

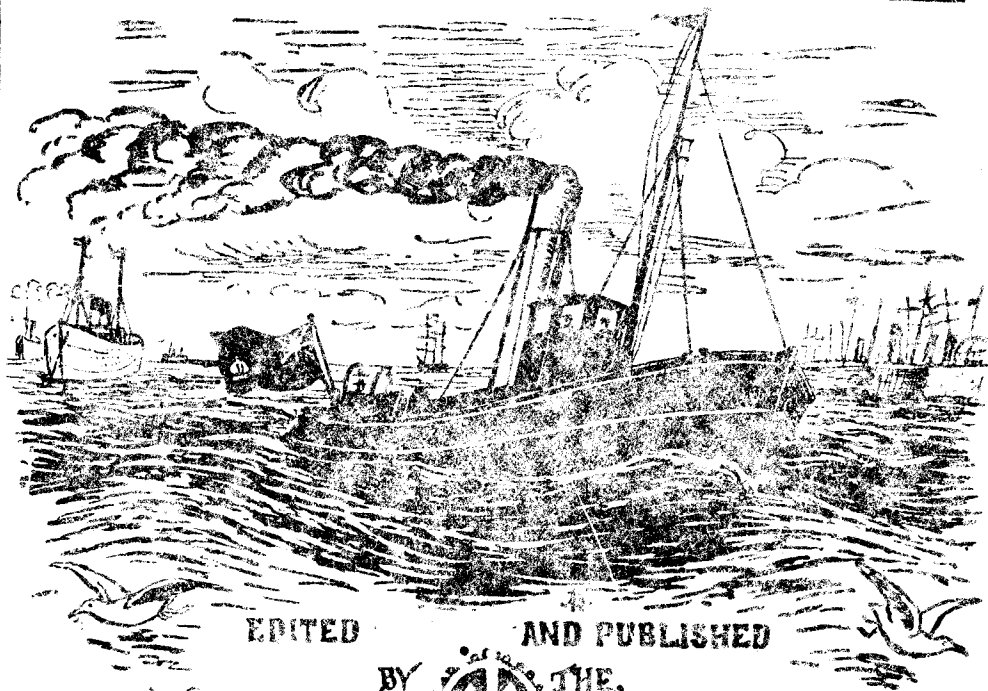
# THE CUSTOMS JOURNAL

THE OFFICIAL ORGAN  
OF THE  
CUSTOMS WATERGUARD ASSOCIATIONS.

NO. 30

MAY 26th, 1905

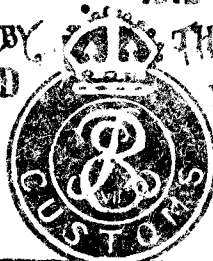
ONE PENNY.



EDITED

AND PUBLISHED

BY THE  
WATERGUARD STAFF OF  
H. M. CUSTOMS.



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No. 30.

MAY 20th, 1905.

Fortnightly

ONE PENNY

## Intrinsic Value *versus* Prejudice.

By CLIO.

During the decade, 1880—1890, a process of reorganization took place in the Customs Out-door Department, from which has been evolved the present Preventive Staff, which now exists as a separate branch. This evolution began by an increase in the number of Boatmen, and a corresponding reduction in the number of Out-door Officers, together with the gradual withdrawal of the latter from Waterguard work.

Boatmen were appointed to the position of Examining Officers to supervise the rummaging and general Waterguard work, and when the class of Assistant Examining Officer was formed, its ranks were recruited partly from the Boatmen class.

The practical working of this system came under review before the Ridley Commission in 1886, and again, more directly, at the Goschen inquiry in 1891. The evidence given at these inquiries proved the utility of the arrangement, so far, at least, as the interests of the public revenue were concerned. It was shown that whereas the Out-door Officer had an aversion to the work of rummaging, the Boatman readily adapted himself to it, and proved his efficiency by the success which attended his efforts to detect attempts at fraud on the revenue.

The creation of the class of Preventive Officers which is now recruited entirely from the Boatmen, completed the formation of the "First line of defence" of the Customs revenue.

For evidence of the efficiency with which the work has been done by the staff thus constituted, we need but study the reports of the Commissioners of Customs issued from year to year.

These show that a very effective check has been put upon the enormous traffic in contraband goods which prevailed some 15 or 20 years ago.

The number of seizures made has increased, while the quantity of goods seized has become comparatively trifling. We do not hold the opinion, expressed in some quarters, that smuggling is now a thing of the past. The fact that seizures are made to-day serves to indicate the presence of the enemy; but he has been checked and held in check only by

the vigilance and dexterity of the rummaging officer.

The duties of the Preventive Staff have increased in volume and importance during recent years, while the difficulties and the exacting conditions under which the work has to be done have not diminished.

The Boatmen and the Preventive Officers have repeatedly appealed to the Board and the Treasury for the redress of grievances, and more equitable treatment; but while some minor concessions have been obtained after much labour and turmoil of agitation, their pay and prospects are still far short of the standard of value and importance attaching to their duties.

The Waterguard is called the door-mat of the Service. It is looked upon with disdain—with undisguised disdain—by members of the sister departments. Very hard things have been said about its members by high officials, and thinly veiled efforts have been made to belittle the value of the services rendered, and to under-rate the importance of the duties assigned to the Waterguard Staff.

The intrinsic worth of their work has been swept aside, and the mere fact that Boatmen enter the service by nomination and not by competitive examination has been used as an excuse for altering the condition on which they entered to their detriment, and the withholding of benefits to which both Preventive Officers and Boatmen have an unquestionable claim. One word describes the evil root from which all this injustice springs, and that word is *prejudice*.

The history of their case and the ground on which it is based have once more been laid before the Honourable Board by the Preventive Officers, and the deputation to which this task was entrusted, left the Board-room last Friday with the unanimous feeling that the tribunal to which they had appealed was independent of, and free from the prejudicial influences which have militated against them in the past, that the real value and importance of their services to the State would be regarded as the basis of remuneration, that an impartial judgment would be pronounced, and an equitable settlement made of the various questions submitted for consideration.

## PREVENTIVE OFFICERS' ASSOCIATION

## HULL BRANCH.

A General Meeting of the above branch was held at the Friendly Societies' Hall, Albion Street, Hull, on Wednesday, the 10th instant.

The Chairman, in his opening remarks, said the meeting had been convened for the purpose of hearing their Delegate's Report of the Deputation's interview with the Hon. Board of Customs. He did not purpose taking up their time with a lengthy speech of his own, but would at once call upon Mr. Watson to kindly give them the particulars of the interview.

The Delegate, who was well received, said he was pleased to have the opportunity of relating to his brother Officers (as near as possible, and as far as his memory would take him) the chief items regarding their interview with the Hon. Board.

The Deputation duly appeared before the Hon. Board at 3 p.m., on the 5th instant. Their Honours kindly consenting to receive an additional Delegate, who had accompanied the General Secretary, in case of accident preventing any of those elected from appearing. The General Secretary made the opening statement, and dealt specially with the "Salary Question," placing our claims before their Honours in a clear, able, and concise manner.

The Delegate stated that the subject of "Sunday Pay" was next introduced by himself, and this question was represented to their Honours in the manner he had been instructed to do. The Preventive Officers' Salary was represented to their Honours as being entirely inadequate for the possibility of same to include the payment for Sunday Duty. The present system of payment was also represented to their Honours as most unjust. Officers were receiving the same amount of salary, irrespective of the number of Sundays on duty. This system was represented as most unfair to those who had the greatest amount of Sunday Duty to perform; and a suggestion was made and submitted to their Honours for their consideration, viz. :—

"That in the event of extra remuneration being granted them for their Sunday duty, that the payment of same be entirely distinct from the annual salaries received, so that officers who actually performed the Sunday duty receive the extra pay."

The Delegate then went on to say that the other subjects brought before their Honours were most ably dealt with by the other Delegates, and the Chairman of the Hon. Board complimented the deputation on the straight-forward manner, and the moderate

language employed, in bringing forward their claims, and that most of the subjects would be considered.

In concluding, the Delegate stated that the deputation was highly satisfied and impressed by the kind, considerate, and patient hearing given them by their Honours, and personally he had great hopes, that at least, the one and greatest of their grievances, viz. :—"Salary and Sunday Pay" would be redressed, thereby bringing about, what he was sure they all were most desirous of seeing, viz. :—A contented and satisfied Waterguard Department.

After several of the members present had thanked the Delegate for his report, and complimented him on the able manner in which he had represented the question of Sunday Pay to their Honours, the following resolution was put to the meeting and carried unanimously :—

"That the best thanks of this meeting of the Hull Branch, Preventive Officers Association, be tendered to the General Secretary and the other Delegates, for their valuable services to the grade generally, by so ably placing before the Hon. Board of Customs our grievances, and that the Secretary be instructed to forward same to the General Secretary."

Mr. Watson suitably replied, thanking his brother Officers for their kind remarks towards himself and colleagues on the deputation, and assured them that the whole deputation had done their best in honestly placing their grievances before their Honours, and he thought their labours had not been in vain. He thanked them for the resolution which had been passed, and promised to forward same to the General Secretary.

A vote of thanks to the Chairman for presiding terminated a well attended and enthusiastic meeting.

## Methylic Alcohol.

## HEAVY FINE FOR MISDIRECTION.

Benjamin and Alfred Lawrence Biggs, importers of Tilbury Docks, were summoned at Grays, Essex, to-day, for evading the Customs duty by wrongfully describing a barrel of Methylic Alcohol which was imported. It was stated that the barrel was entered as containing Methylic Alcohol not purified, so as to be potable, whereas it contained potable purified Methylic Alcohol.

Mr. Briggs, senior, said they were trying to see if there was any sale for the spirit in this country.

The Bench imposed a fine of £100 and costs.—*Liverpool Echo*, 6/5/05.

## An Explanation of Terms and Documents.

By SECUNDUS.

### QUARANTINE (*continued*)

Prior to the year 1880, but little was definitely known as to the origin of infectious diseases. About that period, however, the investigations of Pasteur and Koch, gave to the world indisputable evidence concerning the germ origin of such diseases. The specific organism of bubonic plague, cholera, &c., have been discovered, and are now familiar to us. This establishes a new era in sanitation, and makes it imperative that any department which has the public health in its keeping must have means for the investigation of infectious diseases, for this reason bacteriological laboratories have been established, and their practical value is apparent to any one who understands that the diagnosis of infectious diseases is frequently decided by the examination of specimens taken from the persons affected. If, for instance, it is bubonic plague, the initial lesion or sore, which represents the site of infection, and the swollen glands, which are almost invariably present, are carefully looked for. It must also be taken into consideration that bubonic plague may occur in a pulmonary form, therefore, those who are apparently suffering from bronchitis or pneumonia must be subjected to the most rigid inspection; the inspection frequently involves a bacteriological examination of sputum, contents of glands, &c., therefore the discoveries of Pasteur and Koch, and the stimulus which their work gave to bacteriological researches, are largely responsible for what may be termed Modern Maritime Sanitation.

Heretofore men were willing to accept as final any method or appliance received from their fathers. "It was my father's custom, and so it shall be mine," they said, if not in words, they certainly did by their actions and mode of life; then of a sudden their eyes were opened, and they saw how imperfect their heritage was, and what an unlimited possibility of improvement lay before them, and how, until then, they had been groping in darkness, and in no sphere has man so enlightened himself as in the knowledge of his own body, in sickness and in health, and the necessity of a thorough reform in the sanitary conditions of his surroundings, and of the country generally. The influence of this can be traced in every city, town and village in the United Kingdom to day, in our comparative freedom from

epidemic diseases, and in the increased duration of human life, as shown in the published death rates each year.

I stated that a big step was made when the Act of 1825 was passed, but that much remained to be done, for this purpose we have the Health Acts of 1875 and 1896.

The last mentioned Act, so far as the Customs Officer is concerned, made great changes in quarantine work, and in name practically abolished them, as Quarantine Officials, but, as the first and principal line of defence against the enemy disease entering the United Kingdom, they remain the same, and retain all the responsibility of checking the monster's approach, in any shape, but more especially in the form of cholera, yellow fever, or plague.

Since the passing of the Act of 1896, the mode of procedure on Quarantine duty has been as follows: The Port Sanitary Authority issue notices of Ports which are infected or suspected of being infected, and it is the duty of the Officer of Customs, on the arrival of any vessel from foreign ports, to ascertain so far as possible whether such ship is infected with plague, yellow fever, or cholera, or whether she has come from a port so infected; if such is the case, he will require the Master to moor or anchor her in such a position as he may direct (under Article 2 of Local Government Board's Order), and during such detention, no person, other than the Officers of Customs or other persons employed in the execution of the Order, shall leave the ship.

The Officer will then give immediate notice to the Port Sanitary Authority when the vessel will be visited by the Medical Officer of Health. The responsibility of the Officer of Customs ceases when the Medical Officer of Health boards the ship, which must take place within 12 hours of the ship being moored, otherwise the vessel will be released as defined by Article 5 of the above-mentioned Order, and the Certificate of Pratique granted.

The Medical Officer of Health has power to board any vessel which he may suspect of being infected, before she has been examined by the Customs Quarantine Officer, or even before her arrival at the Custom's Boarding Station.

If the vessel is found to be infected within the meaning of the Act, the Medical Officer will certify to that effect, and hand a notice to the Master or other person in charge, who will moor her at the proper Quarantine Mooring Station, which place has been approved by H.M. Customs and Local Government Board.

(*To be continued.*)

## EDITOR'S NOTES.

"Our true intent is to upward stride,  
With true equality on every side."

The most interesting item since our last issue has been the deputation of Preventive Officers to the Board on the 5th of May. If the result of the interview were to be estimated by the cordial reception and the patient hearing of the Board of Customs, very substantial concessions would accrue from the proceedings. While the Chairman, we hear, gave the Board's negative answer to two or three of the points advanced by the deputation, there are abundant signs that their Honours are seriously considering the questions of Sunday Pay and Salary. Judged in the light of past experience, we think the Executive Committees of both Waterguard Associations are wise in keeping their parliamentary work in a state of perfect organization, fully prepared to cope with every phase of the situation in the near future.

One of the serious grievances of the Waterguard staff is the utterly inadequate number of higher positions in that branch of the Service open to the Officers generally. Yet we hear of Lower Section Preventive Officers being employed on duties which rightly pertain to the Upper Section grade. For instance, we hear that Lower Section officers have been employed, for nearly two years, on baggage duty at several of the London Railway termini, which every right thinking person must admit is Upper Section duty pure and simple. No wonder we hear of chronic and deep dissatisfaction existing when such actions as these are prevalent. Surely the cadre of upper section positions can be increased to deal with this and similar grievances; and remove, at least, the serious ground for complaint which exists, and rightly so, under this heading.

The recent capture and arrest of the Dutch crews of vessels commonly known as Coopers, with huge quantities of Tobacco, &c., on board, emphasises the great danger to which the revenue is exposed by the carrying on of this illicit trade on the coasts of the United Kingdom. We hope the proposal to transfer this important service from the Admiralty to the Customs will be speedily carried out, because we are of the opinion that such a change will prove beneficial to the revenue and all concerned.

## THE PREVENTIVE OFFICERS ASSOCIATION NOTES.

According to arrangement the deputation of Officers representing the grade was received by the Hon. Board on Friday, 5th instant, at 3 p.m. So far as the reception of the deputation is concerned, there is every reason to congratulate the class, and to express our thanks to the Members of the Board for the patient hearing accorded us, and for the sympathy expressed on certain points.

Previous to the interview, the members forming the deputation carefully considered the best course to pursue, and unanimously decided to lay special stress on the following questions, as the most outstanding grievances, viz.:—Salary, Sunday Pay, Supervision, Prospects, and Free Goods.

A Service scale of pay was respectfully requested. There does not appear any reason why this should be denied us. The arguments used in favour of the increase in salary are unanswerable. Though some inexperienced men speak lightly of the duties of the Preventive staff, there is no getting away from the fact that the work falling to our lot is not only arduous, important, and responsible, but for two-thirds of the 24 hours, we are the only representatives of the Customs department on duty. This is plain talk, and though it may be sneered at, it cannot be denied.

There is no need to repeat the arguments in support of the Sunday Pay Question. Let us express the hope, however, that in considering it their Honours will bear in mind that compensation leave will not be accepted as a satisfactory solution. 48 hours per week, counted from a.m. Monday to p.m. Saturday, and a day's pay when employed on Sunday, is the only reasonable way of settling this point. Why should Secyr. Customs No. <sup>3258</sup><sub>1593</sub> not be made applicable to the Waterguard?

With reference to the Higher Appointments we commend a careful study of the article by "Veritas" in the last issue of the "Customs Journal."

The Postmen's Federation will hold a demonstration in the Caxton Hall, Westminster, at which Captain Cicil Norton, M.P., will preside, supported by Mr. Thomas Bayley, M.P., the Hon. Claude Hay, M.P., Sir Albert K. Rollit, M.P., Cr. T. J. Macnamara, M.P., Mr. G. H. Stuart, and others. The meeting is held to protest against the shelving of the Bradford Committee's report.

## BOATMEN'S ASSOCIATION.

## NEWS &amp; NOTES.

BY JULIUS.

We are pleased to be in a position to state that, persistent rumours to the contrary notwithstanding, Major Evans Gordon still retains his generous interest in our case, and it is very probable that by the time these notes appear the question will have again been raised in Parliament.

Another case of the persecution of the subordinate by the superior has come to light, but in this case the contemptible game has ended in failure, as an appeal to higher authority has resulted in the complete vindication of the character of the subordinate concerned. These cases—though happily few so far as our experience goes—serve to forcibly illustrate the justice of the claim for some improvement in the present character assessment system. The simple expedient of notifying all officers as to their position on the character table, would render abortive the tactics of the petty tyrant, lead to the annihilation or submersion of the toady, and last but perhaps best of all, lead to the development of those virtues and other qualifications, the sum of which go to make an efficient department.

**Illegal Deck Cargo.**

Recently at Newcastle Police Court, John Peterson, master of the British Steamer Joseph Merryweather, was summoned for having unlawfully carried as deck cargo in an uncovered space wood goods to a height exceeding three feet above the deck, on a voyage from Reval to London, between October 30th and April 15th. Captain Warden, Board of Trade Surveyor, stated that the steamer arrived at London on March 8th, and had a deck cargo of spruce for railway sleepers both on the bridge deck and on the deck itself. On measurement he found the cargo to be 1,264 cubic feet in excess of what was contained in the three feet limit. For the defence, James Worcester, chief officer, said there were only 600 cubic feet of sleepers on the bridge deck. He disputed the accuracy of Mr. Warden's measurements.

Peterson was fined £10 and costs, which amounted to £23 1s. 9d., the expenses of several witnesses who were not called being allowed.

**Dutch Coopers Captured off the Humber**

## ALLEGED ILLEGAL TRADING.

H.M.S. Argus returned to Grimsby on Tuesday afternoon, having under arrest two Dutch Coopers, which had been captured within the three mile territorial limits off the Humber illegally trading in contraband with fishermen. The two vessels which were brought in were the Noordstar and Active, both registered at Rotterdam, and when searched by H.M. Customs were found to have on board huge quantities of tobacco. While awaiting trial the vessels were moored in the Alexandra Dock, near Lock Hill, and in close proximity to the gunboat.

**CASES BEFORE THE GRIMSBY BENCH**  
on the 12th instant.

The eight men, comprising the captains and crews of the Dutch sailing vessels Noordstar and Active, were charged on remand with illegally trafficking in spirits and tobacco, within territorial waters on the 2nd May.

Mr. T. Mountain appeared for the prosecution on behalf the Commissioners of H.M. Customs, and Mr. Brown for the defence.

Mr. Mountain stated that on the morning of the 2nd May, H.M.S. Argus was cruising off the mouth of the Humber, when the Noordstar and Active were observed just about two miles from low-water mark, heading in to the shore. The limit line for these vessels was three miles from the nearest point of low water mark. The Argus bore round to the outside of the vessels, and the captain found that two small boats were out, and visiting several steam trawlers which were blowing off steam. These boats were ingeniously constructed with boxes which were fitted with lines, and which could in a moment of necessity be thrown overboard. These boxes contained a large quantity of spirits, tobacco, and cigars.

Captain Hicks, chief officer of H.M.S. Argus, bore out the opening statement.

The quantity of cigars and tobacco found on board the Noordstar was said to be 1,080 lb., besides spirits, and the quantity on the Active was close upon 4,000 lb. The treble duty in both cases was about £5,000.

The skipper of the Noordstar was fined £50, including costs.

The skipper of the Active was fined £50, including costs, and the rest of the members of the crews of the vessels were fined £1 1s., including costs. This means that both vessels, with the whole of their cargoes, are confiscated

## N. Q. A.

## NOTES, QUESTIONS and ANSWERS.

All contributions of "Notes, Questions and Answers" for insertion in this column should be addressed—Sub-Editor, "The Customs Journal," 2, The Limes, Ella-street, Newland Avenue, Hull, and marked N.Q.A. in the corner of the envelope.

## ANSWERS.

113. The practice *re* Aliens differs at various ports, but usually on boarding, the Preventive Officer will ascertain from the Master, and perhaps occasionally from the Ship's Officers or Steward, the number of Alien Passengers, and notify the Report Clerk on a Memo. or Agents' printed slip, and enters the fact in the Blue Book. The Master declares the number again in writing on Form No. 384, for transmission daily, in England, to the Home Office, and also on his Report at the Custom House. Further, when the Immigrants are 10 in number or over, they are specially counted, with aid of Interpreter if essential, and described on Form No. 387. Supplementary Returns are sent from Tyne, Goole, &c., &c Sex, nationality, &c., on Return No. 386. Record of all this is made in the Baggage Register.

114. Dynamite belongs to Division 1, Class 3, and Safety Cartridges to Division 1, Class 6. The latter require no Importation License, but must be discharged at the same place as the Dynamite, and be examined for Revenue purposes. Dynamite is, however, restricted to the many terms of the Explosives Act of 1875. Vessels with such goods can visit no Port, except the Port named in License, unless forced by stress of weather or by accident, and only for a limited time. The expected arrival of such ships are advised to the Harbour authorities, who appoint a place for discharge, according to license, and the Customs make no charge for guarding. Due report and entry, examination and sampling, according to Customs rule, and terms of license and bye-laws, are attended to. Any case of infraction being reported to the Board, if necessary, by wire, and the goods should be seized, but not placed in the King's Warehouse. For delivery, cases must be properly marked with name, class, &c., and samples regularly packed with proper forms by the Collector who sends them to the Home Office in charge of an Officer, who obtains a receipt there. Import Code, par. 606.

115. The Seaman would be offered the usual option (under G.O. 73 of 94, Import Code, par. 944 and 955) of depositing treble value and duty, amounting to £6, or of being prosecuted. The Steward would be prosecuted (duty, ex 20s.), and treble value and duty *i.e.* £21 11s. 6d. deposited at the Police Station for release of offender, until the Court sits. Master and Collector are given the usual notice *re* Detention of Ship, as duty on goods exceeds £2 10s., and Clearance is withheld until deposit for release is made. White Report, Yellow Seizure Note, and blue Return of Proceedings before Magistrates are made out, and Form with Scale of Fees given to Magistrates' Clerk; Goods to King's Warehouse and receipt put in Blue Book.

116. (a) Each Port has necessarily, perhaps, a slightly peculiar method of dealing with post parcels. At "X" say, the seals are examined, and if intact, packages are delivered on request of the Postmaster, to Master's Agent for transmission to the Post Office at a neighbouring port, and the Collector there is advised by post, while a telegram is sent to the E.O. at the Examination Floor. Should the seals be broken, the P.O. will draw the attention of Master, place his own seal on packages and report to the Collector. At another port the P.O.'s seal is always placed beside the Foreign Seal, and a Cart Note given to Postman.

(b) The Cigars would be carefully weighed and a deposit Note No. 101 made out (which is handed to Collector) for duty 45s., and fines 4s., and after passenger had deposited this amount, with cost of Postal Order, the goods would be handed to him for transmission, taped and sealed free of charge. Then by first post the Collector would send letter of advice No. 100, endorsed with quantities to Collector at the port of embarkation, who would cause the goods to be shipped and sealed on board and deposit and goods signed for by passenger, upon the Advice, which should return to port of arrival.

117. Crews of fishing vessels from sea, producing more than two ounces of tobacco must pay duty, or abandon it. In this case (a) the Master is allowed his couple of ounces for use free, while the duty is received per Slip from the others as from any seaman. If (b) the duty is declined as usual, the parties are not now prosecuted for illegal packages, but are allowed to abandon the goods, which are deposited in the King's Warehouse, and the receipt is filed in the Watch-house. Tobacco from a broken trip, or from foreign is dealt with as surplus stores.

## Smuggling of Saccharine at Grimsby.

A case which created a deal of local and general interest, was heard recently at the Grimsby Police Court, when the firm of Wm. Hill & Sons, Ltd., Mineral Water Manufacturers, Grimsby, were charged with a breach of the Customs Act by harbouring Saccharine upon which no duty had been paid.

Mr. T. H. Ward, of the Solicitor's Department, London, appeared to prosecute, and Mr. R. Mason defended.

Mr. Ward stated that the defendants were charged with having on the 6th January, this year, harboured the goods, and the Customs authorities claimed £293 12s. 6d., treble value of the goods. He said he would simply prove that there was something harboured, and it was for the defendants to clearly prove that the duty had been paid.

Mr. John Beard, Confidential Officer in the Solicitor's department of the Customs, said he made enquiries in Grimsby about Saccharine, said to be illegally imported, and, accompanied by two Customs Officers, he visited the defendants works. He told Mr. Hill they were Customs Officers, and asked to look at the stock. Mr. Hill was rather agitated, said witness, and Bellamy went towards the stairs, but Sullivan, one of the officers, fetched him back. In a cupboard upstairs, they found 30 Saccharine Corporation tins, on which duty had been paid; in the other were 18 square and 8 round tins, wrapped up in brown tissue paper, sealed with a paper label, and inside was another wrapping of paper. The Saccharine had apparently never been opened. The eight round tins were labelled "Raspberryyade." The total quantity of Saccharine in this compartment was 48 lbs. 12 ozs.

Not being satisfied with the defendant's statement, he removed the Saccharine to the Custom House as a security for the duty, pending investigation.

The next witness was Daniel Sullivan, another Customs Officer, who was present at the interview, and who corroborated Beard's evidence.

Mr. Mason, in defence, said that the duty had been paid. The Saccharine was imported from Ham, near Hamburg, and he said Mr. Hill could not be sure of the exact dates when he bought the Saccharine when asked by the Customs witnesses, but he had since found out. No business man could tell positively the particulars of a transaction which took place four years before.

Mr. Schofield, Manager of a Goole Shipping Co., said he imported 22 cases of Saccharine

in June, 1901, on which £1,189 duty was paid. Four of the cases went to Bellamy Bros. He, following instructions, erased the number and signs on the cases, and placed others there. This is a common thing.

Rebutting evidence having been given by Mr. Edrupt, Collector Customs, Goole, and Mr. H. W. Sobey, Examining Officer, London, Mr. Ward said he would ask for a penalty in each case.

The Bench imposed a fine on the Company of £10, inclusive of costs.

## DISCHARGE AND RE-ARREST.

An important prosecution at the instance of the Commissioners of Customs came before the Lord Mayor at the Mansion House. Four defendants named Emil Franc, Joseph Heymer, Herman Stegman, and Henry Goldstein, were charged on remand with carrying and removing 2,400 oz. of Saccharine upon which it was suspected that the proper duty had not been paid. The single value and duty on the Saccharine is £300. Mr. Theodore Warde said that the Commissioners of Customs, having regard to the penalties involved, had decided to have the case tried in the High Court. He asked, therefore, that defendants should be discharged at this stage of the proceedings. This having been done, the men left the dock, but were at once re-arrested on a warrant issued by the Sheriffs on a writ of capias granted by the High Court. It was stated that the penalties involved amounted in the aggregate to £3,600.

## Oaths taken by Customs officers

On admission to Office  
when Charles I. was King.

(From Chester's Chronicles).

Ye shall swear that well and truly ye shall serve the King in the office of Controller of the King's Customs and Subsidies, in the place of Customer, and truly ye shall enter all the goods and things customable, the which shall come to the said Port, or shall pass from the same; and that ye shall no gift take for to do your office, nor for anything that may fall in disadvantage of the King, nor any merchandise nor anything customable, shall ye not suffer to pass out of the said Port, without Custom due paid; and ye shall do the office yourself, and dwell thereupon in your proper office, without making any deputy or substitute under you, and ye shall write the rolls with your own hands, and the King's profit ye shall await, and do in as much as ye may after your knowledge and power, as God you help and His Saints.



## NOTICE TO CORRESPONDENTS.

All Articles and Correspondence for insertion should be accompanied with the Signature and Address of the Writer—not for publication—and addressed, The Editor, "The Customs Journal, c/o Mr. J. Imrie, 2, The Limes, Ella Street, Newland Avenue, Hull.

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## Letters to the Editor.

To the Editor of the "Customs Journal."  
Sir,

We sincerely hope that no foundation exists for the rumour that the new staff of Immigration Officers is to be appointed from the ranks of the Examining Officers.

If this should turn out correct, it will be most unfair to the officers of this department. We don't care about making comparisons, but really, when we hear rumours like the above, we can scarcely help asking all fair-minded men to compare the prospects of the two departments, and tell us, why officers with such a bright outlook should attempt to deprive the Waterguard of even one superior position? We think it not only unfair, it is cruel, so much so that we decline to believe that any such action is contemplated. It is, however, well to give publicity to the rumour in case, after all it should turn out only too true.

Yours &c.,  
"Scotia."

To the Editor of the "Customs Journal."  
Sir,

Owing to our precarious, nay, almost scandalous conditions of promotion, remuneration, &c., we naturally feel anxious as to the attitude of the Board when interviewed recently by the P.O.'s, and trust that at last their Honours are filled with an earnest desire to give contentment to a long suffering grade, thus rendering it more efficient.

In the past, procrastination has been so palpable (the Boatmen's case having received no answer as yet) that it would be wise to be forearmed by care and forethought for the fight which all know may be required, and plan their parliamentary campaign in the full. Let each member ask himself what he can do to bring success, bearing in mind that a few M.P.'s as stout friends, well educated on our grievances, are better than many lukewarm supporters. Our case is so pressing, heartburning and real, that an Impartial Inquiry secured, success is sure to follow.

That we have a large amount of prejudice to stem, we know, as well as indirect interference and scheming from higher officialdom, as tersely and succinctly pointed out by the "Labour Record and Review."

It is high time the press was utilised to educate the public as to our chronic departmental condition. There is no flow of promotion for the grades! We are inadequately paid! The conditions of service are worse than the sister departments! Thus 48 hours, all day work, in 6 days, Saturday afternoon and Sunday off, on the one hand. 50 hours (which is considered the best of Waterguard hours), including Sunday and night-work, irregular meals, harassing, arduous, dangerous and unhealthy conditions on the other.

The Boatmen grade is practically stranded. No prospects ahead; no hope; while they see 2nd class E.O.'s of varying length of service who entered the Customs the same time as themselves.

We are told our salary covers Sunday pay. Certainly, any child knows what is! Is! But how inadequate the

balance, when Sunday pay is deducted, and is poor remuneration for 6 days of *day-work* without considering how much night-work and other conditions, giving 12 per cent. more death rate than the Civil Servants, shown some time ago in this Journal. It is palpably unfair to include Sunday pay in the salary, while some officers work *few Sundays*, others an unchristian quantity, and again, others *none*.

Such salary is too elastic for justice, covering 6 days for some, 7 days for others.

What is life, with no time servicable to the individual for recreation, self-improvement, and home-life?

What is life when the pay is inadequate for respectable living and educational expenses to fit a family to keep out of alms-houses, should the pension revert to the crown?

What is life, when we daily risk it? To effect an insurance for readers of our Journal, would be charged heavier than ordinary owing to the serious water-risk.

A Bricklayer earns more than a Boatman, with every Sunday "a day of rest," Saturday afternoon off, and no night-work.

On the other hand, the Board cannot be wholly unconscious of the fact, that there are men in the Waterguard eminently fitted to fill supervising positions.

Can we remain efficient, with no hopes, no flow of promotion, ever-aging, with an outlook of danger, poverty of life and ill-health?

We trust the Federation will be heartily supported to take the most effective measures, and that something ameliorating will result is the hope of

"Disheartened."

To the Editor of the "Customs Journal".

Sir,

In reference to your remarks concerning the letter by 'Fraternitus' I think the idea of compiling Notes, Queries and Answers, together with the Forms, &c., mentioned, would meet with great approval throughout the Waterguard, but I should like to add that the same be published with blank interleaving pages, so that instances, as they arise, could be noted therein. But, sir, would not the same be too large for pocket use? Why not adopt the suggestion of numbering the pages consecutively, so that 26 Numbers would form one year's work, when an index could be compiled, so that, not only the above item, but many others of great interest could be referred to in a short time.

Yours etc.,  
"Fraternity."

To the Editor of the "Customs Journal."

Sir,

Considering the very poor prospects of promotion for junior Boatmen, the apathy displayed by them towards the Assistantship Question, is, to say the least, surprising. The attitude of a number of the senior Boatmen is not difficult to understand, though it is scarcely generous, and does not strengthen the Association; which, if it is to remain strong and vigorous, must work, not only for one section, but for all it is supposed to represent.

It is to be hoped that the Boatmen with but a few years in the Service, who have any ambition, will give the Assistantship Question their earnest consideration, and in it they will probably see their only hope of really improving their now unenviable position.

"Jason II."

## Appointments, Promotions, Removals.

Mr. C. H. Watts, 3rd class surveyor, Southampton, to collector and surveyor, Folkestone.

Mr. J. Morrishead, collector and surveyor, Douglas, Isle of Man, to Yarmouth.

Mr. J. H. Underdown, collector and surveyor, Waterford, to Douglas, Isle of Man.

Mr. J. Gore, collector and surveyor, South Shields, to Waterford.

Mr. G. N. Thorpe, collector & surveyor, Colchester, to Burntisland, North Forth District.

Mr. L. Lewis, 3rd to 2nd class surveyor, London.

Mr. W. Symons, 3rd class surveyor, Greenock, to 2nd class surveyor, Cardiff.

Mr. C. T. Sage, 3rd to 2nd class surveyor, London, promotion to Cardiff cancelled.

Mr. C. Evans, 1st class examining officer, to 3rd class surveyor, London.

Mr. J. Hailigan, 1st class examining officer, Dublin, to 3rd class surveyor, Greenock.

Mr. T. P. McClare, 1st class examining officer, London, to 3rd class surveyor, Southampton.

Mr. J. W. Wilson, principal coast officer, Deal, to superintendent, Seaham.

Mr. W. Wilson, principal coast officer, Kirkwall, promotion to superintendent, Seaham, cancelled at his own request.

Mr. A. Geddes, principal coast officer, Alloa, to Deal, transfer to Kirkwall cancelled.

Mr. W. Fuller, Assistant, Southampton to London.

Mr. D. Healy, Assistant, Cardiff to London.

Messrs. E. T. Redding and S. Winn have been appointed assistants, London.

Mr. C. E. Collier has been appointed assistant, Glasgow.

Mr. A. J. Marshall has been appointed assistant, Southampton.

Mr. E. A. Dove has been appointed boatman, London.

Mr. J. J. Watts, examining officer 1st class, Bristol, to collector and surveyor, Maryport.

Mr. J. Kett, examining officer 1st class, to collector and surveyor, Colchester.

Mr. L. O. Shangnessy, chief officer, Lerwick, to collector and surveyor, South Shields.

Mr. J. Finlay, 3rd class surveyor, London, to 2nd class surveyor, Manchester.

Mr. E. Beagley, 1st class examining officer, to 3rd class surveyor, London.

Mr. P. McTavish, 1st class examining officer, Newhaven to Dublin.

Mr. S. Johnston, 1st class examining officer, Sunderland to Goole.

Mr. A. A. Pradley, 1st class examining officer, London to Leith.

Mr. A. J. Higley, 1st class examining officer, Liverpool to London.

Mr. J. R. Upham, 2nd class examining officer, London, to 1st class examining officer, Bristol.

Mr. T. J. Carroll, 2nd class examining officer, Glasgow, to 1st class examining officer, Folkestone.

Mr. M. O. Sullivan, 2nd class examining officer, Newry, to 1st class examining officer, Liverpool.

Mr. E. Conway, 2nd class examining officer, to 1st class, London.

Mr. T. H. Rodda, 2nd class examining officer, to 1st class examining officer, Sunderland.

Mr. J. W. Penney, 2nd class examining officer, to 1st class, London.

Mr. J. Grimes, 2nd class examining officer, to 1st class, Newhaven.

Mr. W. J. Newell, preventive officer, upper section, Southampton to Cardiff.

Mr. F. P. Kelley, preventive officer, upper section, Goole to London.

Mr. D. McLachlan, Assistant, London to Glasgow.

Mr. E. Robinson, boatman, Barrow to Heysham.

Mr. J. Ismay, boatman, Workington to Barrow.

All communications relative to the supply of copies of the paper should be addressed to—THE SECRETARY Mr. E. E. Crowe, to Carew St. Alliance Avenue, Hull, to whom all remittances should be made payable.

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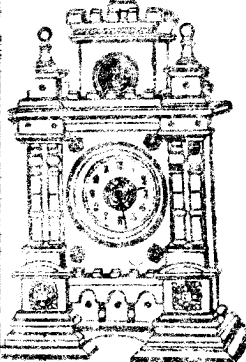
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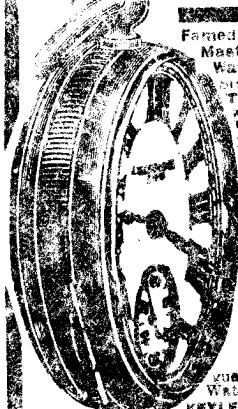
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