



7207 9488

857/1

Ordering that the Right Honourable the Secretary of State for India be addressed on the subject of the — ex S.S. "Mombassa".

## GOVERNMENT OF MADRAS.

## REVENUE DEPARTMENT.

Read—again the following G.O., Mis. No. 797, Revenue, dated 16th February 1898:—

Read—also the following despatch from the Right Honourable Lord GEORGE HAMILTON, Her Majesty's Secretary of State for India, to His Excellency the Hon'ble the Governor in Council, Fort St. George, dated India Office, London, 20th January 1898, No. 1 Financial (Stores):—

With reference to the telegrams marginally-noted, I request that I may be

*Loss of case of Service Postage Stamps at Madras.*

From the Governor of Madras, to the Secretary of State, dated 18th December 1897.  
From the Secretary of State, to the Governor of Madras, dated 22nd December 1897.  
From the Governor of Madras, to the Secretary of State, dated 6th January 1898.

furnished with a full report on the circumstances attending the loss of a case of stamps *ex* S.S. "Mombassa" in October last, and on the steps taken for its recovery.

2. I shall also be glad to be informed what are the regulations in force at Madras for securing the safe delivery *ex* ship of postage stamps and other valuable cargo, and for securing that any loss shall

at once be reported to the proper authorities.

Order—Mis. No. 797, Revenue, dated 16th February 1898.

Paragraph 2 of the despatch will be referred to the Presidency Port Officer, Madras, for a full and early report.

(True Extract.)

(Signed) G. S. FORBES,  
Ag. Secretary to Government.

To the Presidency Port Officer, Madras,  
through the Marine Department.

Read—again the following G.O., Mis. No. 970, Revenue, dated 24th February 1898:—

Read—again the following G.O., Mis. No. 260, Revenue, dated 17th January 1898:—

Read—the following G.O., No. 1, Marine, dated 4th January 1898:—

Read—the following letter from the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 7th December 1897, No. 430 G.:—

I have the honour to acquaint you, for the information of Government, that a case said to contain service postage labels addressed to the Superintendent of Stationery which was discharged with other cargo from the S.S. "Mombassa" into one of the landing contractor's boats about 7 P.M. on the 3rd October last was found missing on the contents of the boat being landed at the pier.

2. The case does not appear to have been marked with a description of its contents, and was addressed, as is usual, to the Superintendent of Stationery.

3. The landing contractor did not report to the Agent for Government Consignments the fact of the case being missing till the 8th October, his excuse being that he thought it was still on board of the ship.

4. It is customary for any damage, &c., to Government cargo to be reported to the Agent for Government Consignments without delay.

5. Every means has been taken to ascertain what has become of the missing case but without success. The Agent for Government Consignments is of opinion that it may have fallen overboard while in transit and if so, that it has gone to the bottom. Being after dark this might have happened without any one being any the wiser.

6. The landing contractor is liable for the value of the contents of the case as his tally clerk gave a receipt for it.

7. The face value is stated to be Rs. 99,000, but I think that only the intrinsic value of the labels should be recovered from the contractor. What the value is I have not been yet officially informed but it is, I hear, about Rs. 350.

Read—also the following letter from the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 11th December 1897, No. 439 G.:—

In continuation of this office letter No. 430 G., dated 7th December 1897, I have the honour to inform you that the Superintendent of Stamps, Madras, has since reported to this office that the intrinsic value of the case of service stamps found missing per S.S. "Mombassa" is Rs. 332, and its face value Rs. 99,000.

Order—No. 1, Marine, dated 4th January 1898.

The liability of the landing contractor for the loss should be enforced. The value to be recovered will be decided in the Revenue Department.

(True Extract.)

(Signed) S. B. MURRAY,  
Ag. Under Secy. to Government.

To the Presidency Port Officer.  
,, Revenue Department.

Order—Mis. No. 260, Revenue, dated 17th January 1898.

Referred to the Board of Revenue for report in continuation of paragraph 2 of G.O., No. 81, dated 7th January 1898.

(True Extract.)

(Signed) G. S. FORBES,  
Ag. Secretary to Government.

To the Board of Revenue (Separate Revenue).

Read—the following Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 308, dated 26th January 1898:—

Read—letter from the Superintendent of Stamps, Madras, dated 3rd December 1897, No. 2488.

ABSTRACT.—Submitting further report of the loss of a package of service postage stamps consigned from England per S.S. "Mombassa" in September 1897 and Board's Reference thereon, dated 8th December 1897, requesting the Superintendent of Stamps to give reasons for certain precautions proposed by him in connection with the shipment and landing of stamps.

Read—letter from the same officer, dated 6th January 1898, No. 5.

ABSTRACT.—Submitting reasons for precautions proposed in respect of stamps shipped from England.

Read—G.O., Mis. No. 260, Revenue, dated 17th January 1898 :—

Resolution—Mis. No. 308, dated 26th January 1898.

With reference to paragraph 2 of G.O., No. 81, Revenue, dated 7th January 1898, and in continuation of Board's Proceedings, Mis. No. 4941, dated 12th November 1897, the Board begs to submit the further report therein referred to in regard to the missing package of stamps.

2. The Superintendent of Stamps reports that the Agent for Government Consignments has attempted to trace the missing case in all directions but in vain. His final opinion is that it must have fallen overboard and that the fact escaped notice as the packages were landed at night. He is confirmed in this by the fact that, though the contractor entrusted with the landing of the packages had given a receipt for the whole consignment, the officers of the Harbour Trust Board have not tallied this case; but the port diver has been unable to find any trace of the package.

3. To prevent similar losses in future the Superintendent of Stamps and the Agent for Government Consignments make certain suggestions of which the Board would recommend that the following may be submitted to the Secretary of State :—

(a) That the packing accounts should be sent direct to the Superintendent of Stamps instead of through the Agent for Government Consignments as is done at present so that they can be kept unopened by the Superintendent of Stamps or his assistant until the arrival of the steamer, thereby preventing the subordinates of the two offices from knowing the contents of the packages;

(b) That no distinction should be made in the bill of lading between stamp and stationery packages and that all should be addressed as at present to the Superintendent of Stationery and should be numbered consecutively. This precaution combined with (a) would prevent any one but the officers concerned with the despatch and receipt of the cases from knowing which of them contain stamps and which do not;

(c) That all stamp and stationery packages should be, as far as possible, of uniform size. This would tend to the same end. It is stated that at present every boatman in the harbour knows which is stamps and which stationery;

(d) That all packages containing stationery or stamps should be landed between 6 A.M. and 6 P.M.; and lastly

(e) That the landing of stamp and stationery packages should be done under a police guard. The object of these last two proposals is obvious.

4. Another alternative would be to land packages containing stamps under the same precautions as are adopted in the case of packages containing currency notes, but the expense of this course would probably be regarded as prohibitive.

5. With reference to G.O., Mis. No. 260, dated 17th January 1898, the Board begs to submit that it concurs\* in the proposal of the Presidency Port Officer to recover the intrinsic value of the case, viz., Rs. 332, from the landing contractor.

(True Extract.)

(Signed) A. KRISTNASAMI IYENGAR,  
Acting Assistant Secretary.

To the Secretary to Government, Revenue Department,  
with enclosures in original.

Copy to the Superintendent of Stamps.

Read—also the following letter from H. D. BADDELEY, Esq., Agent for Government Consignments, to the Secretary to Government, Marine Department, dated Madras, 16th February 1898, No. 404 :—

With reference to your telephone message of yesterday's, I have the honour to forward herewith the copy of contract for the year 1895-96 for landing and removing Government stores as the terms of contract and parties are identical with those of the current year, the only change being in the schedule of rates.

2. The Contractor P. Devarajulu Nayudu has deposited Rs. 1,000 in promissory note for the fulfilment of his contract.

Endorsement thereon of the Marine Department No. 101-E.

Transferred to the Revenue Department with reference to telephone message from that department of the 15th instant.

(Signed) S. B. MURRAY,  
16th February 1898. Ag. Under Secretary to Government.

Order—Mis. No. 970, Revenue, dated 24th February 1898.

The Government approves the proposal that only the intrinsic value of the stamps lost, namely, Rs. 332, should be recovered from the landing contractor, subject, however, to his contingent liability for any loss that may subsequently arise, as if, for example, it should prove that the stamps or any of them were really made away with and disposed of to the public, and the Government should suffer loss in consequence. The necessary steps will be taken by the Presidency Port Officer.

2. The Board's suggestions as to the shipment and landing of stamp cases in future will be considered on receipt of the report called for in G.O., No. 797, dated 16th February 1898, from the Presidency Port Officer.

(True Extract.)

(Signed) G. S. FORBES,  
Ag. Secretary to Government.

To the Marine Department, with an enclosure.

„ Board of Revenue (Separate Revenue),  
with copy of G.O., No. 797, dated 16th February 1898.

Read—also the following letter from H. A. STREET, Commander, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 3rd March 1898, No. 89-G. :—

With reference to Marine Department endorsement order, No. 105-E., dated 19th February 1898, respecting the information required by the Secretary of State for India in paragraph 2 of his letter, No. 1, Financial (Stores), dated 20th January 1898, I have the honour to acquaint you that I am informed by the Agent for Government Consignments that postage stamps and other valuable cargo, with the exception of specie and currency notes, are landed under the same conditions as ordinary Government consignments, for they are shipped as such, are not separately stowed on board and generally are mixed up with the ordinary cargo of the ship; that is to say, the packages are supposed to be landed in boats sent specially for Government consignments by the landing contractor in accordance with the terms of his contract, but if occasionally happens, especially at night, that Government packages are discharged into boats other than those sent by the landing contractor, and it has been found impracticable to prevent this occurring.

2. The cases containing postage stamps are addressed to the Superintendent of Stationery and have no special distinguishing mark. Specie and currency notes, on the other hand, are shipped and landed under special conditions, and for these articles high rates of freight are charged. Such packages are stowed apart from the ordinary cargo of the ship, and are not discharged until a Police guard arrives on board to take charge of them.

3. I attach a copy of the Standing Orders of the Agent for Government Consignments to the landing contractor.

4. The difficulty attending the regulating of the discharge and landing of Government consignments after dark was brought to the notice of Government by me in my letter, No. 152-G., dated 10th April 1889, and the Government in their Order, No. 197, dated 11th May 1889, directed, for reasons therein given, that the Agent for Government Consignments must make arrangements for taking delivery of Government stores similar to those made by private consignees, and at like times. I would beg to draw special attention to paragraph 8 of the letter above quoted as it refers to the landing of stamps after dark.

5. I submit herewith a memorandum by the Agent for Government Consignments on the subject of the loss of the cases of stamps, and giving expression to his views as to the best way of guaranteeing in future the safety of such valuable cargo. In these views I concur.

## ENCLOSURES.

*Standing Orders of the Agent for Government Consignments, Madras, for guidance of the Landing Contractor.*

1. The Landing Contractor should not take delivery of any private packages or goods addressed to a consignee by name unless specially instructed to do so by this office, or any packages addressed to local societies. If in doubt as to the status of the consignee, let the package go into the Custom House and report.

2. The Landing Contractor will apply at this office for the Tonnage Accounts of stores expected from England; and if explosives or other dangerous goods are expected, he will estimate the number of boats required and supply such number of boats as will prevent delay to the ship. When the number of boats required is not in excess of 20, the full number of boats should be engaged, so that the moment the last boat's cargo is loaded, the steamer can come inside of the harbour.

3. On sending boats to a steamer to land cargo, the Landing Contractor will hand over to the Chief Officer a list showing the number of the boats engaged by him and also furnish this office with a copy. Each boat while so engaged will fly the flag Pendant G of the Commercial Code supplied until the work is completed.

4. The Landing Contractor will try to arrange that all small packages such as stamp cases are landed by masula boats and brought directly opposite the godown of the Agent for Government Consignments. He will also have a sufficient number of coolies in readiness to carry these packages at once to the godown, and will be held responsible that they are placed there as soon as landed.

5. When casks containing spirits, oil, tar, or other liquids are to be landed, the Landing Contractor will take notice of their situation in the hold of the ship, and whether goods of a heavy nature have been stored on top of them, in which case intimation should at once be sent to this office.

6. When the Landing Contractor is requested to arrange for the landing of heavy weights, he will, when the arrangements are complete, report to the Agent for Government Consignments.

7. The Landing Contractor will submit reports of damage to cargo as soon as possible after it leaves the ship's side; as a rule the report should be sent by the same boat as takes the stores, and the time at which the report was made over to the tindal should be noted on it. No remarks can be accepted after a receipt has been granted to the ship. Such remarks should state exactly the causes of the damage and nothing else.

8. The Landing Contractor will arrange that, when packages are put over the side of a vessel in a damaged condition and the tally clerk is unable to decipher the number, a chalk mark is to be made on the packages so that it can be identified at the time of survey. The attention of the Preventive Officer is also to be called to the damage. He will also arrange that, in cases of damage by wet (whether by rain or salt water) if it has occurred before taking delivery from the ship a large chalk mark X is placed on the packages whether the numbers are taken or not. This course should be followed with all packages.

9. When packages have fallen in the sea and have been recovered, the Landing Contractor will have them kept separate and report the matter to this office immediately after they are landed to enable the undersigned to call a survey on them.

10. *Very important.*—The particular attention of the Landing Contractor is drawn to the necessity of clearing all packages from the sling by hand; should the packages fall into the sea when dragging the sling from underneath by the ship's winch the Landing Contractor will be responsible for the loss.

Should the people belonging to the vessel be desirous of clearing the sling in this manner they must take all risk, and the boatmen should be cautioned never to give the word to "heave up" and only to hook on the sling when all packages have been cleared away to a safe position.

In the opinion of the Government Solicitor those employed to take delivery alongside are not bound to consider the ship in the matter of time, and the Contractor will therefore first secure the safety of the goods and afterwards consider the question of expediting landing.

Acids are always to be landed in separate boats.

11. The Landing Contractor will arrange that all packages of Ordnance stores landed on the pier and weighing 6 cwts. and under are sent to the north shed of the Ordnance Department to enable that department to unload and place them in store without the aid of the Harbour Trust Board's crane.

12. The Landing Contractor will understand that the responsibility for stores handed over to a consignee on the beach rests with him and not with this office. It is his duty to see that a receipt from the person sent to receive them is obtained, and if any objection is taken to the condition of stores, such must be stated at time of delivery; and if the department concerned refuse to receive stores without such remarks, the stores \*should not be delivered, but the attention of the undersigned is to be called to the fact, a memorandum of the circumstances being made then and there and put into this Office Letter Box if the office is closed.

13. The Landing Contractor will arrange to remove into the godowns packages containing iron machinery. Such as could be handled without the use of a crane and which from the nature of their contents are liable to damage from exposure, can be stacked in the marine godowns if the other godowns are full. If stored on the beach they are to be raised from the ground and covered with tarpaulins.

14. The tarpaulins are not provided by this office to be laid on the wet ground, but to cover the stores, for which purpose ten large tarpaulins are ample. Planks or flat stones should be laid underneath clothing and other perishable packages. Packages containing articles not liable to damage from wet may also be laid on the ground and others on top. Three or four tarpaulins properly spread will protect a large consignment in this way.

15. The Contractor will understand that, as Landing and Cooly Contractor, he is responsible for the delivery in good order at the Government godown or to the consignee at the beach of all stores. If goods are damaged in transit along the pier, he must recover from the Pier Contractor. The concipillays of this department will not tally stores landed except on delivery at the beach or delivery to the consignee on the beach or at inner end of the pier. In cases of damage on the pier the contractor should call the attention of the Preventive Officer.

16. The Landing Contractor will, before 10th of each month, present his bills for landing and cooly charges without fail. On the 20th March all bills up to date for that month to be submitted and then day by day for each steamer until the end of the month so as to close the yearly accounts.

17. The fact of a package being missing is to be brought to the notice of the Agent for Government Consignments at once.

\* With reference to the latter portion of this rule Ordnance stores or stores which are placed under shelter in departmental sheds to await survey are excepted.

2. The cases containing postage stamps are addressed to the Superintendent of Stationery and have no special distinguishing mark. Specie and currency notes, on the other hand, are shipped and landed under special conditions, and for these articles high rates of freight are charged. Such packages are stowed apart from the ordinary cargo of the ship, and are not discharged until a Police guard arrives on board to take charge of them.

3. I attach a copy of the Standing Orders of the Agent for Government Consignments to the landing contractor.

4. The difficulty attending the regulating of the discharge and landing of Government consignments after dark was brought to the notice of Government by me in my letter, No. 152-G., dated 10th April 1889, and the Government in their Order, No. 197, dated 11th May 1889, directed, for reasons therein given, that the Agent for Government Consignments must make arrangements for taking delivery of Government stores similar to those made by private consignees, and at like times. I would beg to draw special attention to paragraph 8 of the letter above quoted as it refers to the landing of stamps after dark.

5. I submit herewith a memorandum by the Agent for Government Consignments on the subject of the loss of the cases of stamps, and giving expression to his views as to the best way of guaranteeing in future the safety of such valuable cargo. In these views I concur.

#### ENCLOSURES.

*Standing Orders of the Agent for Government Consignments, Madras, for guidance of the Landing Contractor.*

1. The Landing Contractor should not take delivery of any private packages or goods addressed to a consignee by name unless specially instructed to do so by this office, or any packages addressed to local societies. If in doubt as to the status of the consignee, let the package go into the Custom House and report.

2. The Landing Contractor will apply at this office for the Tonnage Accounts of stores expected from England; and if explosives or other dangerous goods are expected, he will estimate the number of boats required and supply such number of boats as will prevent delay to the ship. When the number of boats required is not in excess of 20, the full number of boats should be engaged, so that the moment the last boat's cargo is loaded, the steamer can come inside of the harbour.

3. On sending boats to a steamer to land cargo, the Landing Contractor will hand over to the Chief Officer a list showing the number of the boats engaged by him and also furnish this office with a copy. Each boat while so engaged will fly the flag Pendant G of the Commercial Code supplied until the work is completed.

4. The Landing Contractor will try to arrange that all small packages such as stamp cases are landed by masula boats and brought directly opposite the godown of the Agent for Government Consignments. He will also have a sufficient number of coolies in readiness to carry these packages at once to the godown, and will be held responsible that they are placed there as soon as landed.

5. When casks containing spirits, oil, tar, or other liquids are to be landed, the Landing Contractor will take notice of their *situation in the hold of the ship, and whether goods of a heavy nature have been stored on top of them, in which case intimation should at once be sent to this office.*

6. When the Landing Contractor is requested to arrange for the landing of heavy weights, he will, when the arrangements are complete, report to the Agent for Government Consignments.

7. The Landing Contractor will submit reports of damage to cargo as soon as possible after it leaves the ship's side; as a rule the report should be sent by the same boat as takes the stores, and the time at which the report was made over to the tindal should be noted on it. No remarks can be accepted after a receipt has been granted to the ship. Such remarks should state exactly the causes of the damage and nothing else.

8. The Landing Contractor will arrange that, when packages are put over the side of a vessel in a damaged condition and the tally clerk is unable to decipher the number, a chalk mark is to be made on the packages so that it can be identified at the time of survey. *The attention of the Preventive Officer is also to be called to the damage.* He will also arrange that, in cases of damage by wet (whether by rain or salt water) if it has occurred before taking delivery from the ship a large chalk mark X is placed on the packages whether the numbers are taken or not. This course should be followed with all packages.

9. When packages have fallen in the sea and have been recovered, the Landing Contractor will have them kept separate and report the matter to this office immediately after they are landed to enable the undersigned to call a survey on them.

10. *Very important.*—The particular attention of the Landing Contractor is drawn to the necessity of clearing all packages from the sling by hand; should the packages fall into the sea when dragging the sling from underneath by the ship's winch the Landing Contractor will be responsible for the loss.

Should the people belonging to the vessel be desirous of clearing the sling in this manner they must take all risk, and the boatmen should be cautioned never to give the word to "heave up" and only to hook on the sling when all packages have been cleared away to a safe position.

In the opinion of the Government Solicitor those employed to take delivery alongside are not bound to consider the ship in the matter of time, and the Contractor will therefore first secure the safety of the goods and afterwards consider the question of expediting landing.

Acids are always to be landed in separate boats.

11. The Landing Contractor will arrange that all packages of Ordnance stores landed on the pier and weighing 6 cwts. and under are sent to the north shed of the Ordnance Department to enable that department to unload and place them in store without the aid of the Harbour Trust Board's crane.

12. The Landing Contractor will understand that the responsibility for stores handed over to a consignee on the beach rests with him and not with this office. It is his duty to see that a receipt from the person sent to receive them is obtained, and if any objection is taken to the condition of stores, such must be stated at time of delivery; and if the department concerned refuse to receive stores without such remarks, the stores *\* should not be delivered*, but the attention of the undersigned is to be called to the fact, a memorandum of the circumstances being made then and there and put into this Office Letter Box if the office is closed.

13. The Landing Contractor will arrange to remove into the godowns packages containing iron machinery. Such as could be handled without the use of a crane and which from the nature of their contents are liable to damage from exposure, can be stacked in the marine godowns if the other godowns are full. If stored on the beach they are to be raised from the ground and covered with tarpaulins.

14. The tarpaulins are not provided by this office to be laid on the wet ground, but to cover the stores, for which purpose ten large tarpaulins are ample. Planks or flat stones should be laid underneath clothing and other perishable packages. Packages containing articles not liable to damage from wet may also be laid on the ground and others on top. Three or four tarpaulins properly spread will protect a large consignment in this way.

15. The Contractor will understand that, as Landing and Cooly Contractor, he is responsible for the delivery in good order at the Government godown or to the consignee at the beach of all stores. If goods are damaged in transit along the pier, he must recover from the Pier Contractor. The conicopillays of this department will not tally stores landed except on delivery at the beach or delivery to the consignee on the beach or at inner end of the pier. In cases of damage on the pier the contractor should call the attention of the Preventive Officer.

16. The Landing Contractor will, before 10th of each month, present his bills for landing and cooly charges without fail. On the 20th March all bills up to date for that month to be submitted and then day by day for each steamer until the end of the month so as to close the yearly accounts.

17. The fact of a package being missing is to be brought to the notice of the Agent for Government Consignments at once.

\* With reference to the latter portion of this rule Ordnance stores or stores which are placed under shelter in departmental sheds to await survey are excepted.

## Memorandum.

No precautions are possible under the conditions prevailing by which stamp cases are shipped as ordinary cargo, and are discharged in the same manner by day and by night.

2. This office has instructed the landing contractor to report casualties immediately, also to use Masula boats for landing the cases and to carry them quickly to the godown.

3. Masula boats are not allowed to ply after 6 P.M., so the missing case was landed in a lighter with other cases. It was supposed that the case was overcarried, a not uncommon occurrence.

4. A loss of this kind was contemplated years ago, and Government were addressed regarding the desirability of imposing restrictions on the landing of valuable packages after dark; but they refused to make any change. Subsequently currency notes were shipped under special rates of freight, and are now landed in charge of police. For many years they were carried as ordinary cargo. Until this procedure is adopted in the case of stamps, no precautions can be taken, as there can be no segregation of the packages, and consequently they are distributed in various boats as they come to hand, and a number of police would have to be in attendance day and night, though possibly the packages might not be put out until the following day.

5. In the present instance some of the boats containing stamp cases had to be alongside the pier all night, and the contractor had a watchman. The contractor was in fault in not reporting the loss at once; but he thought the case was on board the ship. The cases have been satisfactorily landed in this manner for many years without loss. It is most improbable that the missing case was stolen. The object of treating these packages as general cargo has been to save freight, and I always make a point of treating them in the same manner when landed, because to call attention to certain packages as valuable without possessing adequate means of guarding them is merely to invite theft.

6. I would also point out that I have no legal control over any package until handed over by the contractor who alone is responsible by day and night.

7. Obviously the only real precaution is, that these consignments should be shipped and landed under the same conditions as currency notes, i.e., payment of special freight, and delivery made to a police guard. Personally I should be only too glad if this arrangement could be made as it would relieve me from much anxiety. Before deciding on this course, it will be as well to consider the very large extra cost involved, the previous immunity from any loss, and whether the adoption of a few simple rules may not still farther reduce the risk of loss by theft, the principal one to be guarded against.

8. The freight paid during the last ten years amounted approximately to £3,600 or £1-12-6 per ton of 40 cubic feet. Had the stores been shipped and landed under the same conditions as currency notes now are, the freight would have been £14,360 or £6-10-0 per ton, an increase of over £1,000 per annum or about Rs. 16,500 per annum.

9. To avoid this heavy extra charge I would suggest the following changes:—

(a) Stamp and stationery packing accounts to be despatched by the India Office, if possible, so as to reach this office a few days after the expected arrival of the steamer.

(b) These packing accounts to be in a sealed cover, and to be handed over to the department after the stores are delivered.

(c) No distinction to be made in bills of lading between stamp and Stationery packages. All (as at present) to be addressed Superintendent of Stationery, and to be numbered consecutively without marking on any package the nature of its contents.

(d) Each of these packages to be enclosed in outer cases of exactly similar pattern. If the smaller boxes now in use are still required several could be enclosed in a large outer case similar to the other stamp and stationery packages.

(e) All these packages to be of such a size as to weigh not less than 3 cwt. These precautions seem to me to supply full security against any loss by theft otherwise than by a carefully organised robbery.

10. It is probable that steamship companies might agree to discharge this portion of their cargo between certain hours, e.g., 7 A.M. to 3 P.M., on payment of a small addition to freight provided that no detention to steamer was caused thereby, and that if likely to be so caused the steamer to proceed to Calcutta, and land the cases on her return voyage.

11. This would make it necessary to employ only the vessels of the British India Company for stationery and stamp cargo, as this is the only line having a regular service out and home; but as these vessels rarely have cargo to discharge here on their homeward voyage, the matter might be arranged. A police guard could also be supplied as the time of discharge would then be known.

12. At present stamps though taken in under careful supervision by the ship's officers are stowed with other cargo; freight is paid as for general cargo, and this office has no control over the times of landing.

(Signed) H. D. BADDELEY,  
Agent for Government Consignments.

Endorsement thereon of the Marine Department, No. 159-E.

Forwarded to the Revenue Department with reference to endorsement in that department, Mis. No. 797, dated 16th February 1898.

(Signed) C. H. B. BURLTON,  
Under Secretary to Government.

12th March 1898.

To the Revenue Department, with G.O., No. 197, Marine,  
dated 11th May 1889, to be returned.

ORDER—No. 341, Revenue, dated 14<sup>th</sup> June 1898.

Miscellaneous.

Ordered that the following despatch be addressed to the Right Honourable the Secretary of State for India.

2. It is clear that the Agent for Government Consignments did not count the stamp packages carefully, as he reported that 63 cases had been landed, while the correct number was only 62. The Agent should be informed that he has incurred the severe displeasure of Government.

(True Extract.)

Secretary to Government.

To the Board of Revenue (Separate Revenue).

„ the Marine Department, with G.O., No. 197, Marine,  
dated 11th May 1889 (returned).

Exd. C. M. Thambuswamy.