaiters a regular patrol force on shore, wherever the vessels were lying in inclosed docks, and admitted, therefore, of being watched effectually from without. The experiment was first tried in Liverpool in 1850, when a portion of the water-guard was organized into a body of patrolling officers, who, under inspectors, and divided into three watches of eight hours each, perambulated the quays night and day. After a sufficient trial of the plan at Liverpool, the results of which were highly satisfactory, the Board sanctioned its gradual extension to other ports where circumstances favoured its adoption; and they are now in a position to report, that it has nearly everywhere been attended with a material reduction of expense, a great relief to the officers concerned, and a marked diminution of the number of charges and complaints.

Patrol system.

against them. The patrol system is now in *full* operation at—

Liverpool,	Dundee,
Hull,	Glasgow,
Bristol,	Leith,
Southampton,	Dublin,
Plymouth,	Belfast,
Sunderland,	Limerick ;
Aberdeen,	
And <i>partially</i> at—	
Douglas,	Gloucester,
Grimsby,	Arbroath.
Grangemouth,	

Baggage
examination at
London Bridge.

For nearly three years it has been the practice to accommodate the through passengers from Paris to London viâ Dover, by the night mail, by allowing them to have their baggage examined at the railway terminus in London Bridge, instead of at the place of landing. The packages registered in Paris were placed in locked vans, and continued in charge of the railway guard till their delivery in London, by which means the travellers were relieved from all anxiety and necessity for personal vigilance during the journey ; while, as the trains arrived punctually at a fixed hour (7.45 A.M.), little inconvenience was entailed upon our officers by the arrangement. Early in last year the Directors of the South Eastern Railway memorialized your Lordships, praying for the extension of a similar privilege to the baggage of travellers arriving in London from Paris, Amiens, and Boulogne, by the special tidal trains viâ Folkestone. It was obvious that this arrangement would entail upon the Customs officers a considerable amount of inconvenience, inasmuch as the trains in question varied their hours of arrival every day, and sometimes reached the terminus in the middle of the night. But as it appeared that these trains had become the favourite mode of transit for passengers between the two countries—the number of passengers from London to Paris by the night mail in the six months ending 30th November 1855 having been 3,151, while those arriving by the tidal trains reached 41,788—it was thought proper to concede the privilege requested ; and arrangements were accordingly made, commencing