

2. Coasting Steamers mostly bring in free goods from free ports which are not brought into the Custom-house, but are left on the beach under the responsibility of the agents of the vessels and at their risk. After the arrival of the vessel the import manifest is delivered to the Customs authorities within twenty-four hours, and the goods, after being checked with the manifest, are handed over to the consignees or their agents on application. If the import manifest be allowed to be put in after the steamer's departure (sometimes they remain three days and more) there must be some delay, and the goods will, during the interval, have to be left lying on the beach, as they cannot be cleared without being first compared and checked with the manifest as to marks, numbers, and contents, &c., of the packages. Further, without the manifest dutiable goods transhipped in Coasting Steamers cannot be distinguished from free goods.

3. The above remarks do not apply with equal force to the P. and O. and French Mail Steamers, as they bring in free goods in small quantities and only when they arrive from Calcutta. Moreover, such goods are secured by the Companies' agents in their own strong rooms and the delivery is looked after by themselves. It has been the practice for years past to allow these vessels to put in their import manifests within forty-eight hours after they anchor.

4. There is a further difference between Coasting Mail Steamers and the P. and O. and Messageries. These latter come but once a fortnight. The B.I.S.N. Company's Steamers enter more frequently, and there are often two or three in the port at a time. The accommodation of the Custom-house is quite insufficient for the reception of free goods which are brought by those steamers, and unless they are required to put in their manifest as at present, goods will remain on the beach where they are difficult to watch and smuggling difficult to check.

Proceedings of the Madras Government in the Marine Department, dated 17th October 1876, No. 420.

ABSTRACT.—*Extra Fees for Close Holidays.*—Orders passed on certain papers regarding the charge of extra fees by the Sea Customs Department and Master Attendant's for work done on close holidays and out of office hours.

THE foregoing papers relate to the question of the fees to be charged to merchants by the Sea Customs and Marine Departments for work done on close holidays and out of office hours, and in the Order read above the Government approve the general direction of the amendments in the rules indicated by the Board, and direct that when revised they shall be enforced on all without distinction, as special exemptions only give rise to dissatisfaction.

2. So far as the revision of the rules for the grant of remuneration to Custom-house officials is concerned there is no difficulty, the only points for consideration being the establishment which should ordinarily be charged for and the days which should be considered close holidays. On the first point the

Board have already expressed the opinion that the charge of fees should ordinarily be limited to the marginally-noted establishment at Mofussil Custom-houses,

1 Superintendent.
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Peon.

port clearance, to the grant of which the production of the Master Attendant's certificate is a necessary preliminary, is not insisted upon. The question, therefore, is whether the special exemption from attendance at the Customs and Marine Offices for the purpose of obtaining a port clearance, which has been allowed in the case of the Commanders of the "P. and O." and "Messageries Maritimes" Service for very many years past, is to be cancelled, or whether the same privileges are to be conceded to all other Companies. In no other way apparently can all be placed on the same footing as directed by Government. Should privileges which have continued in force so long be now withdrawn, there will doubtless be an outcry, but if necessary, the law must be enforced. It does not seem possible to extend a similar indulgence to all other Companies indiscriminately, and the circumstances of the trade carried on by Coasting Steamers differ so materially from the conditions under which the "P. and O." and French Mail Steamers ply, that the former are not necessarily entitled to be treated in all respects like the latter. A concession

G.O., dated 23rd February 1876, No. 266.

has recently been granted to Coasting

Steamers carrying mails in regard to export manifests, and the Board inquire whether similar indulgence could be allowed in respect of import manifests; but from the second of the letters read above, it appears that complications are likely to result, at least as far as the coasting trade is concerned, from any relaxation of the rule which requires the import manifest to be put in before the steamer's departure. It might, however, be possible to give the system a trial, all responsibility being borne by the agents as in the case of export manifests.

4. With these remarks the Board resolve to refer the whole question for early consideration by the Collector of Sea Customs in consultation with the Master Attendant. It should be considered whether uniformity of practice can best be secured by the withdrawal of the concessions hitherto enjoyed by the privileged Companies, or by the relaxation of the rules in favor of all alike.

(True Copies and Extract.)

(Signed)

H. E. STOKES,
Acting Secretary.

No. 728. Proceedings of the Board of Revenue, dated 18th January 1877,
No. 198.

Read the following letter from J. HUNTER-BLAIR, Esq., Collector of Sea Customs,
to H. E. STOKES, Esq., Acting Secretary, in the Board of Revenue, dated
Madras, 14th December 1876, No. 2,267.

BOARD'S Proceedings, dated 4th December 1876, No. 3,051. In the concluding part of paragraph 3 the Board observe that it might be possible to give a trial to the system of allowing Coasting Steamers to file their import manifests *after their departure* from the roads.

2. It does not appear to have been clearly explained in Mr. Melville's letter, dated 14th October 1876, No. 1,793, that goods arriving by the P. and O. and Messageries Steamers are not permitted to be cleared and removed by consignees until the manifest has been filed and the bills of entry have been checked with that document.

3. With these remarks, the papers will be communicated to the Marine Department, with reference to the G.O. in that department, dated 17th October 1876, No. 420.

(True Extract.)

D. F. CARMICHAEL,
Secretary to Government.

To the Board of Revenue.
" the Marine Department.

Exd. T. D. Ryan.

18-11-39
16-3-14

6600 of 1877 300 10135.
REVENUE.

THE BOARD OF REVENUE.

Sec. Sec. Ac

Dated February, 23rd.

Recd.

Encl.

G.O., 23rd February 1877, No. 792.

FEBRUARY.

Nos. 727-729.

To be charged to Merchants by San Customs and Marine Departments for Work done on Customs and out of Office hours — Approving Board's proposals in regard to revision of rules about —, and directing that they be embodied in a Standing Circular for guidance of Collectors; approving also postponement of question of modifying the (existing) Steamer Rules, and communicating those papers, with remarks, to the Marine Department.

☆

2. Coasting Steamers mostly bring in free goods from free ports which are not brought into the Custom-house, but are left on the beach under the responsibility of the agents of the vessels and at their risk. After the arrival of the vessel the import manifest is delivered to the Customs authorities within twenty-four hours, and the goods after being checked with the manifest are handed over to the consignees or their agents on application. If the import manifest be allowed to be put in after the steamer's departure (sometimes they remain three days and more), there must be some delay, and the goods will, during the interval, have to be left lying on the beach, as they cannot be cleared without being first compared and checked with the manifest as to marks, numbers, and contents, &c., of the packages. Further, without the manifest dutiable goods transhipped in Coasting Steamers cannot be distinguished from free goods.

3. The above remarks do not apply with equal force to the P. and O. and French Mail Steamers, as they bring in free goods in small quantities and only when they arrive from Calcutta. Moreover, such goods are secured by the Companies' agents in their own strong rooms and the delivery is looked after by themselves. It has been the practice for years past to allow these vessels to put in their import manifests within forty-eight hours after they anchor.

4. There is a further difference between Coasting Mail Steamers and the P. and O. and Messageries. These latter come but once a fortnight. The B. I. S. N. Company's Steamers enter more frequently, and there are often two or three in the port at a time. The accommodation of the Custom-house is quite insufficient for the reception of free goods which are brought by those steamers, and unless they are required to put in their manifest as at present, goods will remain on the beach where they are difficult to watch, and smuggling difficult to check.

Proceedings of the Madras Government in the Marine Department, dated 17th October 1876, No. 420.

ABSTRACT.—*Extra Fees for Close Holidays.*—Orders passed on certain papers regarding the charge of extra fees by the Sea Customs Department and Master Attendants for work done on close holidays and out of office hours.

THE foregoing papers relate to the question of the fees to be charged to merchants by the Sea Customs and Marine Departments for work done on close holidays and out of office hours, and in the order read above the Government approve the general direction of the amendments in the rules indicated by the Board, and direct that when revised they shall be enforced on all without distinction, as special exemptions only give rise to dissatisfaction.

2. So far as the revision of the rules for the grant of remuneration to Custom-house officials is concerned there is no difficulty; the only points for consideration being the establishment which should ordinarily be charged for and the days which should be considered close holidays. On the first point the Board have already expressed the opinion that the charge of fees should ordinarily be limited to the marginally-noted establishment at Mofussil Custom-houses; and from the first letter read

- 1 Superintendent.
- 1 Gunastah.
- 1 Peon.

4

port clearance, to the grant of which the production of the Master Attendant's certificate is a necessary preliminary, is not insisted upon. The question, therefore, is whether the special exemption from attendance at the Customs and Marine Offices for the purpose of obtaining a port clearance, which has been allowed in the case of the Commanders of the "P. and O." and "Messageries Maritimes" Services for very many years past, is to be cancelled, or whether the same privileges are to be conceded to all other Companies. In no other way apparently can all be placed on the same footing as directed by Government. Should privileges which have continued in force so long be now withdrawn, there will doubtless be an outcry, but if necessary, the law must be enforced. It does not seem possible to extend a similar indulgence to all other Companies indiscriminately, and the circumstances of the trade carried on by Coasting Steamers differ so materially from the conditions under which the "P. and O." and French Mail Steamers ply, that the former are not necessarily entitled to be treated in all respects like the latter. A

G.O., dated 23rd February 1876, No. 266. concession has recently been granted to Coasting Steamers carrying mails in regard to export manifests, and the Board inquired whether similar indulgence could be allowed in respect of import manifests; but from the second of the letters read above, it appears that complications are likely to result, at least as far as the coasting trade is concerned, from any relaxation of the rule which requires the import manifest to be put in before the steamer's departure. It might, however, be possible to give the system a trial, all responsibility being borne by the agents as in the case of export manifests.

4. With these remarks the Board resolve to refer the whole question for early consideration by the Collector of Sea Customs in consultation with the Master Attendant. It should be considered whether uniformity of practice can best be secured by the withdrawal of the concessions hitherto enjoyed by the privileged Companies, or by the relaxation of the rules in favor of all alike.

(True Copies and Extract.)

H. B. Smith

Acting Secretary.

To the Collector of Sea Customs, Madras, *with copy off. O.*

Copy to the Master Attendant, Madras.

" to the Secretary to Government, Revenue Department.

Exd. W. H. French.

Rev. 1876. Dec 17
Board of Revenue,
MADRAS.
No. 5683

PROCEEDINGS, 4TH DECEMBER 1876, No. 3,051.

Copy 12 Dec 176

Encl.

J. G. 22-2-77 k. 192

Received 13 Dec 76

DECEMBER.

No. 3,051.

Fees to be charged to Merchants by Sea Customs and Marine Department for Work done on close Holidays and out of Office hours.—Requesting Collector of Sea Customs, Madras to revise rules regarding—in communication with Master Attendant.

No 1793, that goods arriving by the Pacific
and Messageries' steamers are not
permitted to be cleared and removed
by Consignees until the manifest
has been filed and the Bills of Lading
have been checked with that do-
cument. The only indulgence allowed
to the above steamers as regards
Import manifests, is to permit them
to file those documents within 48
hours after anchoring, the law
requiring them to be filed within
24 hours.

3. If Coasting Steamers are
permitted to file the Import ma-
nifest after their departure, as these
steamers remain in the Roads for
3 or more days, Consignees will be
put

manifesto & the revision of the Rules
may, therefore, I submit be post-
-poned pending the introduction
of the new act, which will proba-
-bly come into force in the course
of a few months, when the Rules
must necessarily again be revised.

Sea Customs House, I have &c
Madras {sgd/ J. Hunter Blair
16 Dec. 1876 } Cdr. Sea Customs

Under the circumstances
the Board concurs with the Collector
in considering that the question
of modifying the Coasting Steamer
Rules may well be deferred un-
till the introduction of the new
Customs Act which will neces-
-sitate a revision. There is no
necessity

Recd: 1899 Dapt.

For Honor of Mr.

Subscribed 18 Jan 1897

Dec 18-0

Dec 19-

Jan 7 1897 23:84/13

Concerning with the US LMA

has been done in case.

Being that the President

7 modifying the

Coast Guard Steamer Rules

may well be defined

with the understanding

of New Customs Act

21/1/17. 18. 24/1/17

for condoning delinquency; and
the later proceedings are
a postponement of business
until the introduction of
the new currency act.
There can be no objection
to this proposal.

With these remarks
the paper will be considered
inclosed to the Marine
Dept. with reference
to the March Sept. 17th 1876
1876 no 20

19/10/76

14th District of Reg. 15-9-77
to the Marine Dept.

4/50

Go.

Regarding fees to be paid
to certain house servants
for work done in household

Prost.

727-729

C 20/2/77 - 22/2/77