

THE



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Separate paging is given to this Part, in order that it may be filed as a separate compilation.

PART V.

PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA.

Abstract of the Proceedings of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations under the Provisions of the Act of Parliament 24 & 25 Vic., Cap. 67.

The Council met at Simla on Friday the 16th July 1869.

PRESENT:

His Excellency The Viceroy and Governor General of India, K.P., G.C.S.I., *presiding.*

His Excellency The Commander-in-Chief, G.C.S.I., K.C.B.

Major General The Honourable Sir H. M. DURAND, C.B., K.C.S.I.

The Honourable H. SUMNER MAINE.

The Honourable JOHN STRACHEY.

The Honourable B. H. ELLIS.

The Honourable F. R. COCKERELL.

BHUTÁN DVÁRS BILL.

The Honourable Mr. COCKERELL asked leave to postpone his motion that the Report of the Select Committee on the Bhután Dvárs Bill be taken into consideration. Leave was granted.

CONSOLIDATED CUSTOMS ACT AMENDMENT BILL.

The Honourable Mr. STRACHEY asked leave to introduce a Bill to shorten the time for landing dutiable goods. He said that Section 52 of the Consolidated Customs Act (No. VI. of 1863) provided that if the importer, owner, or consignee of any goods (except as therein excepted), or his agent, should not land such goods within fifteen working days after the entry of the vessel importing the same, or within such further period as the bill of lading of such vessel should specify, the master or commander of the vessel, or the officers of customs on his

application, might then carry such goods to the Custom House, there to be held (due notice having been given) subject to the lien for freight, primage, and other charges to which they might be subject.

The Bengal Chamber of Commerce had repeatedly, during the last few months, represented that this provision caused great inconvenience.

"The operation of this clause," said they, "is found in practice to be often attended with the greatest inconvenience, because importers who are anxious to receive their goods as possible cannot get delivery of them, in consequence of, cannot have them held by the discharged not removing their packages as they are not to be held by the before the expiration of fifteen days and thereon to the ship.

Custom House for compulsory delay further entails a very serious addition to the heavy expenses ships coming to the port have to meet, any diminution of which would greatly benefit commerce."

The Government of Bengal took the same view, and supported the representations of the Chamber of Commerce. It had also been urged on the Government of India that the matter was now of much greater urgency, in consequence of the construction of new landing jetties, which it was expected would be open before long.

Under ordinary circumstances the Bill would not have been proceeded with till the Council had re-assembled in Calcutta, and it was now taken up only in consequence of the strong representations made by the Bengal Government.

Considering the varying circumstances of the ports of British India, it was thought expedient, instead of prescribing the same period for every port, to empower the several Local Governments, with the previous sanction of the Governor General in Council, to fix the number of days, not exceeding fifteen, within which goods might be landed.

It was right to mention that, although the merchants forming the Chamber of Commerce were strongly in favour of the proposed change in the law, another view was taken by the Calcutta Trades Association. The opinion of the latter body would no doubt be carefully considered by the Council.

The Motion was put and agreed to.

The Council adjourned to Friday the 23rd July 1869.

WHITLEY STOKES,

*Secretary to the Council of the
Governor General for making Laws and Regulations.*

SIMLA,

The 16th July 1869.