M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1795 Press ~~Mis.~~

71.73

Dated 5 — 8 — ~~19~~ 1867

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 5th August 1867.

Read the following papers:—

No. 71. Proceedings of the Board of Revenue, dated 4th June 1867, No. 3,426.

Read the following letter from the Collector of Sea Customs, to the Secretary to the Board of Revenue, dated Madras, 27th March 1867, No. 312.

* Enclosure herewith returned.

I have the honor to acknowledge receipt of Proceedings* of Madras Government, of March 21st, 1867, No. 375, forwarded by the Board on March 26th. Before issuing the Notification required by the Board, I beg to state that I think it would be advisable to print all the correspondence on the subject, and circulate it to the Chamber of Commerce and Trade of Madras, as it would be almost impossible to draw up a Notification explaining fully why the Government of India have ordered that Sections 33 and 34 of Act VI of 1863 should be strictly enforced from April 1st, 1868.

ENCLOSURE No. 1.—Copies of correspondence.

1. The Collector of Sea Customs will obtain a copy of the Notification issued in Calcutta, and submit it to the Board with any alterations which he may deem necessary.

2. Meanwhile the Board resolve to submit, for the consideration of Government, the inexpediency of the proposed measure, so far at least as the ports of Madras are concerned.

3. The measure seems to have originated in a representation from the Bengal Chamber of Commerce to the Government of Bengal, but this representation was limited to the landing of inflammable substances. The Chamber pointed out that Act III of 1865, (Bengal,) gave the Conservator of a Port certain powers in regard to the mooring of vessels having inflammable oils on board, and to the landing and storing of such articles; and they recommended that Lucifer matches, and all descriptions of combustible and explosive articles, should be brought within the operation of the Act, and should only be landed under special regulations at places where the risk of accidents to shipping would be comparatively small.

4. The Bengal Board of Revenue concurred with the Chamber, and in consequence of the Collector of Customs having mentioned that packages of such articles, notwithstanding a specific prohibition, occasionally obtained admission into the Customs premises owing to being entered in the Manifest as "Merchandise," proposed that a severe penalty should be imposed under the same Act on persons failing to declare the presence of combustible articles in any case or box.

5. The Government of Bengal upon this desired that the Collector of Customs should be required to explain why he admitted so general a description as "Merchandise," and utimately the question was taken up and disposed of under the Customs Law, and the measure now under consideration was the result. That the Bengal Chamber contemplated nothing of this nature is shewn by their protest against it.

6. In this Presidency the Collector's permission to land cargo is conveyed in a printed form, with the special condition that "Lucifer Matches, Sulphuric Acid, Gunpowder, Crackers, Fire Arms, Tar and Pitch" are not to be landed without a

special order, and breach of the rule is punished by confiscation of the articles. So far as the levy of duty is concerned, such vague descriptions as "Merchandise," "Sundries," are simply not accepted, and consequently as regards the Customs Department no change of practice is necessary. All that is requisite is to add, to the excepted articles in the Landing Permit, such other substances as are of a dangerous character. The existing penalties of confiscation and fine will deter a Commander from knowingly landing combustible articles without special permission, and this is all that can reasonably be expected.

7. So long as shipping business is conducted as it now is, it is impossible to require a Commander to enter a precise specification of every case in his Manifest, and to punish him for any omission or inaccuracy. The Bills of Lading are purposely drawn up in general terms, in order to avoid legal responsibility for the contents of cases, and in many instances the Commander has very little to do with the Bills of Lading. The Board are satisfied that the strict enforcement of the proposed measure will be productive of very serious obstruction to trade, and will often involve injustice towards Commanders of vessels, and they would recommend that the opinion of the Madras Chamber of Commerce and Trades Association should be invited on the question. The object in view can be otherwise attained without these consequences. It will be necessary that due notice of the intention to enforce Sections 33 and 34 of the Consolidated Customs Act should be given in Foreign as well as English Ports.

No. 72. Proceedings of the Board of Revenue, dated 26th June 1867, No. 3,941.

Read the following letter from the Collector of Sea Customs, to the Secretary to the Board of Revenue, dated Madras, 11th June 1866, No. 576.

Referring to paragraph 6 of the Board's Proceedings, No. 3,426, dated 4th instant, I have the honor to inform the Board that on the 30th April last, in communication with the Chemical Examiner, I had a complete list of combustible articles prepared, which has been substituted in lieu of the list in the old form. I enclose two copies of the revised list

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Enclosures Nos. 1 and 2.—Lists.

Submitted to Government, in continuation of the Board's Proceedings referred to by the Collector. Mr. Blair appears to have already done all that is necessary.

No. 73. Order thereon, 5th August 1867, No. 1,795.

Separate Revenue, No. 3.
Customs.

1. The Government do not consider that the papers communicated to the Board rendor necessary the issue of any special Notification not called for by the trade or revenue requirements of the port.

2. The letter from the Government of India to the Government of Bengal has express reference to "explosive and inflammable goods," and as regards these it appears, from the correspondence submitted by the Board, that the necessary precautions have been long in force here.

Proceedings of the Madras Government, Revenue Department, 5th August 1867.

3. It will be for the Board, in communication with the Collector, to consider whether the description of this class of goods in the Import Manifests is sufficiently definite to guard against risk, and to take care that Commanders of vessels are warned of the penalty to which they are liable for inaccurate description.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue.

Exd. S. T. Augustin.

No. 628, dated 15th February 1867.

From—The Offg. Jr. Secy. to the Govt. of Bengal,
To—The Secretary to the Government of India, FINL. DEPT.

I am directed to forward, for the consideration and orders of His Excellency the Viceroy and Governor General in Council, a copy of the correspondence noted in the margin, and to inquire whether Sections 33 and 34 of Act VI. of 1863 are to be strictly carried out or not.

Letter from Secretary, Chamber of Commerce, No. , dated 18th September 1866.
From Board, No. 1578, dated 11th October 1866.
To " " 4429, " 6th November "
From " " 95, " 11th January 1867.
To " " 419, " 31st " "
From Chamber of Commerce, No. , dated 30th January 1867.
To Board of Revenue, No. 629, dated 15th February 1867.

2. The Lieutenant-Governor considers that the information which is required by law to be contained in the Manifest is absolutely necessary for the proper security of the revenue, and to prevent the importation of prohibited articles.

3. The remedy is certainly in the hands of the ship owner and master who can refuse to receive any package, the contents of which are not described generally in the Bill of Lading. It will be sufficient probably that the specification should be so far general as to specify the heading under which the contents come, such as millinery, wine, and spirits, groceries, hardware, &c.

4. I am desired to add that it will be perhaps desirable that a formal notice should now be issued to the effect, that the Act will be strictly enforced after the expiration of a year, and the order reported to the Secretary of State for the information of those concerned in Europe.

5. Pending receipt of the orders of the Government of India, the Board have been instructed to continue the practice hitherto followed in this Port.

Dated 18th September 1866.

From—The Secy., Bo[illegible]mber of Commerce,
To—The Secretary to [illegible]gal.

By Act III. of 1865—"An [illegible]ter provision for the prevention of injury from fire in ports, and to provide for the safe keeping of inflammable oils in ports and places within the provinces under the control of the Lieutenant-Governor of Bengal," the Conservator of the Port of Calcutta has certain powers vested in him for the purpose of preventing or exinguishing fires in the port; and among other matters provision is made for the mooring of vessels having on board inflammable oils; the mode in which such oils shall be landed from such vessels; the survey, approval, and licensing of buildings in which such oils may be placed.

The Committee of the Chamber of Commerce are of opinion that, with the view of affording additional protection against fire it would be a proper precaution to bring within the operation of the Act all packages containing lucifer matches and every description of combustible and explosive articles.

The Committee recommend that none of these importations should be permitted to be landed except under special regulations, viz., that they should not be discharged from ship into a lighter containing any other goods; that they should not be landed except at a ghât clear of cargo boats, and where the risk of accidents to shipping would be comparatively small, and that they should on no account be permitted to be brought within the Custom House premises or placed in Custom House sheds.

No. 2486*t*, dated 24th September 1866.

Endorsed by the Govt. of Bengal.

Forwarded to the Board of Revenue, Lower Provinces, for report and return.

No. 1578, dated 11th October 1866.

From—The Junior Secy. to the Board of Revenue, L. P.,
To—The Secy. to the Govt. of Bengal.

With reference to your Office endorsement, No. 2486*t*, dated the 24th ultimo, I am directed to submit herewith copy of a letter, No. 337, dated the 2nd instant, from the Collector of Customs, Calcutta, and to state that the Board approve of the suggestion made by the Committee of the Chamber of Commerce.

2. Referring, however, to Mr. Crawford's remarks regarding the conduct of shippers, &c., who place combustible articles in cases simply declared as merchandize, the Board consider it advisable that when bringing lucifer matches, &c., within the operation of Act III. of 1865, a clause be added imposing a severe penalty on all persons failing to declare the presence of combustible articles in any case or box.

3. The enclosure of your endorsement is herewith returned.

No. 337, dated 2nd October 1866.

From—The Collector of Customs, Calcutta,

To—The Junior Secretary to the Board of Revenue, Lower Provinces.

I have the honor to acknowledge the receipt of your memorandum, No. 1103, of the 27th ultimo, giving cover to a letter dated 18th ultimo, from the Secretary to the Bengal Chamber of Commerce, forwarded to you for report with memorandum, No. 2486*t*, from the Secretary to the Government of Bengal.

2. The recommendations of the Chamber of Commerce, with regard to the mode in which lucifer matches and other combustible and explosive articles should be landed, are worthy of every consideration.

3. As regards the Custom House, it is an old established departmental rule that such articles shall not be brought into the sheds or allowed on the premises. But in spite of this, such articles do get into our sheds, and I do not see how it is possible to prevent this. As a rule, such articles are almost invariably described in the Manifests of vessels simply as merchandize, and as there is nothing in the outward appearance of the packages in which they are contained to shew what the contents are, it is impossible for the Custom Hous eto refuse them; and whilst this loose mode of description is adhered to, I am at a loss to see how precautionary measures can be efficiently enforced. Not long ago, a case was dropped by the coolies carrying it whilst in transit to the Custom House premises; the fall caused the contents (lucifer matches) to ignite, and this was the only intimation we had of the dangerous nature of the contents. On another occasion, a box of acids went off on the strand bank, but this again was a case of merchandise.

4. There always will be unprincipled shi[illegible] long as they can get combustibles, &c., shipped as merchandise, will not declare [illegible]; and it appears to me that the loose way of describing every thing under the general head of merchandise clears the way for such parties to endanger the safety of both the cargo and the crew of the vessels. If these parties (I say nothing as to the Master of vessels, for they are, as a rule, the victims of these fraudulent persons) could be reached by a heavy penalty for not properly describing their goods, there will be no difficulty in arranging for due care and attention in landing and storing combustibles and other explosive articles.

P. S.—Original papers are returned.

No. 4429, dated 6th November 1866.

From—The Offg. Junior Secy. to the Govt. of Bengal,

To—The Offg. Junior Secy. to the Board of Revenue, Lower Provinces.

I am directed to acknowledge the receipt of your letter, No. 1578, dated the 11th ultimo, and, with reference to paragraph 2, to request that the Collector of Customs, Calcutta, may be called on to explain why he admits so vague and general a description of goods as "merchandize," which is in fact no definition at all.

No. 95, dated 11th January 1867.

From—The Offg. Junior Secy. to the Board of Revenue, Lower Provinces.

To—The Secy. to the Govt. of Bengal.

With reference to your letters Nos. 4429, and 4976, dated, respectively, the 6th November and 15th December last, I am directed to submit herewith, in original, two further communications from the Collector of Customs, Calcutta, Nos. 382 and 417, dated the 10th and 8th dem, containing his explanation regarding the admission of certain cases for lodgment in the Custom House loosely described as Merchandize.

2. This explanation the Board do not consider satisfactory; but Mr. Crowford is mistaken in supposing that the Board intended to throw general censure on his management of the Custom House; the remarks of the Board in their letter to the Collector's address were applicable only to the particular instance in which a want of proper care had been evinced.

3. As Mr. Crawford has apparently failed to appreciate the requirements of the law with regard to the submission to Manifests, it has now been explained to him that the whole transaction between the Shipper and the Commander of a Vessel, and the Commander and the Collector of Customs, is not one of good faith only as he seems to think. In the printed form for the delivery of Manifests, Commanders of Ships are specially warned that all cases must be particularly described, and that the term Merchandize is inadmissible. By law, too (Sections 33 and 34), heavy responsibilities are thrown on the Commanders of Ships, and if they fail to furnish the information required, or prefer incorrect information in consequence of their own carelessness or neglect, they render themselves liable to a severe penalty.

4. It has been stated by the Collector that the law cannot reach the fraudulent Shipper, that there are always such, and that it is from these that the great risk is incurred of entering combustible articles into the Custom House. But it has been pointed out that it is not the case, that the law is wanting and cannot reach such Shippers. In despatching goods there are two courses open to the fraudulent Shipper: the first, to enter the goods in his Bills of Lading as Merchandize only; and the second, to enter the goods under some false description. In the first case, at the time of import, the law holds the Commander of the Ship responsible for having received cases which he is unable to describe particularly, and renders him liable to a penalty. Mr. Crawford has been requested to bear this in mind, and not from any mistaken notion of equity to allow careless and neglectful Commanders to shirk any portion of their responsibility. In the second case, the law holds the Shipper responsible, and reaches him by declaring all cases falsely described to be confiscated.

5. There can be no doubt that the first course is that which is commonly resorted to by fraudulent Shippers, and that the second course is of very rare occurrence; so that the remedy and the means of obtaining almost perfect security are within the Collector's powers.

6. There is no doubt that there has been some laxness in the procedure of the Custom House, and that this laxness has naturally resulted in corresponding laxness on the part of Commanders of Vessels. Mr. Crawford has now been directed to adhere to the law, and to be careful that all Manifests are submitted in the form laid down, punishing all wilful failure to do so, as in the case of a Commander who accepts an improper Bill of Lading.

7. Intermediately, no doubt, and until it becomes generally known that the requirements of the law will be strictly enforced, the Collector will find that there are many Commanders who have shipped cases regarding which they are unable to give any information whatever. The Board have directed the imposition by the Collector of a small fine for the first offence, but in regard to cases which cannot be described particularly, Mr. Crawford has been instructed never to admit such into the Custom House to the risk and danger of other goods and of the premises themselves, but to cause them to be opened outside at some convenient spot set apart for the purpose.

8. The return of the enclosures is solicited when no longer required.

No. 382, dated 10th November 1866.

From—The Collector of Customs, Calcutta,

To—The Junior Secy. to the Board of Revenue, L. P.

I have the honor to acknowledge the receipt of your docket, No. 1720, dated the 9th instant, and to state that there appears to be some misapprehension as to the term Merchandize being permitted to be used by the Custom House. Such a term is never allowed in a Bill of Entry, but it occurs in the Manifests of Ships entering, and the reason of this is that the Bills of Lading granted in Europe are signed very constantly for "so many cases Merchandize." The Manifest is naturally made out by the Commander in so far as regards contents as per copy of Bill of Lading in his possession, and I do not see what power I have to compel him to make a declaration other than that the articles are Merchandize, when he has no information as to what particular article of Merchandize is meant.

No. 417, dated 8th December 1866.

From—The Collector of Customs, Calcutta,

To—The Jr. Secy. to the Board of Revenue, Lower Provinces.

I have the honor to acknowledge the receipt of your letter, No. 1882 of 26th ultimo. The explanation referred to in the first paragraph of your letter was drafted by me and is in fact mine, being simply signed by Mr. Grant on my behalf.

2. I would beg to remark on the Board's strictures as to the admission of the term Merchandize at all; that though this term has been accepted at the Custom House, the occasions on which it has been admitted have been very exceptional indeed; and that this must be the case, is apparent from the fact that all Manifests are sent to the Board's office for examination and check; and had the term been one commonly admitted, notice of it would have been taken long ago.

3. The Board will doubtless require me to reconcile this with the statement in my letter No. 337 of 2nd October last, that, as a rule, such articles are almost invariably described as Merchandize. I should have qualified *it* by stating that it was the rule with those who wished to evade the extra rates of freight, &c. payable on account of goods involving such risk. I did not think for a moment that the Board would draw the inference that the administration of this office was so loose as to allow of the common acceptance of the term Merchandize. Though my proceedings may appear lax in having admitted the term at all, I respectfully submit that the general administration of the office has been more strictly conducted during my incumbency than it had been for some considerable time previously, with the exception, perhaps, of the few months when Mr. E. T. Trevor was Collector, in whose steps I have endeavoured to follow as closely as possible.

4. The great and, I believe, the only danger to the Custom House, is from the dishonest shipper; for he has it in his power to make a false declaration as to the contents as for instance as describing a case of combustibles as oilman's stores. In such a case, the owners, charterers, or Captain, might with those *bona fides* sign the Bill of Lading as such, and the description in the Manifest as such would follow as a matter of course. It appears to me that, in such a case, to punish the Captain for a false declaration, would be unjust in the extreme. It must be borne in mind that owners and charterers could never ascertain the character of the goods without examination; and that to do this would be such an impediment to business, that the very attempt would fail at first hand. A shipper goes to a freight or ship-broker and says, I want so many tons of freight for such and such goods. The broker accepts the shipper's statement. The owners accept the broker, and a shipping order is given. The goods are shipped. They may be correctly or incorrectly described, but the whole transaction is conducted on the principle of good faith. There are then, always have been and always will be parties who will not keep good faith; and these are they from whom we run the risk of combustible articles getting into the Custom House. In a case like the one I have adverted to, nothing can secure the owners and Commander of a ship or the Custom House, except reaching the original shipper who is out of our reach altogether.

5. Bills of Lading, moreover, are often given for contents unknown, how is such a case to be dealt with? More particularly when a Bill of Lading is signed by the owners, charterers, or Agents of a ship, and not by a Commander. I have known a Ship of Messrs. F. Green and Company's enter this Port with at least one-third of the Bills of Lading signed by F. Green and Company and not by the Commander. The contents were described in this case. But had any of these Bills of Lading been issued, contents unknown, or Merchandize, it would have been impossible for the Commander to have stated the contents, and the law would assuredly not be stretched in a case like this; in fact, were he to state contents, he would be doing the very thing to bring him under the law; for he would be giving a specification of which he knew nothing, merely to comply with the letter of the law.

6. I do not put these cases forward as any excuse. I merely put them forward as evidences that exceptional cases will arise however unfrequently.

No. 412, dated 31st January 1867.

From—The Junior Secretary to the Government of Bengal,

To—The Officiating Junior Secretary to the Board of Revenue, L. P.

I am directed to acknowledge the receipt of your letter No. 95, dated the 11th instant, and in reply to state that the Lieutenant-Governor considers the Board's view of the law in respect to the submission of Manifests to be prefectly correct, and His Honor approves of the instructions issued by them to the Collector of Customs on the subject. The Lieutenant-Governor is of opinion that the Commander of a vessel is bound by law to obtain all the requisite information as to the goods he ships, and if he neglects to do so, he should be punished. In regard to cases which cannot be particularly described, the Collector should, as directed by the Board, cause them to be opened somewhere without the Custom House premises.

2. I am to request that the Board will be so good as to cause a departmental rule to be framed for carrying out the suggestion of the Chamber of Commerce, in regard to Lucifer Matches, &c., as contained in their letter No. —, dated the 18th September last, a copy of which was forwarded with the endorsement from this Office No. 2186T., dated the 24th idem.

3. The enclosures of your letter are herewith returned, a copy having been kept for record.

No. 413.

Copy of this correspondence forwarded to the Secretary to the Bengal Chamber of Commerce for information, with reference to his letter dated the 18th September last.

Dated 30th January 1867.

From—The Secy., Bengal Chamber of Commerce,

To—The Secy. to the Govt. of Bengal.

The Committee of the Chamber of Commerce have already represented, for the consideration of the Hon'ble the Lieutenant-Governor, the unreasonable proviso attached to Section 132 of the Customs Act; and it is again their duty to submit, for His Honor's attention, the unreasonable requirements of other Sections of the Act, the enforcement of which by the Collector under the orders of the Board of Revenue is causing the utmost inconvenience and annoyance to the mercantile community.

The Sections referred to are as follows:—

"XXXIII. It shall be lawful for the local Government of any Presidency or place, by notice in the Official Gazette, to fix a place in any river or port beyond which place it shall not be lawful for any vessel, whether laden or in ballast, arriving from any foreign port or place, to pass, until the Master or Commander thereof shall have delivered to the Pilot, Officer of Customs, or other person duly authorized to receive the same, a report or manifest containing a true specification of all goods imported in such vessel, with such particulars (as to the name, nation, tonnage, cargo and ports of lading of such vessel), and made out in such form as shall from time to time be directed by the Chief Customs Authority of the Presidency or place in which such river or port is situated.

"XXXIV. If, in any river or port wherein a place has been so fixed by the local Government, the Master or Commander of any vessel arriving from a foreign place shall wilfully omit, before passing beyond such place, to deliver a report or manifest in the form, and containing the particulars indicated in the last preceding section, in so far as they are applicable to his ship, cargo, and voyage, or if any report or manifest so delivered shall not contain a true specification of all goods imported in such vessel, such Master or Commander shall, in every such case, be liable to a penalty not exceeding one thousand rupees."

The former Section requires that a ship's Manifest shall contain *a true specification of all goods imported in such vessel*, and the latter imposes a heavy penalty upon a Commander if his Manifest does not contain such specification.

The Board cannot be ignorant, however, that the clauses in question have been regarded as a dead letter alike by Government and by the public, simply from the inability of masters of vessels to comply with their requirements.

The only Materials from which a manifest can be completed by a ship-master, are the copies which he retains of the Bills of Lading signed for his cargo; these Bills of Lading, as a rule, contain such a very general description of the goods which they represent, that a large majority use the simple word "merchandize" for the purpose, and so careful are ship-masters to protect themselves from the responsibility which they might incur were they to admit that they are acquainted with the character of the goods they receive on board that, in signing bills of lading, they generally add the words "contents unknown."

Will it be believed that in the face of these facts, with which the Board ought to be perfectly familiar, and utterly disregarding the injustice and inconvenience certain to follow upon any sudden interference with a practice which has obtained ever since Calcutta became a port, without the slightest reference to the mercantile community, the Board has considered itself warranted in issuing a peremptory order to the Collector to enforce the penalty prescribed on such ship-masters as fail to comply with the letter of the Act?

From different quarters representations of the very great inconvenience occasioned by this course of action on the part of the Board have reached the Committee, who feel that they cannot too earnestly entreat the early attention of His Honor to the matter in the hope that the order in question may be cancelled forthwith.

P. S.—I am directed to annex copy of a communication on this subject from the Superintendent of the Peninsular and Oriental Steam Navigation Company.

From—The Supdt., Peninsular and Oriental Steam Navigation Company,
To—The Secretary, Chamber of Commerce.

On the arrival of the mail steamer *Golconda* yesterday forenoon, the usual Manifest and ship's papers were made out and taken to the Custom House for the purpose of entering her, but the Collector of Customs was pleased to order a fine to be levied against the Company, because among some of the entries the words "merchandize," "sundries" and "unknown" were used instead of a more definite signification of the contents of some of the packages. I accordingly called upon the Collector, and he informs me that in ordering the fine, he is carrying out the orders of the Board of Revenue, who base these instructions on Sections 33 and 34 of the Consolidated Customs Act No. VI. of 1863.

I have therefore paid the fine under protest, as you will perceive by the annexed copy of my letter of this date to the Collector, and have now to beg that you will be so good as to bring this matter before the Members of the Committee of the Chamber of Commerce, with a view of appealing to the Lieutenant-Governor on the subject, should the Committee agree with me in thinking that this order of the Board of Revenue is unjustifiable.

No. 629, dated 15th February 1867.

From—The Offg. Junior Secy. to the Govt. of Bengal,
To—The Secy. to the Board of Revenue, L. P.

With reference to the correspondence noted in the margin, I am directed to forward, for the information of the Board of Revenue, a copy of a letter from the Chamber of Commerce dated the 30th ultimo, and to state that, until the orders of the Government of India are received on the question, which relates generally to all Ports in India, the orders issued by the Board should be held in abeyance, and the practice hitherto followed in this Port should be adhered to.

Board's letter No. 95, dated 11th January 1867.
To Board No. 412, dated 31st January 1867.

216

Assistant Secy to the Govt of India.

GOVERNMENT SEA CUSTOM HOUSE.

To

You are hereby permitted to land from the

under your Command, the undermentioned Articles.

Collector of Sea Customs.

IMPORTS.

Date.	Description of Articles.
186	Sundry Goods as per Manifest, and Passengers' Baggage with the exception of Ammunition, Chemicals, Earth Oil or Mineral Naphtha, Fireworks, Fulminating Powder, Gun Cotton, Gun Powder, Kerosine Oil, Lucifer Matches (Congreve), Netro Glycerine, Phosphorus, Pitch, Sulphuric Acid, Tar and Turpentine, which are not to be landed until an order to discharge them has been given.

N. B.—This Permit will serve as an authority to grant you Boats.

Rec.d 16 Sept. 1867
Trans.d 19 Sept. 1867

Judl. Con.n Coll.o 2nd Sept.r

Revenue Department

No. 1795.

Proceedings of the Madras Government
5th August 1867.

Read the following
Proceedings of the Board
of Revenue.

Submitting for considera-
tion the inexpediency of the pro-
posed measure for enforcement
of provision of section 33 of Act IV
of 1863 requiring true specification
of goods imported, and directing Colls
of Sea Customs to obtain copy of
Notification issued in Calcutta
and forward it to Board with any
alterations he may deem necessary.

(Here enter 4th June 1867
No. 3426)

Submitting letter from Colls
of Sea Customs stating that re-
vised list of combustible articles
has been prepared and substituted
in lieu of the list in old form with
reference to Board's Proceedings en-
tered 4th June 1867 No. 3426.

(Here enter 26th June 1867
No. 3941)

The Government do
not consider that the papers
communicated to the Board
render necessary the issue
of

of any special Notifica-
tion not called for by
the Trade or Revenue re-
quirements of the Port.

The letter from the Go-
vernment of India to the
Government of Bengal has
express reference to "explosive
and inflammable goods" and
as regards these it appears
from the correspondence sub-
mitted by the Board that
the necessary precautions
have been long in force here.

It will be for the
Board in communication
with the Collector to con-
sider whether the descrip-
tion of this class of goods
in the Import manifests
is sufficiently definite
to guard against risk

(and

and to take care that
Commanders of Vessels
warned of the penalty
which they are liable f
inaccurate description

Revenue 1867 Despte
Proof Govt Sanction Augt

No 1795

Proof the Madras Govt
Dy 5th August 1867.

No 375-6
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