

ORDINARY, MS.

Public	DEPARTMENT.
G.O., DATED	19-12-93
No.	1009

INDEXED.*When given for copying.*

[Despatch Abstract.]

*recording per Reel
 dept. passing orders on
 petition from Mr. Burnett
 & Co. requesting to obtain an
 apology from Mr. Bondley
 for the language used by
 him in his letter to the
 Board of 15 Feb 93 & to
 circulate it to those officers
 to whom the letter was com-
 mitted & directing that
 instructions be given to all
 officers to be careful to
 use temperate & discreet
 expressions in official reports.*

15TH MAY 1893, No. 411, REVENUE.

GOVERNMENT OF MADRAS.
REVENUE DEPARTMENT.

Read—the following Proceedings of the Board of Revenue (Separate Revenue), dated 7th April 1893, No. 147 :—

Read—again the following Proceedings of the Board of Revenue (Separate Revenue), dated 21st January 1893, Mis. No. 193 :—

Read—again Proceedings of the Board of Revenue (Separate Revenue), dated 9th January 1893, No. 7, Routine.

ABSTRACT.—Informing Messrs. Burnett and Son that their petition will be considered on their forwarding a Court-fee Stamp of the value of Re. 1.

Read—also the following letter from Messrs. BURNETT & SON, Agents, British India Steam Navigation Company (Limited), to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated Tellicherry, 17th January 1893 :—

We have the honour to acknowledge receipt of your order of the 9th instant and, as requested, we beg to hand you a Court-fee stamp for Re. 1.

Resolution—dated 21st January 1893, Mis. No. 193.

Messrs. Burnett and Son's letter, dated 31st December 1892, will be referred to the Collector of Malabar for remarks.

(A true Copy and Extract.)

(Signed) W. O. HORNE,
Acting Secretary.

To the Collector of Malabar,
with letter dated 31st December 1892,
in original, to be returned.

Read—also the following letter from HERBERT BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated Vaniamkolam, 31st January 1893, Ref. on C. Nos. 54 and 55 :—

I have the honour to request the orders of the Board as to the amount of supervision necessary under the General Pass Rules in the case of shipment and landing of free goods. Hitherto it has been the custom in this district at all ports for free goods to be shipped without special supervision at any time of day and night, except that no goods could be shipped without supervision unless they were water-borne for shipment during ordinary working hours—*vide* rule 8 of the General Pass Rules. With regard to landing under rule 16, free cargo was allowed to be landed at any time of day or night without supervision or permission.

2. On the 9th September last, the Superintendent of Sea Customs, Tellicherry, for the first time, called on the agents of the B.I.S.N. Co.'s steamers to put in an application for the attendance of the customs officials in connection with free goods. The Agents naturally resented this innovation, and the relations between them and the Sea Customs Superintendent have been anything but pleasant for some time. I am calling upon the Sea Customs Superintendent to explain his conduct in introducing a

change of this kind without applying to me for instructions, and will pass such orders as may be necessary, but as the question has been raised, it is, I think, better once for all to have definite orders upon the amount of supervision necessary in the case of free goods carried by general pass steamers.

3. The real question, as far as the Superintendent is concerned, is whether he is entitled to overtime fees for general pass steamers working free goods out of office hours. He affects a righteous honour at the amount of smuggling which he considers possible if free goods are not landed under the actual supervision of customs officers, but his real motive appears to be either to get overtime fees or to give trouble to the agents of the B.I.S.N. steamers. If it is really zeal for the interests of Government, it is a remarkable thing that the attack only supervened in September last when relations between the Superintendent and the Agents became strained, although he took charge of his office in April 1891.

4. Rules 8 and 16 of the General Pass Rules state that free goods can be shipped and landed respectively without special permission or supervision. I have the honour to inquire what the word "special" means. The Superintendent contends that it means the special deputation of a customs officer to watch shipment or landing, and he insists that if free goods are landed out of office hours, an application must be made for the attendance of the customs officials and fees paid for overtime work. This really is the case.

5. Hitherto at Cannanore, Tellicherry, Badagara, Calicut and Cochin, it has been the custom to allow free goods to be shipped by day and to be landed or shipped by night with but a very casual sort of supervision. The dangers of smuggling are not great, but dutiable goods might be either landed or shipped if it were worthwhile to do so. The dangers are however so great and the punishment for being found out so heavy, that I do not think there is any smuggling.

6. Under sections 70 and 76 of the Customs Act, no goods other than passengers' baggage may be shipped or landed otherwise than in the presence of the customs officials, and the Superintendent of Sea Customs contends that the sections apply equally to general pass and all other steamers. This, however, does not appear necessarily to be the case as the General Pass Rules are published under section 164, chapter XV of the Act, the first words of which are "notwithstanding anything herein before contained."

7. I therefore request the instructions of the Board as to the amount of supervision to be exercised in the case of free goods and especially as to whether overtime fees are chargeable in connection with free goods landed or shipped out of office hours.

Reference on the above, dated 14th February 1893.

The Collector of Sea Customs, Madras, is requested to state what supervision is exercised over the shipment and landing of free goods in this port during and out of office hours in the case of general pass steamers, and whether overtime fees are charged in connection with free goods landed or shipped out of office hours.

(Signed) W. O. HORNE,
Acting Secretary.

To the Collector of Sea Customs, Madras, with Collector's
letter, in original, to be returned.

Read—also the following letter from W. P. AUSTIN, Esq., Collector of Sea Customs, Madras, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 23rd February 1893, No. 324-G.

In reply to the Board's reference on General Register No. 882, dated 14th instant, I have the honour to report that supervision is always exercised by the outdoor staff of this custom-house over the landing and shipment of goods, whether

dutiable or free, by the general pass coasters, but overtime fees are levied only in the case of such goods being landed or water borne for shipment either before or after office hours on ordinary working days, or on Sundays or holidays, for which special permission is invariably obtained from this department—*vide* rules 8, 9 and 19 of the General Pass Rules.

2. As nearly all the general pass coasters calling at this port touch at intermediate foreign ports (Colombo, Pondicherry, Karikal, &c.) and carry dutiable goods, customs supervision is, I consider, indispensable, as otherwise there would be nothing to prevent the ship's crews or others from smuggling and trading with impunity in dutiable goods.

3. The enclosure to the Board's reference is herewith returned.

Read—also the following letter from HERBERT BRADLEY, Esq., Acting Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated Chetwai, 15th February 1893, Ref. on C. No. 71:—

I have the honour to furnish the following remarks upon the letter of Messrs. Burnett and Son, Tellicherry, dated 31st December 1892, forwarded with Board's Proceedings, Mis. No. 193, dated 21st January 1893.

2. *Para. 1 of Messrs. Burnett's letter.*—The charge for alteration of shipping bills is authorized by section 201 of the Sea Customs Act and the Government of India letter dated 2nd September 1878, No. 1—*vide* G.O., dated 19th September 1878, No. 1528. The case in point occurred in October last: the S.S. *Khandalla* produced an inward manifest to cover a certain shipment, and it was found that the goods received were totally different. The shipping bill was obtained from Calcutta and was found to be totally different to the manifest, and, in the exercise of my discretion as the Sea Customs Superintendent, reported that the inward manifests had of late been very carelessly prepared. I directed the amendment fee to be levied. In this and similar cases the fee should, I think, be levied. Messrs. Burnett and Son quoted para. 21 of the General Pass Rules as authorizing the amendment without fee—a contention they now appear to have dropped. They refused to pay the fee and I wrote to them informing them that they must do so within three days or it would be collected under section 193 of the Customs Act, and pointing out to them that they should pay the fee and appeal to the Board if they considered themselves aggrieved.

3. The Board's attention is specially drawn to the following passage in Messrs. Burnett and Son's letter "it is alleged that it has been the custom that even if shipping bills for even free goods are put in the day previous to a steamer's arrival, extra fees are demanded if the goods are shipped next morning before office hours." This statement is false within Messrs. Burnett and Son's knowledge. The Sea Customs Superintendent attempted on one single occasion in September last to levy overtime fees in this way. Messrs. Burnett and Son objected, and I directed that the fee should not be levied—*vide* my letter Reference on C. Nos. 54 and 55, dated 31st January 1893.

4. I do not know what the custom may be in Madras, but the levy of the fee is clearly authorized by the Act and by the letter of the Government of India quoted above, which, however, was not before me when the letter of the 11th December, quoted by Messrs. Burnett and Son, was written. There appears to be no reason to lay down any rules as to what is or is not beyond a shipper's control, as my decision on this point was incorrect and too much in Messrs. Burnett and Son's favour. In Cochin this fee is always levied; the Sea Customs Superintendent, Cannanore, reports that he should levy it in such a case as that of the *Khandalla*. The Superintendent of Calicut states that no fee is levied at that port and quotes Board's Proceedings, No. 1391, dated 9th May 1885, and section 55 of the Act in support of this procedure, but the Board will observe that under section 156, chapter VII of the Act, of which section 55 is a part, does not apply to coasting vessels.

5. Messrs. Burnett and Son's tender solicitude for native shippers would be creditable to them if it were not somewhat sad in showing that their own business

must be very small if they have so much time to spare for other people's affairs. They are careful to screen themselves with the preface "it is alleged." The Sea Customs Superintendent on the other hand asserts that this statement is false, and offers to produce the counterfoils of the receipts for every payment made at the custom-house for several years.

6. Messrs. Burnett and Son's assumption that Mr. Galton must have been thoroughly conversant with customs procedure because he was Collector of Madras for three months, is very amusing. I might equally well claim omniscience on the subject as having been Secretary to the Chief Customs authority for three years and more.

7. The last clause of this paragraph of the letter gives an excellent example of deliberate *suggestio falsi*. Messrs. Burnett and Son contended that free goods were not liable to overtime fees, basing their contention upon Board's Proceedings, No. 4131, dated 2nd December 1884, and the proceedings of the Collector of Malabar, dated 1st March 1884. I agreed with them entirely construing the present General Pass and Overtime Fee Rules in their favour and remarked that both the proceedings quoted above were out of date. This is obvious as the present General Pass Rules were only published in 1889, if the quotation at the end of No. 87 of the Board's Standing Order is correct. I have no other copy of the rules before me. Messrs. Burnett and Son could not have compared Board's Proceedings, No. 4131, dated 2nd December 1884, with the present rules, or they could not affirm "we find nothing in supercession in the General Pass Rules." One glance will show that the numbers of the rules given in the Board's Proceedings do not correspond with the present General Pass Rules. The Collector's proceedings is also based on the old General Pass Rules and is inconsistent with the present ones.

8. *Para. 2 of Messrs. Burnett and Son's letter.*—Here again is a deliberate falsehood. Messrs. Burnett and Son on a certain occasion objected to paying overtime fees in respect of certain dutiable goods on the ground that no one was present in the custom-house when they were landed. The Sea Customs Superintendent reported that the whole of his establishment including himself were present on the requisition of other merchants. I informed Messrs. Burnett and Son of the fact and requested them to pay their share of the fees. I added that the proceedings of the Acting Collector quoted by them, which is based on the old overtime fee rules, is obsolete. The question whether fees were payable to customs officials unless they are actually present was not raised in any way. Messrs. Burnett and Son merely asserted that the customs officials were not present and I informed them that they were.

9. *Para. 3 of Messrs. Burnett and Son's letter.*—This appears to be a repetition of the complaint made in para. 1. The firm does not appear to object to being requested to stamp applications to correct manifests. The case of the *Khandalla* has been referred to above. The facts connected with the *Huzara* are not fully before me, and I do not think it necessary to delay this report on account of such petty details.

10. This correspondence has arisen from some ill-feeling between Messrs. Burnett and Son and the Sea Customs Superintendent at Tellicherry. As already reported in my letter of the 31st ultimo, relations between them became very strained and both sides used insulting language. I censured the Sea Customs Superintendent, but owing to Messrs. Burnett and Son having provoked a good deal of the impertinence exhibited by him, I was unable to punish him and I told Messrs. Burnett and Son this fact and explained the reason. The firm has now given a specimen of its methods which will not be lost on me and it will be some time before I am prepared to accept without rigorous proof any of their statements. Obviously they consider that the convenience of Messrs. Burnett and Son is to be the only rule for the custom-house and the sooner they are disabused of this impression the better for every one connected with the port of Tellicherry.

11. Messrs. Burnett and Son's letter is returned.

Reference on the above, dated 24th February 1893.

Messrs. Burnett and Son complain that even in the case of general pass steamers, the Customs Superintendent of Tellicherry requires a stamp of 1 anna on applications to amend documents and a fee of Re. 1 for each rectification of shipping bills or manifests. They state that no fee is levied in the Madras port in the case of general pass steamers.

2. The Collector of Sea Customs, Madras, is requested to state what is the practice in his port.

(Signed) W. O. HORNE,
Acting Secretary.

To the Collector of Sea Customs, Madras, with
General Register No. 1470 and enclosure (to be returned).

Read—also the following letter from W. P. AUSTIN, Esq., Collector of Sea Customs, Madras, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 9th March 1893, No. 412-G. :—

I have the honour to reply to the Board's reference on General Register No. 1470, dated 24th ultimo.

2. There are two points that call for remark with reference to the practice obtaining at this custom-house, viz. —

(1) whether applications to amend documents are required to be stamped with the 1 anna Court-fee label, and

(2) whether the prescribed fee of 1 rupee is levied for each amendment of shipping bills and manifests.

3. As regards the first, if a written application is made by the agents of vessels for amendment of manifests, &c., the required court fee is invariably affixed, but in cases where the application is made verbally, as it is sometimes, or where parties are called upon by this office to correct any discrepancies that may come to light, the requirement is necessarily dispensed with.

4. With regard to the charge of 1 rupee levied under section 201 of the Sea Customs Act, I will first deal with the question of amendment of manifests. If the coasting vessel has touched at a foreign port in the course of her voyage or has on board dutiable goods, she becomes amenable under section 162 (b) of the Act to the provisions of chapter VII, of which section 55 is a part and hence amendments of all obvious errors in regard to marks, &c., are permitted to be made on payment of a fee of 1 rupee for ten amendments—*vide* rules published at page 3 of the pamphlet containing the rules and notifications issued under the Customs Act. If, however, she has only free goods shipped at customs ports, which are removed by consignees direct from the beach, all palpable errors in manifests in regard to marks, &c., are not noticed so long as the necessary particulars as to number of packages, description of contents agree as nearly as possible with the shipping bills received from the ports of shipment for the compilation of trade statistics, the data given in the latter being sufficient for statistical purposes, while the manifest entries serve only as a check on the quantities declared to have been shipped. Hence alterations in these cases are rarely, if ever, found necessary, discretion being always exercised in regard to the levy of the fee.

5. Next, as regards amendment of shipping bills, I gather from Messrs. Burnett and Son's letter that the Tellicherry customs authorities insist upon parties amending their shipping bills to make them correspond with the actual quantities shipped and levy of fee of 1 rupee in each case. If this is so, I do not think the practice is supported by law, as nowhere in the Act is it expressly provided that these documents should be amended to tally with the actual shipments made and that a fee should be levied for such alterations. Section 201 has, I think, been specially enacted to meet only cases

where erroneous entries are required to be altered and not where goods are shut out by a vessel through no fault of the shipper but under circumstances entirely beyond his control, and reading the views * of the Government of India in regard to the application of this section,

* Communicated with G.O., dated 19th September 1878, No. 1528, referred to at paragraph 2 of the Malabar Collector's letter.

I think it is pretty clear that cases of the kind under reference were never intended to be covered by it. Further, section 140, it will be observed, distinctly provides for notices of short and non-shipments being given to the Collector by shippers, while no mention is made that the shipping bills should be amended accordingly. However, the practice at Madras is that these notices are given in the form of certificates on the reverse of the shipping bills and the statistics calculated with reference thereto after comparison with the manifests. The shippers are never called upon to amend the documents in these cases and to pay the fee referred to, but in all other cases where particulars as to value, description, &c., of the goods specified in the shipping bill are incorrect, the parties are called upon to make the necessary alterations and to pay the fee (1 rupee) in each case.

6. The enclosures to the Board's reference are herewith returned.

Resolution—dated 7th April 1893, No. 147.

The questions dealt with in the above correspondence are (1) whether any supervision is necessary over the landing and shipment of free goods in the case of general pass steamers, and whether fees may be charged for overtime work in such cases; (2) whether applications to amend documents should be stamped with a 1 anna Court-fee stamp, and whether a fee of 1 rupee should be levied for each amendment of shipping bills and manifests.

2. With regard to the first question it is observed that under rule 8 of the General Pass Rules, no special permission or supervision is necessary for the shipment of goods by day or night, but that supervision is necessary for the shipment at night of goods not water-borne for shipment during ordinary working hours. Under rule 16, discharge of free cargo may be commenced as soon as the vessel drops anchor, and such cargo may be landed at any time of the day or night without special permission or supervision. A general supervision is, however, of course necessary over the shipment and landing of goods.

3. From the remarks of the Bombay Committee with regard to rules 8 and 16 contained in paras. 47 and 48 of its report printed on page 9 of G.O., Revenue Department, of 4th August 1884, No. 904, it is obvious that the rule as to discharge 162 (a) being exercised at the discretion of the local authorities. Section 162 (a) states that the discharge is subject to such general check and control as the Chief Customs authority (the Board) may from time to time by rules prescribe. The Board in the exercise of its power to prescribe the amount of supervision necessary considers it safer to leave it to Collectors to use their discretion with reference to the circumstances of each port. If they order that under any particular circumstances customs officials must be present, then these latter will be entitled to overtime fees. Collectors should report their orders for the Board's approval.

4. As to shipment at night, rule 8 distinctly states that no goods shall be shipped at night without supervision. In cases of shipment at night and in others in which the Collector may decide that supervision is necessary, it will have to be charged for if provided out of office hours.

5. The practice in Madras in case of applications for amendment of documents manifests, &c., a Court-fee stamp is invariably required. If the application is made orally, or when parties are called upon by the customs office to correct discrepancies, the stamp is not insisted on. This practice may be followed in other ports.

6. If a vessel has dutiable goods on Board, section 55 of Act VIII of 1878 would apply under section 162 (b) to the amendment of manifests. In other cases, the documents will have to be amended under section 201, and customs Collectors have been authorised to dispense with the payment of the prescribed fee in cases in which its enforcement is not considered necessary to check carelessness and to prevent unnecessary trouble to customs establishments—*vide* G.O., Revenue Department, of 19th September 1878, No. 1528.

7. The rules do not require the amendment of shipping bills on account of short shipments (*vide* section 140 of the Sea Customs Act and rules 9 and 10 of the General Pass Rules), but particulars of short shipments are to be endorsed on them. The case referred to by the Collector of Malabar in para. 2 of his letter, dated 15th February 1893, read above, viz., that of the *Khandalla*, was one of carelessness and grossly incorrect description, and the fees were very properly levied under the Government Order quoted above.

8. The statement of Messrs. Burnett and Son that it is "alleged" that overtime fees are levied even if the customs establishment is not present at the time of the shipment of goods is categorically denied by the Collector of Malabar and appears to have been recklessly made.

9. Their other statement that "it is alleged" that receipts are not granted to native shippers for fees levied for amendment of documents is contradicted by the counterfoils of the receipts.

(True Copies and Extract.)

(Signed) W. O. HORNE,
Acting Secretary.

To the Collector of Malabar.

Copy to Collectors of other Maritime Districts.
Messrs. Burnett and Son, through the Collector of Malabar.
" the Secretary to Government, Revenue Department.

ORDER—dated 15th May 1893, No. 411, Revenue.

Separate Revenue, No. 55.

Recorded.

(True Extract.)

(Signed) C. A. GALTON,
Secretary to Government.

To the Commissioner of Salt, Abkari and Separate Revenue.

Exd. C. M. Brisson.

40 Copies.

Govt. of {1893} Madras.
REVENUE.

Issued

Recd.

Encl.

G.O., 15th May 1893, No. 411.

MAY.

Free goods.

Board's Proceedings passing orders on the correspondence relating to questions whether any supervision is necessary over the landing and shipment of — in the case of general pass steamers and whether fees may be charged for overtime work in such cases, whether applications to amend documents should be stamped with a one anna Court-fee stamp, and whether a fee of 1 rupee should be levied for each amendment of shipping bills and manifests, recorded.

20TH NOVEMBER 1893, No. 996, REVENUE.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—again G.O., dated 15th May 1893, No. 411, Revenue.

ABSTRACT.—Recording Board's Proceedings passing orders on the correspondence relating to questions whether any supervision is necessary over the landing and shipment of free goods in the case of general pass steamers and whether fees may be charged for overtime work in such cases, whether applications to amend documents should be stamped with a one anna Court-fee stamp, and whether a fee of 1 rupee should be levied for each amendment of shipping bills and manifests.

READ—again G.O., dated 29th August 1893, No. 1733, Revenue.

ABSTRACT.—Directing Messrs. Burnett and Son to produce an authenticated copy of Board's Resolution, Mis. No. 31+8, dated 9th August 1893, with reference to their petition complaining of the language used by Mr. Bradley, acting Collector of Malabar, in his letter to the Board, dated 15th February 1893.

READ—also letter from Messrs. BURNETT AND SON, Tellicherry, Malabar district, dated 4th September 1893.

ABSTRACT.—Submitting the Board's Proceedings called for.

ORDER—dated 20th November 1893, No. 996, Revenue.

Miscellaneous.

In its Proceedings recorded in the G.O., of May 15, read above, the Board of Revenue dealt with a report from Mr. Bradley, acting Collector of Malabar, in which that officer animadverted upon a certain letter written by Messrs. Burnett and Son, a Mercantile Firm at Tellicherry. Messrs. Burnett and Son were very naturally aggrieved at the tone of the Collector's letter, and requested the Board of Revenue to obtain an apology from Mr. Bradley for remarks which they characterized as "inaccurate, unjustified and most libellous." The Board admitted that Messrs. Burnett and Son had just cause for complaint, but considered that no good purpose would be served by taking further action in the matter.

2. Messrs. Burnett and Son have now moved the Government to take notice of the correspondence in question. His Excellency the Governor in Council is constrained to observe that the language indulged in by Mr. Bradley was most improper and unjustifiable, and considers that the Board of Revenue should have returned the letter to Mr. Bradley with instructions to strike out all the objectionable passages and to rewrite the report in temperate and official language. The letter has, however, been printed with the Board's Proceedings thereon, and has been circulated to the Collectors of all Maritime districts.

3. His Excellency in Council is therefore pleased to direct the Board of Revenue to order Mr. Bradley to apologize to Messrs. Burnett and Son, and to withdraw the offensive language used by him in paragraphs 3, 5, 7, 8 and 10 of his letter of 15th

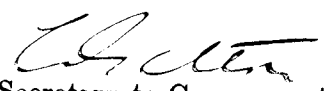
February 1893, Reference on Current No. 71. The Board is also directed to express to Messrs. Burnett and Son the regret of His Excellency the Governor in Council that any Collector should in an official report have employed such language as that complained of.

4. Instructions should now be issued to all officers that in framing official reports they should be careful to use temperate and decorous expressions, and the Board is further instructed to return, for correction, any report which in its opinion transgresses this rule.

5. A copy of Mr. Bradley's apology and of the present order should be supplied to all the officers to whom the letter complained of was circulated.

6. Messrs. Burnett and Son will be referred to the Board of Revenue to which orders in their case have been communicated.

(True Extract.)


Ag. Secretary to Government.

To the Board of Revenue (Separate Revenue).
Paragraph 6 to Messrs. Burnett and Son, with four enclosures.
Copy to the Public Department.
" " Local and Municipal Department.

Exd. O. M. Brisson.

50 Copies.

Govt. of {1893} Madras.
REVENUE.

C.S.
Mis

Order 19 Dec 93 N-1009

Recorded

C.S.
19.12.

Issued

Recd. 13 } Dec 93 Encl. 1
1893 14 }

G.O., 20th November 1893, No. 996.

CHIEF SECRETARY
13 DEC 93
NOVEMBER.

Messrs. Burnett and Son.

Passing orders on petition from — requesting to obtain an apology from Mr. Bradley for the language used by him in his letter to Board, dated 15th February 1893, and to circulate it to those officers to whom the letter was communicated.

READ AGAIN ORDER OF GOVERNMENT, DATED
18, No. , MISCELLANEOUS.

ENCLOSURE.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.—

A = Copy in full.
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BACK PAPER, No.

OF 18

FURTHER PAPER, No.

OF 18

A A