

JAN. 6 1939

Series D No. 92.
Supplement No. 1.

MEMORANDUM

DEPARTMENT OF NATIONAL REVENUE, CANADA
(CUSTOMS DIVISION)

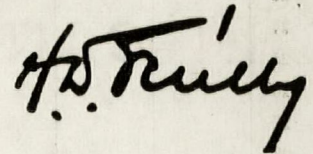
OTTAWA, December 5th, 1938.

To Collectors of Customs and Excise and others concerned:—

**MANIFESTING—FORMS OF TRAIN REPORTS AND FREIGHT
AND EXPRESS MANIFESTS**

Referring to Section 2 on the first page of Memorandum Series D No. 92 the approved forms of Railway Train Reports and Railway and Express Manifests are hereto appended. These forms are supplied by Transportation Companies. Forms A 2 $\frac{3}{4}$ (Abstract) and A3 $\frac{1}{2}$ (Transfer Manifest) which are not shown in this Memorandum are supplied by this Department.

Memorandum Series D No. 90 is hereby superseded.



Commissioner of Customs.

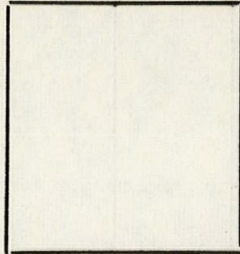
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I do declare that this Report now tendered and subscribed by me is a just and true report of the number and description of all the cars in my charge and that the Train Manifest hereto annexed and signed by me, contains a true account of the consignment of all goods and merchandise in said cars, with full descriptions thereof as on the Way Bills, to the best of my knowledge and belief, not including goods by express nor goods in sealed cars (described as Through Loads) in transit through Canada to the frontier of the United States; and that bulk has not been broken nor any goods delivered out of the said cars since their departure from the frontier port of exit in the United States.

Customs Stamp



.....

Conductor.

In presence of

.....

Collector.

NOTE.—The Train Manifest (Form A.1½) when arriving annexed to the Train Report Inwards from United States may remain on file at the Canadian frontier port as the triplicate copy of Local Manifest for bonded goods—when conditions permit this to be done.

Customs Manifests in proper form for bonded goods despatched INWARDS from Canadian frontier ports must be prepared and signed by the Agent of the Carrier and be also signed by the Customs Officer.

Colour: Pink or yellow.
Size: 8½ inches by 14 inches, and not less than 8½ inches by 11 inches.

(One Side)

FORM No. A-2 (AMENDED)—CANADIAN CUSTOMS

..... Railway.

SEPARATE CAR MANIFEST OF BONDED GOODS

Manifested from Port of.....
 Upon Port of.....
 Sending Port No.....
 Receiving Port No..... in Pro. No.....
 Waybill

Car Initials and number	Loading number	DATE MONTH DAY YEAR	WAYBILL No.
To (STATION)	(PROV. OR STATE)	FROM NUMBER (STATION)	(PROV. OR STATE)
ROUTE (show each junction and carrier in route order to destination of waybill). Indicate by check mark whether Shippers or agents routing.		5TH TRANSFER TO Car (or Vessel)..... At the port or outport of..... Date..... Customs Seal..... Collector or landing waiter	6TH TRANSFER TO Car (or Vessel)..... at the port of or outport of..... Date..... Customs Seal..... Collector or landing waiter
1ST TRANSFER TO Car (or Vessel)..... At the port or outport of..... Date..... Customs Seal..... Collector or landing waiter	2ND TRANSFER TO Car (or Vessel)..... at the port or outport of..... Date..... Customs Seal..... Collector or landing waiter	3RD TRANSFER TO Car (or Vessel)..... at the port or outport of..... Date..... Customs Seal..... Collector or landing waiter	4TH TRANSFER TO Car (or Vessel)..... at the port or outport of..... Date..... Customs Seal..... Collector or landing waiter

This manifest to be used for more than one consignment of less than carload freight.

Indicate by symbol in column provided * how weights were obtained. R—Railroad Warehouse Scale. S—Shipper's Agreement or Tested Weights. E—Estimated-weigh and correct.

Full name of Shipper, Origin and Date, Original Car, Transfer Freight Bill and Previous Way-Bill Reference when Rebilled	No. of pkgs.	Consignee, Address, Final Destination, Additional Routing, Description of Articles, Marks	*	Weight	Value	Entry re Mfst. or U.C. list No.	To be left blank for customs use

Whenever this shipment is transferred to another Railway, or transferred to another Car, or leaves the Port of Exit for its Foreign Port of Destination, the appropriate form above or on back hereof must be filled and properly signed. Certified as having been examined and compared with the Triplicate Manifest or Train Report and found correct. Certified also that the car has been examined and the locks and seals found in order and secure.

.....
 Agent of Railway.

.....
 Collector or Examiner.

(See instructions as to the proper execution of this manifest on the other side.)

This Manifest may be used for Lake-and-Rail Bonded Traffic.

A. 2—(Other Side)

This Manifest may be used for either INWARDS, OUTWARDS or TRANSIT GOODS and on its return to the Sending Port duly acquitted, it is to be attached to the Triplicate or Train Report to which it refers as shown by the Manifest Register.

Whenever this shipment is transferred to another railway or to another car, or in case of accident, there being no Customs Officer present, the appropriate form below must be filled in and properly signed.

This Car was transferred at to the Railwaywith unbroken seals and otherwise in good order, on theday of19.....

This car was again transferred at to the Railwaywith unbroken seals and otherwise in good order, on theday of19.....

The contents of Car No.....as over were transferred to Car No.....and duly locked and sealed in my presence at thisday of19..... Collector.

I Conductor in charge of Car No.....containing Bonded Goods described as over, do declare that—there being no Customs Officer present—all and every of said goods were transferred in my presence to Car No..... at thisday of19..... Declared before me at thisday of19.....

I HEREBY CERTIFY that.....Car No..... has been received at the Port of with unbroken seals and otherwise in good order and has been despatched this.....day of19..... to the Foreign Port of Collector.

INSTRUCTIONS RESPECTING THE PROPER EXECUTION OF THE WITHIN STATED MANIFEST

Shipments for one destination only to be entered on this manifest.

One copy of this manifest is to be attached to the Way-Bill accounting for same, and to accompany shipment to destination: one copy is required to be forwarded promptly by Mail to the Port or Outport manifested upon, and the other copy to be recorded at the Sending Port. The Customs Officer executing this manifest is required to see that it is executed in a legible manner and to compare such manifest with the Way-Bill from which it is made, and to see that Marks, Numbers, Consignee, Destination and Description are given on the manifest as on the Way-Bill from which the manifest is made.

Where it is necessary to transfer the goods accounted for on the within stated manifest and attached Way-Bill in the course of transportation from the Sending Port to the Receiving Port of such goods, whether such transfer is from a car to vessel or from vessel to car, such transfer is to be noted by the Customs Officer (under whose supervision such transfer is made) in the space provided on the face of the within stated manifest accounting for such goods and he is required to sign such statement of transfer.

When the goods contained on the within stated manifest are transferred from car to vessel or from vessel to car, the Outward Report of the Vessel, Form A-7 Report Outwards, Vessels, and the Inward Report of the Vessel, Form A-6, is required to contain the name of the Sending Port, the Sending Port Number, Name of Consignee and Destination of Goods, the within stated goods are not required to be accounted for on Form A-16, when transported by Vessel.

Where the car containing the goods accounted for on the within stated manifest is transferred from one Railway to another in the course of transportation from the Sending Port to the Receiving Port, the appropriate form on the back of this manifest, is to be properly filled in and signed.

Where it is necessary to transfer the goods accounted for on the within stated manifest, owing to wreck or other cause, from the car, in which they are being transported to another car, there being no Customs Officer present, then the appropriate form on the back of the within stated manifest is to be properly filled in and signed by the Official of the Railway Company executing such transfer, the goods contained on the within stated manifest to be checked by a Customs Officer at the Receiving Port.

The within stated manifest and Railway Way-Bill is required to accompany the goods accounted for on the within stated manifest from the Customs Sending Port to the Customs Receiving Port, and in case the goods contained on the within stated manifest are diverted by the carriers from the Customs Port or Outport manifested upon, the Regulations, as contained in Departmental Memo. D. No. 92, governing Bonded Goods diverted in transit, are at once to be strictly adhered to and carried out.

The Train Copy of the within stated manifest is to be held at the Receiving Port for examination by the Financial Inspector: the Mail Copy of the within stated manifest, when properly cancelled and acquitted as required by Departmental Regulations, is to be returned within the required period by Receiving Port to the Sending Port.

GOODS SHORT RECEIVED

When goods accounted for under Customs Manifests (Express or Freight) are reported "Short" at the receiving port by the transportation company, the collector, sub-collector or other proper officer of Customs is to issue a tracer in the prescribed form and show thereon the short report number, as ascertained from the Agent of the transportation company, forwarding one copy of such form to the Claims Agent of the Railway, or the Superintendent of the Express Company reporting the shortage. One copy is to be placed on file in the Record Room of the receiving port or outport, and the shortage recorded in the receiving port record of Goods Short Received at Destination. A third copy is to be mailed to the collector or sub-collector at the port or outport where the manifest was issued, who shall record the shortage in the Sending Port Record of Goods Short Received at Destination.

When goods are short received, the tracing of the shortage devolves upon the officers at both the receiving and sending ports.

H. D. SCULLY, Commissioner of Customs.

Colour: Pink. Size: 8 1/2 inches by 10 1/2 inches, or 8 1/2 inches by 16 1/2 inches.

No. A. 2½
Express.

EXPRESS COMPANY.

SENDING PORT No.....
RECEIVING PORT No.....

Canadian Customs Manifest of Bonded Goods forwarded from the Port of.....
on the.....day of.....19.....for delivery into the Custody of the Collector of Customs at
the Port of.....Canada.

Way Bill Number	Number and Kind of Packages	Value per Way Bill \$	Express Package Number	From Whom Received (Name in full)	Shipping Point	To Whom Addressed (Name in full)	Destination as per Way Bill	No. of Entry Re-Manifest or U. List
								1
								2
								3
								4
								5
								6
								7
								8
								9
								10
								11
								12
								13
								14
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7

SPECIMEN FORM
APPROVED BY CUSTOMS
MAY, 1911.
FILE 71,800

CERTIFIED compared with the Way Bill of each shipment, checked with the packages, and found correct.

.....
Agent Express Co.

.....
Collector or Examiner.

One copy of this Manifest to be attached to the Way Bills of the shipments it covers, and may be used for Inwards, Outwards or Transit goods.

Colour: Yellow.
Size: 11½ inches by 7½ inches, or 11½ inches by 16½ inches.

A. 3 1/2 (Other Side)

This manifest may be used for either INWARDS, OUTWARDS or TRANSIT GOODS and on its return to the Sending Port duly acquitted, it is to be attached to the Triplicate or Train Report to which it refers as shown by the Manifest Register.

INSTRUCTIONS

(The printing of these instructions on A. 3 1/2 Manifests by Railway Companies is optional)

The contents of Car No. as over were transferred to Car No. and the car sealed in my presence at this day of 19..... Collector or Examiner.

The contents of Car No. were transferred to Car No. and the car sealed in my presence at this day of 19..... Collector or Examiner.

The contents of Car No. were transferred to Car No. and the car sealed in my presence at this day of 19..... Collector or Examiner.

The contents of Car No. were checked and transferred to vessel at this day of 19..... Collector or Examiner.

Goods covered by this manifest as arriving on vessel were checked and transferred to Car No. and such car sealed in my presence at this day of 19..... Collector or Examiner.

I, Conductor in charge of Car No. containing bonded goods described as over, do declare that—there being no Customs Officer present—all and every of said goods were transferred in my presence to Car No. at this day of 19..... Conductor.

Only one shipment is to be covered by this manifest. One copy is to be retained at the Sending Port. One copy is to be attached to the waybill and is to accompany shipment to the Receiving Port where it is to be kept on file. One copy is to be forwarded promptly by mail to the Receiving Port and such copy when properly cancelled and acquitted is to be returned to the Sending Port.

The Customs Officer executing this manifest is required to see that it is legible and that it agrees in all respects with the relative waybill.

When this manifest is used to cover a Less Carload shipment, which is required to be checked against the manifest at the Sending Port, it is not considered necessary from a Customs standpoint to note transfers of the shipment on the manifest, as the Transportation Company is responsible for delivery of the shipment to Customs at the Receiving Port.

When this manifest covers a Carload shipment under Customs seals, transfers are not required to be noted on the manifest, except when the seals are broken to effect the transfer, and in which case the seals are required to be broken by a Customs Officer, the transfer to be made under his supervision, the car to which the goods are transferred to be sealed under his supervision, and the appropriate transfer form completed by him.

If a carload shipment, which is covered by this manifest and Customs seals, is transferred from car to vessel or from vessel to car, the goods are required to be checked by a Customs Officer and if the transfer is from vessel to car the car is to be placed under Customs seals when the check and transfer is accomplished and the appropriate transfer form is to be completed.

The vessel reports Inward (Form A-6) and Outward (Form A-7) are required to contain the name of the Sending Port and Sending Port number and the name of the Receiving Port and the goods are not required to be accounted for on Form A-16 when transported by vessel under this manifest.

In the case of accident, there being no Customs Officer present, the appropriate transfer form on the manifest is required to be completed by the Transportation Company's official executing the transfer, and the goods in such cases are to be checked by a Customs Officer at the Receiving Port.

In case the goods on this manifest are diverted by the carriers from the Customs port manifested upon the regulations governing Bonded Goods Diverted in transit under Abstracts (Form A. 2 1/2) are to be complied with.

GOODS SHORT RECEIVED

When goods accounted for under Customs Manifests (Express or Freight) are reported "Short" at the receiving port by the transportation company, the collector, sub-collector or other proper officer of Customs is to issue a tracer in the prescribed form and show thereon the short report number, as ascertained from the Agent of the transportation company, forwarding one copy of such form to the Claims Agent of the Railway, or the Superintendent of the Express Company reporting the shortage. One copy is to be placed on file in the Record Room of the receiving port or outport, and the shortage recorded in the receiving port record of Goods Short Received at Destination. A third copy is to be mailed to the collector or sub-collector at the port or outport where the manifest was issued, who shall record the shortage in the Sending Port Record of Goods Short Received at Destination.

When goods are short received, the tracing of the shortage devolves upon the officers at both the receiving and sending ports.

H. D. SCULLY, Commissioner of Customs.

Colour: Pink. Size: 8 1/2 inches by 11 inches.

CANADIAN CUSTOMS
Form No. A. 31
RAILWAY COMPANY
MANIFEST CORRECTION

Manifested from Port of.....
Upon Port of.....
Sending Port No.....
Receiving Port No..... Waybill
Correction No.

To..... Station..... 193.....

Date Waybill Reported..... Freight Bill Pro. No.....

CAR INITIALS..... No..... DATE..... 193..... WAYBILL No..... BILLING ROAD.....

TO..... FROM.....

Station No. Station Prov. or State Station No. Station Prov. or State

ROUTE.....

(Show each Junction and Carrier in Route Order)

Consignee..... SHIPPER.....

ORIGINAL FINAL DESTINATION..... ORIGINAL POINT OF SHIPMENT.....

CORRECTED FINAL DESTINATION.....

Reads

No. of Packages and Description of Articles	Weight	Value	Entry re Mfst. or U.C.L. No.	To be left blank for Customs use

SHOULD READ

--	--	--	--	--

TO AMEND MANIFEST No.....

I hereby certify that I have this date carefully examined all documents on file at this port pertaining to the above mentioned shipment and manifest and the corrections indicated above are in all respects in order.

Issued by

..... Agent. Collector or Examiner.

Colour: Buff.
Size: 8½ inches by 11 inches.

INSTRUCTIONS

When errors have been made in the preparation of a Railway Pink Manifest so that waybill numbers, bill of lading numbers, case numbers, the No. of packages, description, etc., are incorrectly recorded, a Form A-3 $\frac{3}{4}$ (buff colour) may be issued at the Sending Port to correct the errors.

This form is to be given the same Sending Port and Receiving Port numbers as the original manifest, and is to be dealt with in the same manner as the original manifest to which it is to be attached at the Sending and Receiving Ports.

It is to be distinctly understood that this form may not be issued in cases where manifests have been forwarded with wrong Sending Port Numbers. When manifests have been forwarded bearing incorrect Sending Port Numbers, such Numbers may not be corrected, but are to be allowed to stand so that the errors will clearly show against the work of officers executing same at the close of the fiscal year when A-40 Statements are prepared.

H. D. SCULLY,

Commissioner of Customs.

INSTRUCTIONS

Whenever any Car is set off this train or its contents transferred to another Car the appropriate form below must be filled in and properly signed.

Car No.....was set off at..... on account
of..... with unbroken seals on the.....
day of.....193.....
.....
Conductor.

The contents of Car No.....as over were transferred to Car No.....
and duly locked and sealed in my presence at.....
this.....day of.....193.....
.....
Customs Officer.

I,.....Conductor in charge of Car No.....
as over, do declare that on account of..... there being
no Customs Officer present, all and every of said goods were transferred in my presence to Car No.....
at.....this.....
day of.....193.....
.....
Conductor.

SPECIAL NOTE:

Goods transported in bond shall be marked "IN BOND" on the Railway Way-Bill.

Pink Manifests must accompany the Way-Bill of goods "IN BOND". When Canadian or duty paid goods are laden in the same Car with goods in bond, for transit across foreign territory, such Canadian and duty paid goods shall be recorded on the Customs Manifests as "NOT IN BOND".

Canadian Customs Seals may be removed by Customs Officers from Cars on arrival at the frontier receiving port, without entry, when the Officer is satisfied by inspection of Way-Bills and Customs Manifests that the goods are Canadian, or duty paid or "NOT IN BOND".

Customs Officers at the frontier receiving port shall set off any of the Within Cars which arrive with broken seals and shall check out the contents of the Car so that duty may be collected on any goods found liable to duty.

Colour: White.
Size: 6½ inches by 8½ inches.

SPECIAL FORM NO. A-4½.

Sending Port No.....

Canadian Customs Manifest of Separate Car No.....Initial.....

In transit through Canada from.....

Via Frontier Port of Exit from Canada at.....

To be exported with Contents thereof and with Canadian Customs Seals intact.

Dated..... Sending

..... Railway. Port

..... Stamp

..... Railway Agent.

CERTIFIED that the above stated car was exported with Canadian Customs Seals intact.

Stamp of the
Port of Exit
from Canada.

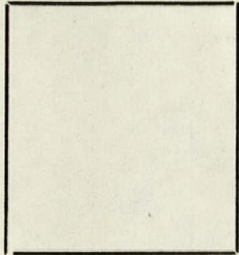
.....
Customs Officer at Receiving Port.

NOTE.—One copy of this Manifest must accompany the car from the Sending Port to the Port of Exit from Canada. The Canadian Customs Seals must in no case be removed in Canada but by an Officer of the Canadian Customs Service, who must note hereon the circumstance. The Manifest accompanying the car must be handed to the Canadian Customs Officer at the Port of Exit accompanied by Form A-5, Train Report Outwards, who shall check the car numbers and initials against the Train Report Outwards (Form A-5) and if correct sign, date and return the Manifest to the Sending Port.

A. 5—(Other Side)

I do declare that this report now tendered and subscribed by me is a just and true report of the number and description of all the cars in my charge and that the Train Manifest hereto annexed contains a true account of all goods and merchandise in said cars with full description thereof as on the Way Bills, to the best of my knowledge and belief, not including goods by Express nor goods in Sealed Cars described as "Through Loads" in transit through United States to the Canadian frontier. And that Export Entries in duplicate (Form B-13) are delivered herewith.

Customs Stamp



.....
Conductor.

In presence of

.....
Collector.

NOTE.—The Collector at the frontier port of exit from Canada may accept a duplicate of the Manifest required by United States Customs instead of the Train Manifest, Form A1½, for goods exported to the United States, provided such duplicate contains the information called for by A-1½.

Customs Manifests in proper form for goods despatched Outwards from the Canadian frontier port in bond across United States territory must be prepared and signed by the Agent of the Carrier and be also signed by the Customs Officer.

Colour: Pink or yellow.
Size: 8½ inches by 14 inches, and not less
than 8½ by 11 inches.

Form A-11 Amended.

(One Side)

(NAME OF RAILWAY OR EXPRESS COMPANY)

CANADA CUSTOMS SPECIAL MANIFEST OF GOODS IN TRANSIT THROUGH THE UNITED STATES

Sending Port No.....

Receiving Port No.....

Despatched from the Port of..... in Car initialled..... and numbered..... on the..... day of..... 19..... for transportation in transit through the United States to the Port of.....

Way-Bill Number	Marks and Numbers	No. of Pkgs.	Consignor	Description of Goods	Free or In Bond	Consignee and Destination	
							I hereby certify that the goods described in this Manifest as contained in Car No..... passed outwards at the Port (or Outport) of..... with Customs seals intact. <div style="border: 1px solid black; padding: 2px; display: inline-block;">Customs Dating Stamp</div> Collector or Examiner.
							I hereby certify that the goods described in this Manifest as contained in Car No..... entered Canada at the Port (or Outport) of..... with Customs seals intact. <div style="border: 1px solid black; padding: 2px; display: inline-block;">Customs Dating Stamp</div> Collector or Examiner.
							I hereby certify that the goods described in this Manifest as contained in Car No..... arrived at this Port of destination with seals intact and upon removal of seals I compared the goods with the Manifest and found same correct (or as the case may be). <div style="border: 1px solid black; padding: 2px; display: inline-block;">Customs Dating Stamp</div> Collector or Examiner.

Certified as having been examined and compared with the TRIPLICATE MANIFEST or TRAIN REPORT (If goods are transported by Railway Company) and found correct, or certified as compared with Way-Bill of each shipment, checked with packages, (if goods are transported by Express) and found correct. Certified also that the car or goods have been examined and the Canadian Customs Seals found in order and secure.

.....
Collector or Examiner.

.....
Agent of Express or Railway Company.

NOTE.—Goods "In Bond" either Customs or Excise must be clearly designated hereon.

(A. 11—Other Side)

When the goods are transferred to another car or railway, or in case of accident, no Customs Officer being present, the appropriate form below must be filled in and properly signed.

This Car was transferred at Railway with unbroken seals, and otherwise in good order, on the day of 19.....

This car was again transferred at Railway with unbroken seals, and otherwise in good order on the day of 19.....

The contents of Car No. as over were transferred to Car No. and duly locked and sealed in my presence at this day of 19.....

Collector The contents of Car No. as above were transferred to Car No. and duly locked and sealed in my presence at this day of 19.....

Collector

I, Conductor in charge of Car No. containing goods described on the within stated manifest, do declare that (there being no Customs Officer present) all and every of said goods were transferred in my presence to Car No. at this day of 19..... Declared before me this day of 19..... at Collector or Sub-Collector.

I, Conductor in charge of Car No. containing goods described on the within stated manifest, do declare that (there being no Customs Officer present) all and every of said goods were transferred in my presence to Car No. at this day of 19..... Declared before me this day of 19..... at Collector or Sub-Collector.

Colour: White. Size: 8- inches by 13 inches, and not less than 8 1/2 inches by 11 inches.

INSTRUCTIONS

- (1) This manifest may be issued at any Port or Outport in Canada where the shipment of the goods originates, and is to be made on the Port or Outport of destination. When the goods are consigned to a place, not a Customs Port or Outport, the manifest is to be made on the Port or Outport short of destination. (2) One copy of the manifest is to be attached to the Way-Bill of the goods and is to accompany the shipment to the Port or Outport on which manifested, one copy is to be forwarded promptly by mail to such Port or Outport, and a third copy is to be recorded and held at the Sending Port. (3) The Customs Officer signing the manifest is to see that it is prepared in a legible manner and to ascertain from comparison with the Way-Bill that the Marks, Numbers, Consignee, Destination and Description of the goods are correctly stated. (4) When the goods are transferred from one Railway to another or from one car to another in the course of transportation from the Sending Port to the Receiving Port, the appropriate form on the back of this manifest must be completed and signed. (5) When it is necessary, owing to wreck or other cause, to transfer the goods from the car in which they are being transported to another car (no Customs Officer being present) the appropriate form on the back of this manifest must be completed and signed. (6) The goods accounted for on the Manifest are to be checked by Customs Officers at the Receiving Port. (7) If the goods are diverted by the carriers from the Customs Port or Outport on which manifested, the Regulations governing goods diverted in transit, Memo D. No. 92, are to be strictly observed. (8) The Train copy of the Manifest is to be held at the Receiving Port for examination by the Inspector of Customs. The Mail copy of the manifest, when properly cancelled and acquitted as required by Departmental Regulations, is to be returned to the Sending Port within the period prescribed.

GOODS SHORT RECEIVED

(9) When goods accounted for under Customs Manifests (Express or Freight) are reported "Short" at the receiving port by the transportation company, the collector, sub-collector or other proper officer of Customs is to issue a tracer in the prescribed form and show thereon the short report number, as ascertained from the Agent of the transportation company, forwarding one copy of such form to the Claims Agent of the Railway, or the Superintendent of the Express Company reporting the shortage. One copy is to be placed on file in the Record Room of the receiving port or outport, and the shortage recorded in the receiving port record of Goods Short Received at Destination. A third copy is to be mailed to the collector or sub-collector at the port or outport where the manifest was issued, who shall record the shortage in the Sending Port Record of Goods Short Received at Destination.

(10) When goods are short received, the tracing of the shortage devolves upon the officers at both the receiving and sending ports.

H. D. SCULLY, Commissioner of Customs.

A-12 Special
(Express Train Manifest)

.....RAILWAY

Sending Port No.....

Receiving Port No.....

For Carloads of Express Shipments in Transit through Canada under Canadian Customs Seals.

From the Port of.....

To the Port of.....

CAR NUMBER AND INITIAL

1.....	16.....
2.....	17.....
3.....	18.....
4.....	19.....
5.....	20.....
6.....	21.....
7.....	22.....
8.....	23.....
9.....	24.....
10.....	25.....
11.....	26.....
12.....	27.....
13.....	28.....
14.....	29.....
15.....	30.....

I certify that the above cars were sealed with Canadian Customs Seals.

I certify that the above cars were exported with seals intact.

.....
Agent of Railroad

.....
Customs Examiner

.....
Customs Examiner