M.R.O. 14—13,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1974 Press ~~Mis.~~

325. 327

Dated 26 - 10 - 1864.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 26th October 1864.

Read the following:—

No. 325. Proceedings of the Board of Revenue, dated 20th July 1864, No. 4,558.

Read again letter from the Collector of Sea Customs, No. 751, dated 29th June 1864, in Board's Proceedings, dated 2nd July 1864.

Read also the following letter from the same Officer, dated Madras, 4th July 1864, No. 763.

In reply to Board's Proceedings, dated 2nd instant, I have the honor to state that the proposed charge can be met from the amount sanctioned under the head of "Contingencies" in the sanctioned Budget, viz., Rupees 1,500.

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1. Ordered that the above papers be submitted to Government with the Board's recommendation, that the Collector be authorized to purchase a Ship's Boat at a cost not exceeding Rupees 250, and to employ four Lascars to work it on a monthly salary of 10 Rupees each, making an aggregate annual cost for establishment of Rupees 480.

2. On receipt of the Government sanction to the above proposition, the Collector will furnish the usual Tabular Statement for submission to the Government of India for the permanent addition of four Lascars to his establishment.

No. 326. Proceedings of the Board of Revenue, dated 11th October 1864, No. 6,682.

Read the following letter from J. H. BLAIR, Esq., Collector of Sea Customs, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Madras, 1st October 1864, No. 1,052.

1. In reply to Board's Proceedings, dated 26th ultimo, I have the honor to report that an abstract is prepared from the returned Export Boat Notes, which is compared with the Export Manifest when put in by the Commander.

Vide letter to Board, 29th June 1864, No. 751.

2. To facilitate clearing, it is very desirable the notes should be returned daily, which Commanders of Ships refuse to do.

3. Three or four days notes are sometimes returned at once, and when a ship clears if notes are missing, a guarantee letter is tendered by the Agents of the ship, and Port Clearance cannot be refused.

4. Merchants, and most Commanders are also anxious we should have the notes returned daily, as they are a check on their subordinates.

5. To show the necessity of the notes being regularly returned, some time back the Commander of the "British Lion" complained that a certain quantity of cotton shipped here in 1863, for which he signed Bills of Lading, was found deficient on his arrival in England. I examined the notes, and found that the Chief Officer's signature had been forged in some of them; these had been apparently used about six weeks before the ship cleared, but were only brought to the Custom House a few minutes before the clearance was signed: this was proved by their being among the notes received on that day, and the Deputy Collector recollected the circumstance of these particular notes being brought at the last moment, as they were sent for several times, and he remained late for the sole purpose of clearing the ship, which could not be done till they arrived.

6. Previously to writing to the Board on the subject, the Master Attendant, on inquiry informed me, that he could give me no assistance in collecting Boat Notes.

7. The system of collecting notes, as proposed in my letter of 29th June last, No. 751, would prevent irregularities, and protect trade; but if the Board are of opinion that it is not the business of Government to incur the proposed expenditure for the reasons given, it is unnecessary, for statistical or other official requirements, that they should be returned daily.

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1. Ordered to be submitted to Government, with reference to Mr. Deputy Secretary Master's Memorandum, No. 141, dated 17th September 1864.

2. The Government will observe that the question is not whether Export Boat Notes shall be returned at all, but whether they shall be returned *daily*.

3. They must be returned. The law prescribes this and attaches a heavy penalty to the failure to produce them when required, and they should constitute a tolerably effective check against fraudulent introduction into the market of goods cleared from bond for export, but it is evident that the check is valueless unless the notes can be obtained *daily* from the ship, and as at this Port it is not customary to place a Customs officer on board each ship, nor would the establishment admit of this, the only alternative is to send daily for the notes. This moreover is desired by the Merchants and by most Ship Captains, and the cost would be a trifling concession to the trade, were it not desirable to incur it for other purposes. The Board are further of opinion that the Collector of Sea Customs should have a boat at his independent disposal, for general purposes connected with his office. The Master Attendant's Department can not give the constant assistance required in this respect.

No. 327. ORDER THEREON, 26th October 1864, No. 1,974.

Separate Revenue, No. 18.
Customs.

Under the circumstances stated, the Government sanction the purchase of a boat at a cost not exceeding Rupees 250 and the employment of four boatmen.

(True Extract.)

(Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue.
„ Civil Paymaster.
„ Accountant General.

Exd. T. O'Connor.

No. 4,111.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 2nd July 1864.

Read the following letter from the Collector of Sea Customs, dated Madras, 29th June 1864, No. 751 :—

1. I have the honor to request the Board will obtain the sanction of Government for the purchase of a Ship's Boat at a cost not exceeding 250 Rupees, and the employment of four Lascars to pull it, on a monthly salary of 10 Rupees each, to enable me to send a Preventive officer on board ships daily to collect the Export Boat Notes granted the previous day.

2. These Boat Notes, to be of any use, must be returned at once. The Customs Act provides (Section 125, Act VI of 1863) that they shall be delivered to any Customs officer authorized to demand them, and I am advised that I cannot enforce their return by Ship Masters, and must send for them.

3. The practice of sending for Notes had been adopted by Mr. Underwood, without sanction in 1859, and Mr. Collett reverted to that of requiring Ship Masters to return the Notes, which cannot be enforced by the Act.

Page 258, Chamber of Commerce Report 1861.

4. Two other systems have also been tried by me, and both proved failures, as there was no legal power of enforcing obedience.

The Collector will please to report whether the proposed charge can be met from any provision in his Budget.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To J. H. Blair, Esq., Collector of Sea Customs, Madras.

Exd. J. Wright.

No. 4,558.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 20th July 1864.

Read again letter from the Collector of Sea Customs, No. 751, dated 29th June 1864, in Board's Proceedings, dated 2nd July 1864.

Read also the following letter from the same Officer, dated Madras, 4th July 1864, No. 763:—

In reply to Board's Proceedings dated 2nd instant, I have the honor to state that the proposed charge can be met from the amount sanctioned under the head of "Contingencies" in the sanctioned Budget, viz., Rupees 1,500.

---

1. Ordered that the above papers be submitted to Government with the Board's recommendation, that the Collector be authorized to purchase a Ship's Boat at a cost not exceeding Rupees 250, and to employ four Lascars to work it on a monthly salary of 10 Rupees each, making an aggregate annual cost for establishment of Rupees 480.

2. On receipt of the Government sanction to the above proposition, the Collector will furnish the usual Tabular Statement for submission to the Government of India for the permanent addition of four Lascars to his establishment.

(A true Copy and Extract.)

Secretary.

To J. D. Sim, Esq., Secretary to the Government, R. D.,
with copy of Board's Proceedings, dated 2nd July 1864.

Copy to J. H. Blair, Esq., Collector of Sea Customs, Madras.

Exd. J. Wright.

Enquire whether the Collector of Customs has applied for the Boat referred to in his letter dated 29th June 1864, No. 751.

1864. Department.

No.

Rev. 1933/64

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 2nd *July* 1864.
Despatched
Received

No. 4,111.

Requesting to report whether the proposed charges, Rupees 250, for a Boat and Lascars can be met from any provision in his Budget

No. 6,682.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 11th October 1864.

Read the following letter from J. H. BLAIR, Esq., Collector of Sea Customs, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Madras, 1st October 1864, No. 1,052:—

1. In reply to Board's Proceedings dated 26th ultimo, I have the honor to report that an abstract is prepared from the returned Export Boat Notes, which is compared with the Export Manifest when put in by the Commander.

2. To facilitate clearing, it is very desirable the notes should be returned daily, which Commanders of Ships refuse to do.

Vide letter to Board, 29th June 1864, No. 751.

3. Three or four days notes are sometimes returned at once, and when a ship clears if notes are missing, a guarantee letter is tendered by the Agents of the ship, and Port Clearance cannot be refused.

4. Merchants, and most Commanders are also anxious we should have the notes returned daily, as they are a check on their subordinates.

5. To show the necessity of the notes being regularly returned, some time back the Commander of the "British Lion" complained that a certain quantity of cotton shipped here in 1863, for which he signed Bills of Lading, was found deficient on his arrival in England. I examined the notes, and found that the Chief Officer's signature had been forged in some of them; these had been apparently used about six weeks before the ship cleared, but were only brought to the Custom House a few minutes before the clearance was signed: this was proved by their being among the notes received on that day, and the Deputy Collector recollected the circumstance of these particular notes being brought at the last moment, as they were sent for several times, and he remained late for the sole purpose of clearing the ship, which could not be done till they arrived.

6. Previously to writing to the Board on the subject, the Master Attendant, on inquiry informed me, that he could give me no assistance in collecting Boat Notes.

7. The system of collecting notes, as proposed in my letter of 29th June last, No. 751, would prevent irregularities, and protect trade; but if the Board are of opinion that it is not the business of Government to incur the proposed expenditure for the reasons given, it is unnecessary, for statistical or other official requirements, that they should be returned daily.

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1. Ordered to be submitted to Government, with reference to Mr. Deputy Secretary Master's Memorandum, No. 141, dated 17th September 1864.

2. The Government will observe that the question is not whether Export Boat Notes shall be returned at all, but whether they shall be returned *daily*.

3. They must be returned. The law prescribes this and attaches a heavy penalty to the failure to produce them when required, and they should constitute a tolerably effective check against fraudulent introduction into the market of goods cleared from bond for export, but it is evident that the check is valueless unless the notes can be obtained *daily* from the ship, and as at this Port it is not customary to place a Customs officer on board each ship, nor would the establishment admit of this, the only alternative is to send daily for the notes. This moreover is desired by the Merchants and by most Ship Captains, and the cost would be a trifling concession to the trade, were it not desirable to incur it for other purposes. The Board are further of opinion that the Collector of Sea Customs should have a boat at his independent disposal, for general purposes connected with his office. The Master Attendant's Department cannot give the constant assistance required in this respect.

(A true Copy and Extract.)

Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D.

Copy to J. H. Blair, Esq., Collector of Sea Customs, Madras.

Exd. J. Wright.

Rec'd 1864. Department.

No. 1933.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 20th July 1864.

No. 4,553.

Recommending that the Collector of Sea Customs be authorized to purchase a ship's Boat at a cost not exceeding Rupees 250, and to employ four lascars to work it on a monthly salary of Rupees 10 each.

Rev. C. No 1933 of 1864
" " 2581 " "

Rev = 1864. Department.
Pro: of Govt for Octr.

No. 2704.

PROCEEDINGS OF THE BOARD OF REVENU

Pro: Bd. of Rev. 8/12 Decr/64
Cs 1531/6
dd 19 Decr 64. No. 2282
Dated 11th October 1864.
Rs 2 3 -
Rs 14 -
Pro: of the Board of Revenue
& Marine 16/12/64

No. 6,682.

Submitting letter from the Collector of Sea Customs furnishing the information regarding Export Boat Notes called for in Deputy Secretary's Memo dated 17th September No. 141.

No 1974 - 26 Octr

A. Thomas Sd.

No 325 to 326 & 327.
No 325 to 326.

20 Oct/64 Rev

Rev. No. 1974.

Under the circumstances stated, the Government sanction the purchase of a boat at a cost not exceeding Rs 250 and the employment of four boatmen.

Fort St. George
26th Octr 1864

To Collr Tuticorin By Revl Dept 27 Octr
2 — Civil Paymaster
3 — Accl Genl