

C.S.

INDUSTRIES.

(Customs)

(Wool)

1926.

No. 38/26

Collector of Customs

SUBJECT.

1926.

CERTIFICATES OF LANDING OF WOOL.

18th January.

1925

Previous Paper.

352/24.

MINUTES.

1-3. Minute from Col Treasurer of 16 Jan. 1926.

Hon. Treasurer:

Reference to M.P. 352/24 could have been had on application. It is now annexed for your perusal in case you may wish to make any modifications or amplifications to your minute & in the light of the information contained therein.

D. C. L.
19.1.26

Hon:Colonial Secretary,

Thank you. I note that in para: 1 of the letter from the Manager, the Falkland Islands Co, dated 9th December 1924 (M.P.352/24) that certain difficulties were apparently anticipated by him in connection with Landing Certificates, and with a view to minimize any such difficulties I have suggested in para:5 of my minute herein of the 16th, that separate Export Entries be passed in future, in respect of each "Shipper" or exporting Station, it would then be found, I think,

Subsequent Paper.



to be unnecessary to change the declaration on the certificate, as intimated in para:2 of C.S.Lr:352/24 of 30-12-24, to the Falkland Islands Co, in order to cover all the wool consigned from any one particular station, in the exporting vessel.

H. Thompson
Colonial Treasurer.
20th January 1926.

H.C. Submitted.

As I understand the matter, the point appears to be that under the present practice ~~the~~ wool from all Stations exported by the same vessel ~~is~~ declared on the one Export Entry Form, so that any landing certificates received in respect of any individual Station have to be held up until landing particulars of the entire Shipment are available.

2. The Hon. Treasurer now suggests that Separate Export Entries should be passed in respect of each mark.
3. The only objection that I can see to this is that it would involve the F.I. Coy. in extra clerical labour, but on the other hand it would obviate any such difficulty as is now represented.
4. Perhaps the suggestion of the Hon. Treasurer might be referred to the Coy. for an expression of their views?
5. In the meantime, the Hon. Treasurer might be authorised to accept ~~the~~ the ~~reply~~ reply to para. 2 of the Company's letter in the affirmative.

H.C.
22.1.26

H.C.S. I spoke to Thomas and 1st Nov about separate Bills of Lading + he did not consider that they would incur clerical labour greatly: will you please forward a proposal in para 4.8.5. M. 8. Jan 1926

Hon. Treasurer,

Will you kindly take action as authorized. On return of this mat. the F.I. Coy. will be written to as suggested by me in para. 4 of my minute of 22.1.26

B.S.P.
9/2/26

The Honourable
The Colonial Secretary,

The Manager, the Falkland Islands Company,

4.

has been written to as authorised in paragraph 5 of your minute of the 22nd January 1926, please.

B. Thompson

Colonial Treasurer.
10th February 1926

5.

Letter to Manager, F.I. Coy. 15th Feby. 1926.

6. 7.

Letter from Manager of F.I. 19 Feby 1926.

Hon Treasurer.

Referred for favour of your observation

B.S.P.
for C.S.
19 Feby 1926

Hon:Col:Sec;

The suggest^{ion}, as explained in my minute of 20/1/26 herein, was with a view to minimizing the difficulties which have so far arisen, as well as to overcome those anticipated by the Manager in his letter of 9/12/24. (Enc; 5 in M.P.352/24). In this connection I would also draw attention to the last para: of the Manager's letter of 8/1/25 (Encl:7c, in M.P.352/24) with regard to the present delay in the rendering of these Landing Certificates.

2. The suggestion which I have made, would

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feel sure, not only overcome these difficulties, but would also be found in practice, to cause far less clerical labour to the Falkland Islands Company, than that required at present in the preparation of the Schedules which they now render as a covering statement in respect of Landing Certificates for Wool shipped from this port.

Watkinson

Collector of Customs.
22nd February, 1926

G.C.
Submitted.
W.H. 13
for C.S.
23 Feb 1926

H.P.S.

Will you please advise attention of Manager F.I.C. to enclosing ~~letter~~ sentence of Mr. Morrison's letter No 352 of 23rd May 1924 when it is provided that the Certificate of Landing is accepted in order to avoid the necessity for weighing such bale of wool in presence of the Exporter + request him to sign upon Consignee the receipt for forwarding the Certificate within the least possible delay.

2. In enclosure ③ in MR 352/24 it is provided that the wool is not weighed in the London docks until after it has been sold so that delays are unavoidable. An explanation of delay in certificates for D+S wool shipped in 1925 is given in ④ I do not propose to alter existing arrangements pending further trial. A. 2 March 1926.

Inside Minute Paper.

8. Letter to manager, J. De Coy. 8/3/26.

See Mess. use,
Parade For your information.

D.
9/3/26

Hon: Col: Secy

Thanks. Noted.

Butcher

9. Letter from Manager of D.C. 9 Mar. 1926.

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MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

16th January 1926 19



From The Colonial Treasurer

Stanley

THE COLONIAL SECRETARY,

STANLEY, FALKLAND ISLANDS.

I beg to submit herewith, the attached letter from the Manager, the Falkland Islands Company, dated 15th instant, with reference to the Certificates of Landing required to be delivered to the Collector, under the provisions of the Customs (Export) Regulations of the 19th December, 1923.

2. The exporting vessels named in the attached letter, were Cleared Outward at Port Stanley on the dates shewn below:-

| | | | | | | |
|------------------------------|-----------|-----------|-------------|----|------------|--------|
| 22nd January, 1925.....s.s." | Ballena" | ... | 989,081,Lbs | : | Wool. B/E, | 33. |
| 1st April, 1925.....s.s." | Magellan" | 1914,693, | - | do | - | 125/26 |
| 2nd June, 1925.....s.s." | Lobos" | 1312,250, | - | do | - | 251 |

3. In para:1, of the attached letter, I have been informed that Certificates of Landing in respect of the shipment of Wool by these vessels, have been received by the Company, with the exception, in each case, of that marked "D & S". (Dean & Sons). This is the first intermation received by me as Collector, that certificates, in regard to the landing of the above mentioned shipments, had been received in this Colony.

4. With regard to para:2, of the attached letter, I beg to report that the practice in the past has been for an adjustment to be made in respect of shipments declared to by the Exporter or Agent, on each Customs Export Bill of Entry. Without reference to the M.P. noted above, it is not possible for me to say what instructions were issued or arrangements made, if any, as to the manner in which such adjustment of Export Duty should be made. I believe the first adjustment was made when I was absent in England on leave in 1924, and it is possible that some instructions or arrangements, as mentioned above is noted in that Minute Paper.

5. In as much as a separate certificate of landing is apparently necessary, in respect of each of the various marks under which the Wool

(2)

is exported from this Colony, as shown by the attached letter, it seems to me, it might likewise be preferable for separate Export Entries to be passed at the time of shipment, in respect of each of the Exporters, as is the case ~~the case~~ in regard to the exportation of whale & seal oil. This would obviate the necessity, as at present, for the entire shipment of wool, for the first half year in 1925, to be held up to await the receipt of one or more certificates of landing in respect of but one Mark, as explained in the attached letter. I also understand that separate Bills of Lading are issued in respect of the wool and other produce shipped at Port Stanley by the various Sheep-farmers.

6. In the case of adjustments of export duty in respect of shipments of Whale & Seal oil, these are dealt with separately, in respect of each Export Entry passed by the different Exporters at the time of shipment. Up to the present no objection seemed to be called for, as regards the manner in which the Company had in the past declared to shipments of wool from this Colony, on behalf of their clients.

7. I shall be glad if this matter might be referred to His Excellency in order that a ruling may be obtained, please.

A. Thompson

Collector of Customs
16th January 1926

①

The Falkland Islands Co.Ltd
Stanley

15th January 1926

Sir,

With reference to the shipments of wool per the vessels "Ballena", "Magellan" & "Lobos" in 1925, we have to inform you that we have received all the Landing Certificates with the exception of that for one mark - D & S - in each case.

2. Under the circumstances we are unable to complete the adjustment of Export Tax for these three shipments but will be glad to know whether we should adjust the figures for the marks for which we have certificates, leaving the remaining one to be done on receipt of the necessary documents.

3. We would add that we have already telegraphed for the Certificates and are sending another message now.

I am,

Sir,

Your obedient servant.

W. B. Gresham
Manager.

The Collector of Customs
Stanley.

No. C.S.38/26

(It is requested that, in any reference to this letter, the above Number and the date may be quoted.)

TREASURY.

STANLEY, FALKLAND ISLANDS.

10th February 1926

Sir,

I have the honour to acknowledge the receipt of your letter No. — of the 15th ultimo, with reference to the shipment of Wool by the three vessels, "Ballena", "Magellan" and "Lobos", and am directed to inform you that the reply to the second paragraph of your letter under acknowledgement, is in the affirmative.

I have the honour to be

Sir

Your obedient Servant,

H. W. Thompson
Treasurer.

To The Manager

The Falkland Islands Co.Ltd

Stanley.

38/26.

15th February,

26

Sir,


With reference to your letter to the Collector of Customs, dated the 15th of January, I am directed by the Governor to inform you, with reference to your present practice of including several lots of wool, marked differently, in the same declaration form, that it would result in considerable convenience to the Government if at the time of shipment each lot in respect of which a separate landing certificate will be furnished were declared on separate export entry.

2. I am to request that you will give this matter your attention and inform me whether you see any objection to this course being adopted in future.

I am,

Sir,

Your obedient servant,


for Colonial Secretary.

The Manager,

Falkland Islands Company, Limited,

Stanley.



The Falkland Islands Company, Limited,
Stanley,

19th February, 1926.

38/26.

Sir,

I beg to acknowledge the receipt of your letter of the 15th instant, and to thank you for the opportunity of commenting upon the suggested new method of dealing with Wool Landing Certificates.

2. I may say that upon the institution of these Certificates in 1924 we spent considerable trouble in arriving at the best method of dealing with this matter. That we were successful in arriving at a simple and workable system will be admitted on perusal of the schedules submitted to the Treasury for all shipments in 1924 and the main shipments in 1925.

3. The question of an alteration being made has arisen apparently from our letter to the Customs of the 15th ultimo which pointed out that owing to our not having received Certificates for the "D & S" mark we could not make our final settlement for three separate shipments. This delay was caused by Messrs W. Carpenter & Son, the consignees of the "D & S" mark, inadvertently sending their Landing Certificates to Mr Robertson at Port Stephens instead of to us. I may say that we have communicated with our London Office twice, both by cable and in writing, on this subject, and have requested them to point out emphatically to consignees, other than this Company, that we require these Certificates at the earliest possible date, as it not only delays our settlements with the Customs but interferes with the agreement of our Accounts. It is unlikely that delays will

The Honourable
The Colonial Secretary,
Stanley.

occur in future.

4. As regards the new method suggested I would point out that we are unable to see how an Export Entry Form for each separate mark (each mark has a separate Landing Certificate) can facilitate work in any way. If the "Magellan" shipment of the 26th May, 1924 is taken as an example it will be observed that there were 32 different marks, for each of which an Export Entry Form in duplicate would have been required, and a Summary made in order to arrive at the total payable to the Customs. On the arrival from England of the Landing Certificates another Summary in the form of a Schedule would be required in order to show the difference between the estimated Export Duty we had paid on shipment and the actual Duty payable according to the turn-out in the United Kingdom.

The Schedule we now furnish to the Customs sets out with the greatest clearness and simplicity every point in connection with each shipment, and information required in regard to any particular mark can be seen at a glance.

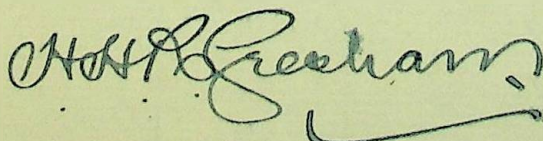
Further, we do not see how separate Export Entry Forms for each mark can affect the point at issue, as it is on the Landing Certificates that final adjustments are made, and we are always dependent on the consignees furnishing us with these as soon as possible.

I shall greatly obliged if His Excellency would give this matter his further consideration as we are convinced that the suggested alteration, far from facilitating matters, will only lead to unnecessary work by all concerned without in any way hastening the final settlement with the Customs which is entirely dependent on the arrival of the Landing Certificates in the Colony.

I am,

Sir,

Your obedient servant,



Manager.

38/26.

8th March,

26.

Sir,

With reference to your letter No. 38/26 of the 19th of February, on the subject of the rendition of Wool Landing Certificates, I am directed by the Governor to inform you that His Excellency has decided not to alter the existing arrangements in respect of these Certificates pending further trial.

2. I am, however, to invite your attention to the concluding sentence of Mr. Henniker-Heaton's letter No. 352/24 of the 23rd of May, 1924, where it is pointed out that the Certificate of Landing is accepted in order to avoid the necessity for weighing each bale of wool in Stanley before export, and to request you to impress upon consignees the necessity for furnishing the Certificate with the least possible delay.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,
Falkland Islands Company, Ltd,
Stanley.



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Stanley. 9th March, 1926.

No. 38/26.

Sir,

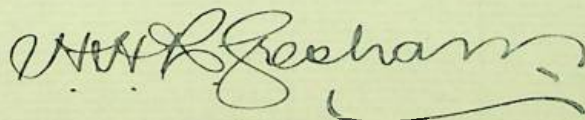
I beg to acknowledge the receipt of your letter of yesterday's date, and, to thank His Excellency for deciding not to make any alteration to the existing arrangements for the rendition of Wool Landing Certificates.

2. I have by this mail requested my London Office to impress strongly upon outside consignees the absolute necessity that these certificates must be sent to the Colony without delay.

I am,

Sir,

Your obedient servant,


Manager.

The Honourable
The Colonial Secretary.

STANLEY.