



SUPPLEMENT

TO THE

VICTORIA GOVERNMENT GAZETTE

OF FRIDAY, APRIL 13, 1877.

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FRIDAY, APRIL 13.

[1877.

VICTORIAN RAILWAYS.

REGULATIONS FOR THE TRANSIT OF GOODS VIA ECHUCA BETWEEN NEW SOUTH WALES AND VICTORIA.

WHEREAS the transit of goods *via* Echuca between New South Wales and Victoria is subject to detention from delay in passing Customs entries, or in payment of duties, thereby causing stoppage of trucks at Echuca, and general obstruction of Railway traffic: And whereas it is desirable that merchants and others should when practicable transact business *direct* with the Department independently of forwarding or other agents: Now therefore the Board of Land and Works, by virtue of the powers and authorities vested in it by *The Public Works Statute 1865*, doth hereby make the following Bye-law for the Regulation of the said traffic, and for the transaction of all Customs or other business incidental thereto:—

1. On and after 14th May 1877, and subject to the following Regulations, through way-bills will be used and Customs entries will be passed by the Railway authorities for all goods which, in the course of export from Victoria to New South Wales or *vice versa*, have been carried or are to be carried by railway *via* Echuca.
2. Further, the Department will pay the Customs duties, but at Echuca or Moama only, and strictly subject to the following conditions:—Where the duties do not exceed Five pounds they may be lodged at the sending station in cash, for which a receipt will be given, and the Department will pay the amount to the Customs officer entitled to receive it. Or, irrespectively of the amount, the station-master will pay the duties in terms of such authority as may be given him by the consignor or consignee upon a form thereof to be supplied by the Department.
3. All goods, whether free or dutiable, imported at Echuca by river or team for transit by railway, or brought to a station of the Victorian Railways or to a station of the Deniliquin and Moama Railway, to be exported thence into New South Wales or Victoria, must be accompanied by export entries, invoices showing the contents and value of *each case*, or such other documents as will enable the railway servant to furnish all necessary information to clear the goods with the officers of the New South Wales or Victorian Customs, otherwise the railway servant will refuse to take delivery.
4. From these documents a transire will be prepared for the contents, whether free or dutiable, of each truck or van, and the said transire will be in lieu of the entries hitherto prepared and passed by licensed Customs agents at Echuca, Moama, or Deniliquin.
5. Export entries should be limited, if possible, to one truck load, or five tons weight, in any one entry, so as to facilitate the preparation of the transire, which will accompany the truck.

6. Consignments for two stations may be loaded in one truck, but in such case two transires must accompany the truck, one transire for each station. In no instance must more than one truck be shown on a transire.

7. Goods for export delivered at the railway shed should be accompanied by the invoice or export entries, or the papers should be delivered within twenty-four hours at latest after receipt of the goods.

8. But where the quantity of goods specified in the invoice, customs entry, or shipping bill is so large that the whole cannot be delivered at the goods shed within twenty-four hours, the consignor must give notice, in writing, with the first dray-load forwarded, that so many more loads are to follow. In such case, the goods will be received, but solely at owner's risk; and no undertaking will be given to load up or forward the goods until the necessary papers are to hand for the whole consignment, as the transire must reach its destination before, or simultaneously with, the arrival of the goods and way-bill.

9. The entries, shipping bill, or invoices brought to the railway shed for the export of goods must specify goods for one place only, and for one firm or person, not for a number of places and persons.

10. Goods brought to railway stations in New South Wales or Victoria, and intended to be river-borne from Echuca, will not be received unless the name of a steamer ready to ship them at the Echuca Railway wharf is specified on the consignment note; and they should, if possible, be shown in separate entries, and be loaded in separate trucks from those containing through exports by railway.

11. The consignment note—that is, the merchant's cart note or ticket sent to the railway shed with each load of goods—must designate a consignee at a railway station, whether that consignee be the owner of the goods or only the forwarding agent to whose care the goods are to be consigned. But where the owner and the agent are both designated as consignees at the same railway station, the agent will obtain delivery in preference to the owner, unless, on or before the arrival of the goods, the owner produce a written order from the consignor or from the agent to whose care the goods have been consigned. When the owner is the sole consignee, and no forwarding agent is named with him on the consignment note or way-bill, the goods and freight accounts will not be delivered save to the owner or to his order.

12. Goods accompanied by incorrect or defective invoices will be liable to forfeiture in New South Wales or Victoria by the officers of the Customs.

13. The New South Wales duties on goods from Victoria for intermediate stations on the Deniliquin and Moama Railway must be paid at Moama. The duties on goods for Deniliquin by railway may be paid either there or at Moama; but if

the goods for export from Victoria are to be carried by team, or to be river-borne from Echuca into New South Wales, then the New South Wales duties must be paid at the New South Wales Customs Office in Moama or Echuca or at a port or place in New South Wales where an officer of Customs is stationed. The Victorian wharfage rates and duties, unless entered for bond, leviable on goods imported *via* Echuca into Victoria from New South Wales must be paid at Echuca, and there only.

14. The payment of duties by the Department being intended to facilitate the despatch of trucks, to relieve merchants, consignees, and others from the necessity of employing customs or forwarding agents, and to prevent goods being unnecessarily placed in bonded stores, it is very desirable that the authority to pay duties should be filled up by the merchant in general terms, so as to include all consignments, whether exports or imports. If the authority applies only to one consignment, the description of the goods must be detailed and accurate, so as to lessen the possibility of mistake.

15. When goods are to be exported as parcels, *i.e.*, to be forwarded in the van or carriage of a passenger or mixed train, the sender must give such information at the time of sending, either verbally or in writing, of the contents and

value thereof as will enable the Department to prepare the transire, otherwise the goods will not be received.

16. The department will not be liable for seizure, detention, or loss of goods caused by defect, error, or omission in the information supplied, whether verbally or in writing, as to the contents and value of each case or package.

17. The rates charged for transires and payment of customs duties will be as follows:—

For each consignment entered on a transire ...	£	d.
	1	0
For each payment of duties, 1 per cent. on the amount paid; minimum charge ...	0	6

In testimony whereof the Common Seal of the Board of Land and Works was hereunto affixed, in the presence of the undersigned, two of the members of the Board, on the thirteenth day of April in the year of our Lord One thousand eight hundred and seventy-seven.

JOSEPH JONES,
Vice-President. (L.S.)
A. J. SKENE,
Member.