

G.O., No. 369 Marine

DATED 23rd April 1897

27/4/97

27/4/97

27/4/97

60/11

[Despatch Abstract.]

S.S. "Yorkshire"

Considering that the — was in no way to blame in the matter of shortage of weight occurring in the consignment of iron shipped from England to Cocanada & addressing the Home Govt. on the general question of withholding a proportion of freight in all cases to meet possible loss on consignments.

Enquiring whether there would be any objection to a deduction of $\frac{1}{5}$ th freight being made on all consignments of stores shipped to this country, the amount to be paid here on correct delivery of stores

MARINE (1897) DEPARTMENT.

(Copy.)

Letter to the Right Honourable the
Secretary of State for India.

Dated 23rd April,

No. 4 of 1897.

ENQUIRING whether there would be any objection to a deduction of one-fifth freight being made on all consignments of stores shipped to this country, the amount to be paid here on correct delivery of stores.

No. 4, MARINE, 23RD APRIL 1897.

MARINE DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to inquire whether there would be any objection to a deduction of one-fifth freight being made on all consignments of stores shipped to this country, the amount to be paid here on correct delivery of stores. It is understood that a deduction to this extent is now made on all freight in excess of £50, but there are not unlikely to be cases in which recoveries from ships have to be made when the freight is below this amount, and trouble and expense would arise if the ship repudiated liability and forced the Government to institute legal proceedings. We are, therefore, of opinion that, should there be no objection, it would be convenient to withhold the specified proportion of freight in all cases.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.

(") H. W. BLISS.

(") J. GROSE.

OOTACAMUND,
23rd April 1897.

Ed. T. K. Narayana Aiyangar.

Government {1897} of Madras.
MARINE.

Recd.

Enclosures

1897.

Regd.

Spare copies

G.O., No. 369, 23rd April 1897.

APRIL.

S.S. "Yorkshire"

Considering that the — was in no way to blame in the matter of shortage of weight occurring in the consignment of iron shipped from England to Cocanada and addressing the Home Government on the general question of withholding a proportion of freight in all cases to meet possible loss on consignments.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From G. W. WICKS, Esq., Port Officer, Cocanada, to the Executive Engineer, Gódvári Eastern Division, dated 14th January 1897, No. 1441.

With reference to the remarks made on the packing account of Public Works stores shipped from England per S.S. *Yorkshire*, I have the honour to forward, for your information and remarks, copy of a letter received from Messrs. Hall, Wilson & Co., regarding the discrepancies and repudiating all responsibility in regard to weights.

2. They are quite correct in stating that the total number of packages (viz., 449) were delivered and also that the bars were marked with white paint at both ends. According to the Survey report there was one bundle of flat iron and one bar round iron short landed, but on the other hand, there were found to be two bars angle iron landed in excess and these bars were marked with white paint at both ends and also found to be of exactly the same size (viz., $3" \times 3" \times \frac{1}{4}"$) as the other angle irons in the consignment. This clearly points to a mistake having been made in England at the time of shipment, and I do not see how the ship can be held responsible for this discrepancy or for the other shortage in weight mentioned on the packing account.

3. Even if it is held that the ship is responsible for the shortage of weight, there is no balance of freight due to the ship and therefore no means of recovering the amount that I can see. I would therefore suggest that, in future (no matter how small the consignment may be), one-fifth of the freight should always be made payable in India subject to due delivery.

ENCLOSURE.

From Messrs. HALL, WILSON AND CO., Agents, British India Steam Navigation Company (Limited), Cocanada, to the Port officer, Cocanada, dated 9th January 1897, No. 1751.

In terms of your guarantee letter, No. 1179, dated 24th October last, we gave you delivery order for 449 packages of iron addressed to the Executive Engineer, Gódvári Eastern division, landed ex S.S. *Chindwara* through cargo of the S.S. *Yorkshire*, and in due course duly delivered to you 449 packages. All these packages were marked with white paint at both ends and no question was raised as to their discrepancy before they were removed from the Custom House. We notice, however, that the Bill of Lading has been endorsed for a number of discrepancies resulting in a shortage of weight which we decline to accept, and return, herewith, the document in question. We have delivered to you the correct number of packages all bearing the same marks, and repudiate all responsibility in regard to weights.

Copy together with its enclosure is forwarded to the Superintending Engineer, I Circle, with request that the sanction of the Government may be obtained to the Port officer's proposal that one-fifth of the freight on all shipments of stores (no matter how small the consignment may be) should always be made payable in India subject to due delivery.

(Signed) G. F. HANDCOCK,
Executive Engineer.

No. 2374 G.D.

Copy submitted to the Chief Engineer, Public Works Department, for favour of obtaining sanction of Government to the proposal made by the Port officer in the foregoing letter.

7th February 1897.

(Signed) J. C. LARMINIE,
Suptg. Engineer, I Circle.

No. 1351 C., Public Works.

Transferred to the Marine Department, with reference to Rule 8 (Part II) in the appendix to G.O., No. 404, Marine, dated 23rd September 1889, which apparently contemplates the payment of freight in India on consignments from England.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

9th March 1897.

No. 190 E., Marine.

Referred to the Presidency Port Officer for favour of remarks.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

16th March 1897.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 30th March 1897, No. 458/117 G.

In reply to Marine Department endorsement, No. 190 E., dated 16th March 1897 (enclosure herewith returned), I have the honour to state, for the information of Government, that one-fifth freight is always withheld when the freight is in excess of £50. Occasionally, however, this proportion has been withheld when the freight was below £50, and I think this should always be the case.

ORDER—No. 369, Marine, dated 23rd April 1897.

His Excellency the Governor in Council is of opinion that the ship was in no way to blame in this case, and that the error must have occurred in shipping the iron in England.

2. The Home Government will be addressed on the general question of withholding a proportion of freight in all cases to meet possible loss on consignments.

[Here enter No. 4, Marine, dated 23rd April 1897.]

(True Extract.)
(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer,

Public Works Department.

Exd. T. K. Narayana Aiyangar.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following

From the Superintending Engineer, I Circle, No. 2374 G.D., dated 7th
February 1897.

Endorsement in the Public Works Department, No. 1351 C., dated 9th March
1897.

From the Presidency Port Officer, Madras, No. 458/117 G., dated 30th March
1897.

70

No 369 Marine of 23 April 1897

His Excellency the Governor in
Council is of opinion that the ship
was in no way to blame in this case,
and that the error must have occurred
in shipping the iron in England.

2. The Home Government will be ad-
dressed on the general question of
withholding a proportion of freight
in all cases to meet possible loss
on consignments.

To
The Presy. Port Officer.
,, Public Works Dept.

[Signature]

To

The Rt. Hon. the Secretary of State

no 49 23-4 17
for India.

My Lord,

We have the honour to inquire
whether there would be any objec-
tion to a deduction of 1/5 freight
being made on all consignments of
stores shipped to this country, the
amount to be paid here on correct
delivery

8/10

delivery of stores. It is understood that a deduction to this extent is now made on all freight in excess of £50, but there are not unlikely to be cases in which recoveries from ships have to be made when the freight is below this amount, and trouble and expense would arise if the ship repudiated liability and forced the Government to institute legal proceedings. We are, therefore, of opinion that, should there be no objection, it would be convenient to withhold ^{the ship's} a proportion of freight in all cases.

CL

23/4/97

17/9/97

Hall

on account of

Marine
369mer
23-4-97

P.W. DEPARTMENT.

Read the following:—

From the Superintending Engineer I Circle, No. 2374 G.D., dated 7th February 1897.

Endorsement in the Public Works Department, No. 1351 C dated 9th March 1897.

From the Presidency Port Officer, Madras, No. 458/117 G dated 30th March 1897.

FOR ORDERS.

It would appear from this --- correspondence that ~~on~~ a consignment of 449 packages of iron, shipped from England to Cocanada per S.S. "Yorkshire" (date not stated), --- there was a shortage of weight --- (amount not stated) though there -- was no loss as regards the number of packages.

2. The steamer agents decline to entertain any claim for short --- weight, and as they had been paid --- full freight in England, no deduction from freight could be made in this country.

3. The Presidency Port Officer -- points out that it is only when --- the freight is in excess of £50 ~~that~~ ^{is} a deduction of 1/5 ^{is} invariably made and held over to meet possible loss on consignments. He thinks that 1/5 freight should be withheld in all

I don't see that the ship
was in anyway to blame
in this case. The error
must have been in shipping
the iron at home

BS

CPW/OMY

W
10/4/97

The correspondence does not show how the freight was calculated. The charge does not always go by weight - in many cases it is by measurement - and this was probably the method of calculation in the present case.

R.B.
10 Apr 97

The correspondence does not show how the freight was calculated. The charge does not always go by weight - in many cases it is by measurement - and this was probably the method of calculation in the present case. - D

RS.
10 Apr 97.

... on account of

FOR ORDERS.

It would appear from this ---
correspondence that ~~on~~ a consign-
ment of 449 packages of iron, ship-
ped from England to Cocanada per
S.S."Yorkshire" (date not stated),---
there was a shortage of weight---
(amount not stated) though there --
was no loss as regards the number
of packages.

2. The steamer agents decline to entertain any claim for short --- weight, and as they had been paid --- full freight in England, no deduction from freight could be made in this country.

3. The Presidency Port Officer -- points out that it is only when -- the freight is in excess of £50 *that* a deduction of $1/5$ ^{*is*} invariably made and held over to meet possible loss on consignments. He thinks that $1/5$ freight should be withheld in all

CASES

43-500-22-1-90

FOR ORDERS.

cases. If this is approved, the India office will have to be addressed.

10/4/97
M.

Yes-
AD
12/4/97

Marine
Public Works (1897) Department.

CURRENT No. ³⁵⁷ ~~466~~

40
N^o 1351C of 9th March/97

Order Encl.

Transferred to the Marine Dept. with reference to Rule 8 (Part II) in the appendix to G.O. No. 404 Marine dated 23 Sept. 1889, which apparently contemplates the payment of freight in India on consignments from England.

1/3/97
W.

Encl. 1 5-7 2-2 4-0
N^o 1902 of 16-3-97

Referred to the Presidency Loh office for favour of remarks.

12/3/97
m

3221
9454
To the P.P.O. to be returned.
17/3/97

R.S.

From J.C. Larmine Esq.
Supg. Engr. I Cante
To the Chief Engineer, P.W.D.

No. 2374 G.P.

Dated 7-2-97.

Received 15-2-97 10-3-97

Enclosures ~~1~~ 2

Spare copies

SUBJECT.

Stores from England - Submits copies of correspondence relating to the shipment of - for favour of sanctioning the proposal that 1/5 of the freight on all shipments of - should always be made in India, subject to due delivery

Mar. 10/4/97 R 12/4/97.

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
702 back paper was entry on 10-501 of 97			

G.O.	No.	Department.
7	501 of 97	

Hall Wilson & Co.
Kocanada

Encl to 1441

B. J. S. W. & Co. Ltd.

No 17
57



Kocanada 9th Jan 1897

3 DE S.P

The Port Officer,
Kocanada.

Sir,

In terms of your guarantee letter
No. 1179 dated 24th October last we gave
you Delivery Order for 449 packages
of iron addressed to the Executive Engineer
Godavari, Eastern Div, landed on "Chin
seara" thru' Cargo of the SS "Yorkshire"
and in due course duly delivered to you
449 packages. All these packages were
marked with white paint at both ends
and no question was raised as to their
discrepancy before they were removed
from the Custom House. We note,
however, that the Bill of Lading has
been endorsed for a number of discrepan-
cies resulting in a shortage of weight,
which we decline to accept and return
herewith the document in question.
We have delivered to you the correct number
of packages all bearing the same marks
and repudiate all responsibility in regard
to weights.

We have the honor to be

Sir,

your most Obedient st.
J. D. Hall Wilson & Co.
Agents

1 Encl

True copy.

[Signature]

Cocanada
14th Jan 97.

Post Office

Post Office Cocanada

14 January 1897

No. 1441

From

W. Wicks Esquire

Post Office Cocanada

To

The Free Engineer

Gods Eastern Division

Sir,

With reference to the remarks made on the packing account of Public Works stores shipped from England per S.S. "Yorkshire", I have the honor to forward for your information and remarks copy of a letter received from Messrs Hall Wilson & Co. regarding the discrepancies and repudiating all responsibility in regard to weights

2. They are quite correct in stating that the total number of packages (viz 449) were delivered and also that the two were marked in S white paint at both ends. According to the survey report there was one bundle of flat iron and one bar round iron short landed, but on the other hand, there were found to be two bars angle iron landed in excess and these two were

were marked in white paint at both ends
and also found to be of exactly the same size
(viz $3" \times 3" \times \frac{1}{4}"$) as the other angle irons in the
Consignment. This clearly points to a mis-
take having been made in England at the
time of shipment and I do not see how the
Ship can be held responsible for this dis-
crepancy or for the other Shortage in
weight mentioned on the packing account.

3. Even if it is held that the Ship
is responsible for the shortage of weight
there is no balance of freight due to the
Ship and therefore no means of recovering
the amount that I can see. I would therefore
suggest that in future (no matter how
small the Consignment may be) one fifth
of the freight should always be made
payable in India subject to due delivery.

Have the honor, etc

(Sd) G. Wickes

Port Officer

No.

Copy together with its enclosure is
forwarded

2 p
forwarded to the Supt Engineer Bench in
request that the Sanction of the Government
may be obtained to the Port Officer's prop
that $\frac{1}{5}$ of the freight on all shipments
of Stores (no matter how small the Con-
-signment may be) should always be
made payable in India subject to due
delivery.

(Sd) E. F. Handcock

No. 2374 G.D. dated 7th February 1897

Encls. 1.

Copy submitted to the Chief
Engineer P.O. Department for favor of
obtaining Sanction of Government
to the proposal made by the Port Officer
in the foregoing letter.

J. C. L. Wickes
Supt Engineer Bench.

10/2

60
8/2

Marine (1897) Department.

CURRENT No. 501

Order

From,

The Presidency Port Office,
Madras

No. 458
114 G.

Dated 30 March 1897

Received 2.4.97

Registered _____

Enclosures 2 ~~one~~

Spare copies

SUBJECT.

Returning with remarks
Government Reference
that $\frac{1}{2}$ freight is always
withheld on all shipments
when the freight is in
excess of £50/-

2.6.97
255

Reading.

No. 458
117 g

PRESIDENCY PORT OF
Madras, 30th March 1861.

From

Commander H. A. Street, R. I. M.,
PRESIDENCY PORT OFFICER,
Madras

To

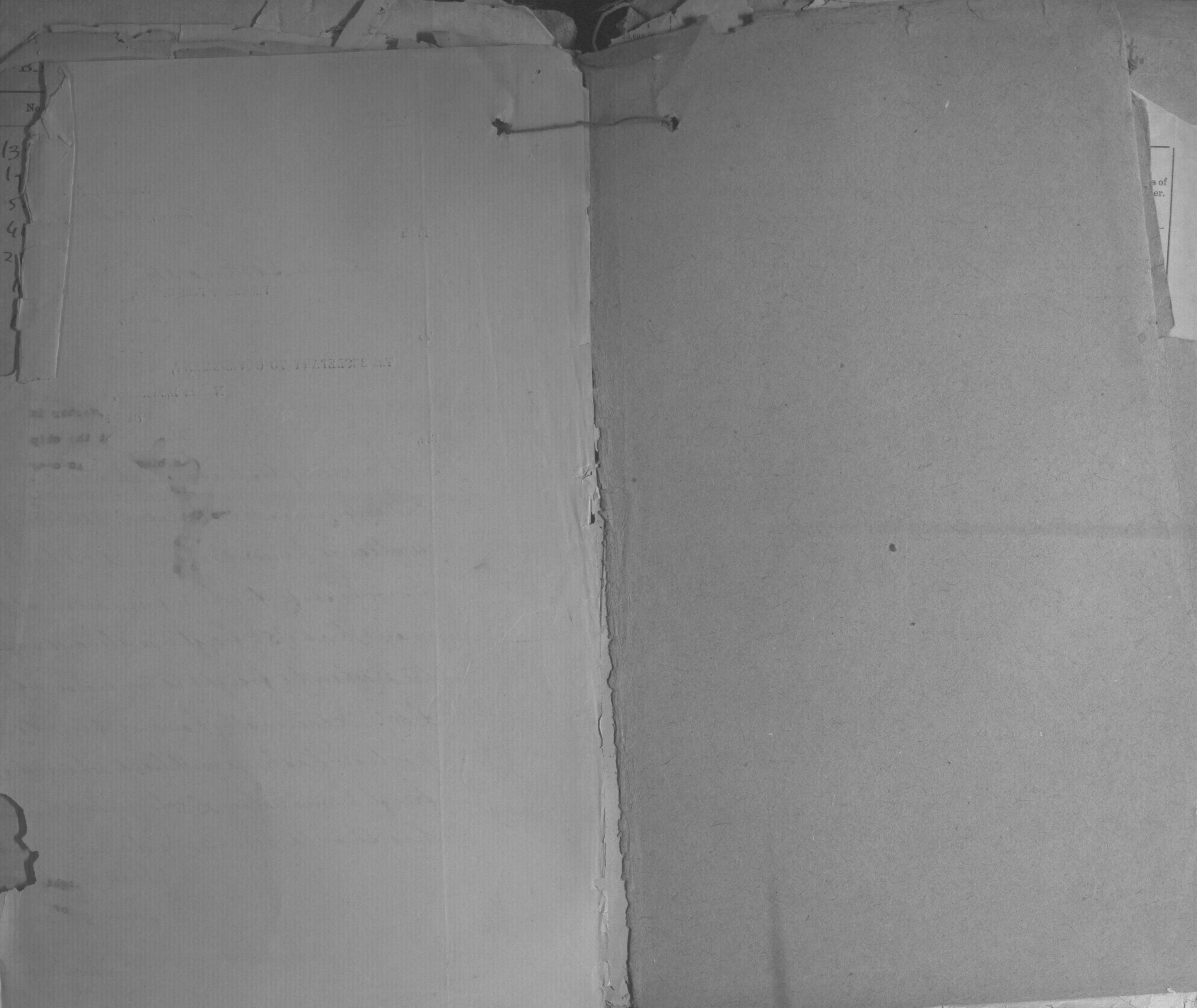
THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Chepak.

SIR,

In reply to Marine Department
Endorsement to 190, E, dated 16 March 1897,
(enclosure herewith returned) I have the
honor to state, for the information of Govern-
ment, that $1/5^{\text{th}}$ freight is always with-
held when the freight is in excess of
£50/- Occasionally, however, this pro-
portion has been withheld when the
freight was below £50/- and I think
this should always be the case.

I have the hono.
Sir,
your obedt. servant
J. A. Theet
Commander, H. S.
Presq. Port-off

mm



No.

13
1
5
4
2

3 of
er.