

CUSTOMS—DEPARTMENTAL CIRCULARS.

The Departmental Circulars Nos. 1 to 40 are to be found in our last Year Book, pages 112 *et seq*. Those issued during the past year are as follows:—

Circular No. 41.—Instructs all officers to mark all their import entries, whether for or *ex warehouse* dutiable or free, with consecutive numbers, beginning with No. 1 on the 1st July of each year.

Circulars Nos. 42, 43, 44, 46, 48, 53, and 54 also relate to the internal administration of the Department.

Circular No. 45.—Transmits the Imperial Board of Trade Regulations in reference to the stores of medicines British ships sailing from England to foreign countries have to carry.

Circular No. 47.—CUSTOMS DEPARTMENT, OTTAWA, 8th March, 1868.—SIR: I beg to annex, for your information and guidance, copy of Regulations approved by the Hon. the Minister of Customs respecting the admission of travellers' carriages, &c. in the Dominion.

I am, Sir, your obedient servant,

R. S. M. BOUCHETTE.

REGULATIONS GOVERNING TRAVELLERS' CARRIAGES, &c., CROSSING THE FRONTIER.

To ensure uniformity at the frontier ports in dealing with "carriages of travellers and carriages laden with merchandise," and to afford the utmost facility to parties visiting the Dominion for transient purposes, consistent with the protection of the Revenue, the *Minister of Customs* has approved of the following "Regulation and Restrictions:"

1st. Regular stages and hacks, when the owners or the drivers are known to the officers, may be allowed to cross the frontier and return, within two days, without being required to make an entry at the Custom House, subject only to the ordinary examination, search and inspection.

2nd. Travellers intending to remain within the Dominion for a longer period than two days, are required in all cases to report and enter their horses, carriages, and travelling equipage; and in cases where they do not intend to leave at the same point at which they enter, or are uncertain on that point, they must deposit with the Collector the full amount of duty on such horses, carriages and other dutiable articles, to be returned only on their furnishing satisfactory evidence that the same articles have been returned unchanged to the United States. Travellers intending to leave at the Port of Entry may be allowed to enter as above, and, in lieu of cash, to give a bond, with an approved resident surety, covering the amount of duty, and with the additional condition that such bond shall be enforced if the time specified therein be exceeded.

3rd. The time to be allowed travellers in either case shall not exceed one calendar month: and if that time be exceeded, the entries shall be considered *bona fide* entries for duty, and be included in the accounts of the port.

4th. All monies received by Collectors on deposit, under the above Regulations, shall be, if possible, deposited *ad interim* in a bank, in the Collector's name; and if there is no bank available, then in some other place of security under the Collector's credit, and a separate account of the receipt and disposal of such deposits should be sent quarterly to the Department.

5th. The entries in such case should contain such a description of the horses, carriages, &c., as would enable the Collector or other officer to identify them on their leaving the Dominion: and a copy shall be furnished the owner or other person making such entry, which shall be his permit for travelling in the country.

R. S. M. BOUCHETTE,

Commissioner of Customs.

Customs Department, Ottawa, March 8, 1869.

Circular No. 49.—Calls for a statement of dues collected on account of the Cape Race Light.

Circular No. 50.—Transmits a Regulation of the British Board of Trade, establishing as to British ships wrecked abroad, whether in British waters or not, the principle that claims in respect of salvage of life take priority of all other salvage claims against wrecked property saved.

Circular No. 51.—CUSTOMS DEPARTMENT, OTTAWA, 15th May, 1869.—SIR: It having been represented to this Department that, in violation of the law, large quantities of American silver coins are brought into Canada without entry and payment of duty, I have to call your attention to the subject, and to enjoin upon you increased vigilance in the discharge of your duty and that of your officers along the frontier in the prevention of smuggling; and you are specially to enquire of travellers and others whether they have in their possession, either on their persons or in their baggage, any American silver; and you or your officers are to seize and report any such silver which it may be attempted to smuggle, taking particular care that, in the discharge of this duty, you discriminate between a clear desire to defraud the revenue and an unintentional breach of the law, in which latter case no seizure should be made, but the officer should see that the silver is duly entered and duty paid.

It need scarcely be added that in the performance of this delicate duty the greatest circumspection and courtesy should be observed by the officers towards all persons with whom they may be brought in official contact.

I am, Sir, your obedient servant,

R. S. M. BOUCHETTE.

The Collector of Customs:

P. S.—American silver or loose change, not exceeding \$5, may be brought in by any traveller without being subject to report and entry.

Circular No. 52.—CUSTOMS DEPARTMENT, OTTAWA, 16th June, 1869.—SIR: I beg to subjoin for your information and guidance the following interpretation, in reference to the Coasting Regulations, as approved by the Minister of Customs, viz :

The bulk of Fishing Vessels belong to the category of vessels designated as Coasters, and Collectors are right in treating them as such under the Coasting Regulations.

The taking a license and cargo book is not compulsory; but vessels and boats not having taken them are obliged to report inwards and outwards. See Sec. 7, of Coasting Regulations.

There is no fee properly speaking exacted on the delivery of a cargo book; but the cost of the book to the Government is refunded, as under former Regulations and Instructions, viz.: \$1.

The cargo book should be taken out annually with the License, the cost being trifling, whilst great convenience results from keeping the trade of each year as well as the operations and papers of each vessel or boat separate.