Marine (189) Department.

G.O., No. 636 Mar

DATED 11th July 1899.

R
Despatched
11/7/99

R.B.
867 Mar 99

[Despatch Abstract.] 10/4

Valuable Govt Stores:

Ordered that the proposal of the Collector of Sea Customs that all cases containing —— shall be discharged from the Ships at Madras before 4 P.M. and that, if the steamers are unable to do this on their arrival, they should effect the delivery at Madras on their return journey from Calcutta be referred to the Secretary of State.

Valuable Govt Stores:

Despatch to the [illegible] the Secretary of State referring

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

the proposal of the Collector of Sea Customs that all cases containing shall be discharged from the ship at Madras before 4 p.m, and that if the steamers are unable to do this on their arrival, they should effect the delivery at Madras on their return journey from Calcutta.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	867	Ma:	15.9.99				

GOVERNMENT OF FORT ST. GEORGE.

MARINE (1899) *DEPARTMENT.*

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

Dated 11th July,

No. 15 of 1899.

REQUESTING that the proposal of the Collector of Sea Customs that all cases containing valuable Government stores shall be discharged from the ship at Madras before 4 P.M., and that, if the steamers are unable to do this on their arrival, they should effect the delivery at Madras on their return journey from Calcutta, be placed before the shipping companies who carry Government stores to Madras and their remarks thereon invited.

No. 15, MARINE, 11TH JULY 1899.

MARINE DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

Adverting to paragraph 7 of your Lordship's despatch No. 8, Financial (Stores), dated 1st September 1898, and in continuation of paragraph 2 of our letter No. 1, Revenue, dated 19th January 1899, explaining the circumstances which render the landing at Madras of cases containing valuable Government stores during the day time a matter of some difficulty, we have the honour to state that it has now been proposed by our Collector of Sea Customs that cases containing valuable cargo should be discharged over the ship's side before 4 P.M., so as to admit of their being landed and stored before dark; the ship having the option, where detention here would be inconvenient, of carrying the cases on to Calcutta, and bringing them back for delivery at Madras on her return journey.

2. We have the honour to request that this proposal may be placed before the Shipping Companies which carry Government stores to Madras, and their remarks thereon invited; also that they may be asked whether any, and if so what, enhancement of freight would, in consequence, be required for the carriage of such stores.

We have the honour to be,
My Lord,
Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.
(„) A. T. ARUNDEL.
(„) H. M. WINTERBOTHAM.

(By order.)

Secretary to Government.

OOTACAMUND,
11th July 1899.

Exd. T. K. Narayana Aiyangar.

C.A.W.

The G.O. has been communicated to the Revenue Deptt to which the Collector of Sea Customs is subordinate there has therefore been no omission on the part of the Marine Deptt. A copy is however prepared for communication to the Collector as requested.

6/12/99

D.W.

Copy of G.O. submitted for signature.

6.12.99

Telephone.

From

The Collector of Sea Customs

To

The Secretary to Govt Marine Deptt

Please communicate to this Office G.O. No: 636 Marine of 11.7.99 regarding landing of valuable Government stores during daylight

1.12.99

C.S.

Please submit

C.S.

G.O. No 636 Mo of 11-7-99 has been communicated to the Collector of Sea Customs – please have the communication inserted in all spare

12/99

Government (1899) of Madras.
MARINE.

Recd. } 1899. Enclosures

Regd. } Spare copies

G.O., No. 636, 11th July 1899.

JULY.

Valuable Government Stores

Ordered that the proposal of the Collector of Sea Customs that all cases containing — shall be discharged from the ship at Madras before 4 P.M., and that, if the steamers are unable to do this on their arrival, they should effect the delivery at Madras on their return journey from Calcutta, be referred to the Secretary of State.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From H. D. BADDELEY, Esq., Agent for Government Consignments, Madras, to the Secretary to Government, Marine Department (through the Presidency Port Officer, Madras), dated 16th February 1899, No. C./533.

With reference to paragraph 5 of the Secretary of State's despatch embodied in G.O., No. 45, Revenue, dated 16th January 1899, I have the honour to request that it may be represented to Government that the remarks in that paragraph have apparently been made under a misapprehension of the conditions prevailing here.

2. As regards "want of proper system", there can be no system unless there is control over the vessel as regards hours of landing and method of discharge. The cases of stamps are put over the ship's side as they come to hand, and are put into boats with other cargo indiscriminately. In this connection I beg to invite attention to paragraphs 8 and 9 of letter from the Presidency Port Officer to Government, No. G./152, dated 10th April 1889, forwarding a draft copy of "instructions to Commanders of vessels" on the subject of landing Government stores. I also enclose copy of memorandum made by me for the information of the Presidency Port Officer. Government in its reply, G.O., No. 197, Marine, dated 11th May 1889 (copy attached), declined to make any change.

3. As regards the concluding portion of the paragraph in question, I beg to point out that the fact of a package of stamps being short-delivered was quite well known, as they were all carefully tallied into the godown and registered in the book as 62.

4. I have for some time past tried to explain that, as these packages are not landed under any system, it is not possible for me to exercise any control until actually delivered at my godown. A package is not supposed to be lost until all search for it has proved fruitless, and as it not infrequently happens that packages get passed into the Custom House or get scattered about in the Harbour Trust Board premises, a very extensive search has to be undertaken. Government is not, perhaps, aware that after leaving the ship the Government consignments landed at the pier pass out of the control of the landing contractor into that of the Harbour Trust Board to be again taken over by the landing contractor for delivery at the godown.

5. This, combined with the absence of any legal control over the times of discharge from the vessel, quite precludes any such action as is recommended in paragraphs 6 and 7 of the Secretary of State's despatch above quoted. I have, as before stated, no control until stores are delivered at my godown, nor have I any person to place in charge of these packages when alongside the pier, and even if I had, I fail to see how I can take the responsibility for the safety of packages out of the hands of the contractor without more complications arising.

No. 221/69 G.

Forwarded for favourable consideration.

MADRAS,
17th February 1899.

(Signed) H. A. STREET, Comdr., R.I.M.,
Presidency Port Officer.

From H. BRADLEY, Esq., I.C.S., Acting Collector of Sea Customs, Madras, to the Secretary to Government, Marine Department, dated 23rd June 1899, No. 3777.

With reference to the enclosed papers forwarded to me for remarks, I have the honour to report that I have discussed the matter with Mr. Baddeley, and with the Deputy Collector of Sea Customs.

2. The only way in which, in the opinion of Mr. Baddeley and myself, the safety of cases containing stamps, &c., can be ensured is to arrange that they should be landed by day light, and for this end it is necessary that they should be discharged from the ship's side before 4 P.M. They cannot be treated like bullion, or cases containing treasure or currency notes as they frequently come in such large quantities, from 200 to 300 being landed from a single steamer and special rates of freight not being paid.

3. A small extra rate of freight may have to be paid, but it should be quite small, if the steamers are given the option, when they are unable to discharge the cases before 4 P.M., of carrying them on to Calcutta and bringing them back for discharge on their return journey. With this option the steamers will not be unnecessarily delayed, and the cases can always be landed by daylight, although there will occasionally be a fortnight's delay in the arrival of some of them. No extra charge should be made when cases are over-carried in this way.

4. If the British India Steam Navigation Company will not accede to these terms without demanding an unreasonable amount of freight, it would be well to give the work to the Clan line, whose steamers carry no passengers, and generally remain in harbour here 36 hours or more.

5. If no other satisfactory arrangement can be made, I would suggest that, as Collector of Sea Customs, I should decline to allow steamers containing valuable cargo belonging to Government to work after 6 P.M., which I have power to do under rule 7 of the notification published under sections 9 and 72 of the Sea Customs Act at page 835 of the *Fort St. George Gazette*, dated 11th December 1883.

ORDER—No. 636, Marine, dated 11th July 1899.

The proposal of the Collector of Sea Customs that all cases containing valuable Government stores shall be discharged from the ship at Madras before 4 P.M., and that, if the steamers are unable to do this on their arrival, they should be given the option of carrying the cases on to Calcutta and bringing them back for delivery at Madras on their return journey, will be referred to the Secretary of State, with a request that it may be ascertained from the Shipping Companies trading to Madras whether they are prepared to accept this arrangement and on what terms as regards freight.

[Here enter No. 15, Marine, dated 11th July 1899.]

(True Extract.)

Under Secretary to Government.

To the Revenue Department.
„ Presidency Port Officer.
„ Collr. Sea Customs Madras

Exd. T. K. Narayana Aiyangar.

PUBLIC WORKS DEPARTMENT.

DESPATCH

FOR SIGNATURE

OF

HIS EXCELLENCY THE GOVERNOR

A.S.H
25.7.99

AND

MEMBERS OF GOVERNMENT,

(With Original).

Marine DEPARTMENT.

READ the following:—

Letter from the Agent for Government Consignments, Madras, No. C/533 dated 16th February

Endorsement thereon by the Presidency Port Officer, Madras, No. 221/69 G., dated 17th February 18

Letter from the Collector of Sea Customs, Madras, No. 3777, dated 23rd June 1899.

Landing of valuable Government Stores at Madras.

Circulated to—

To The Revenue Department for Counter-initials

5

ORDER. No. 636 Mar. of 11-7-99.

The proposal of the Collector of Sea Customs, that all cases containing valuable Government Stores shall be discharged from the ship at Madras before 4 P.M., and that, if the Steamers are unable to do this on their arrival, they should be given the option of carrying the cases on to Calcutta and bringing them back for delivery at Madras on their return journey, will be referred to the Secretary of State, with a request that it may be ascertained from the Shipping Companies trading to Madras whether they are prepared to accept this arrangement and on what terms as regards freight.

R
2/8/99

To The Revenue Department
" Presidency Port Officer
" The Collector of Sea Custo[illegible] Madras

P. W. 42-A.

DEPARTMENT.

No. 15 Mar of 11-7 1899)

he Right Hon'ble the Secretary of State
for India,

Lord,

Adverting to para 7 of Your Lordship's
patch No. 8 Financial (Stores) dated 1st Sep-
mber 1898 and in continuation of para 2
our letter No. 1, Revenue, dated 19th January
99, explaining the circumstances which render
landing at Madras of cases containing
aluable Government Stores during the
day time a matter of some difficulty, We
have the honour to state that it has now been
proposed by our Collector of Sea Customs that
Cases containing valuable cargo should
~~not~~ be discharged over the Ship's Side ~~after~~ before
4 P.M., so as to admit of their being landed
and stored before dark; the Ship having
the option, where detention here would be
inconvenient, of carrying the cases on
to Calcutta, and bringing them back for
delivery at Madras on her return journey.

2. We have the honour to request
that this proposal may be placed before
the Shipping Companies which carry
Government Stores to Madras, and
their remarks thereon invited; also
that

8

6 P

Send
27/7/99

that they may be asked whether
any, and if so what, enhancement
of freight would, in consequence, be
required for the carriage of such
stores.

We have the

10.7.99

11.7.99

the Collector has comp[illegible] power as to the times for working cargo vide Section 72 of the Sea Customs Act and rules 5 & 7 framed thereunder, pp 54 & 55 of pamphlet.—

(2) As a matter of fact the ship does not discharge cargo either at the pier or the beach. It gives delivery over the side of the vessel into boats provided by Govt.

In the case of the Stamps, the Govt. through its agent the Landing Contractor took delivery over the Ship's side in the usual manner.

C.S.
29 June 99.

Note addition to note

[illegible]'s last Despatch — Flag Y — para 7. Orders accordingly —

C.S.
5 June 99.

C[illegible]

Ask Rev. Supt. if any reply has been recd. to the letter placed at X.—

Our best course seems to be to call the Sec. of State's attention to the 12th Clause of the freight conditions & say that we propose to enforce the landing of valuable stores by ~~[illegible]~~ [illegible] lighters boats &c. under it.

All

The [illegible] Depts say that no reply has yet been received from the Sec. [illegible]

No reply has yet been

[illegible] daylight.

[illegible] stolen, the Govt. bears the loss. The 12th clause of the freight conditions should prevent such a one sided arrangement, and if it is enforced, the Shipping Agents will probably be reduced to a more reasonable attitude. There seems nothing unreasonable in the request that if Shipping Agents unload for their own convenience after dark and in so doing discharge Govt. Stores, they should safeguard their cargo till morning, when the Govt. Agents would appear to take charge. Enforce the 12th clause, and the Shipping Agents will be glad to compromise.

C.S.
5 June 99

3. Para 2 above refers to ordinary, and not "valuable" stores. The latter would under the revised proposals be landed only in daylight.

C.S.

has co[illegible]
[illegible] they [illegible] of the [illegible]
Flag [illegible] D [illegible] that there
[illegible] (4)
not [illegible]
[illegible] because [illegible]
[illegible] by the
[illegible] of State [illegible]
[illegible]
that the Secy of State
[illegible]
repeat [illegible] statement
[illegible]

M

(1) Your note at Flag D. is correct. What the Secretary of State disallowed was the insertion in the freight agreement of these special provisions under E. This does not prevent the local officers from ordering valuable stores to be landed in daylight under the general power conferred by the 12th clause. And the Secty of State in

that

---

received from

of State [illegible] Despatch [illegible].

It is submitted that the position taken up in the note for orders is that the Govt. has the power to act under the 12th clause without reference to any other authority - and that it is now for the Govt. to decide whether it is prepared to act under it, having in view the prospective expenses. It would perhaps be well to let the matter go up for orders through the Revenue Dept. - which would probably have something to say.

2. After studying the matter carefully I formed the impression that the local agents have been rather exacting and the local Govt. officers far too yielding in this matter. The former press for the landing of stores to a late hour of the night and will accept no responsibility for custody of Govt. stores after dark. i.e. Govt. stores may be left on the Pier or on the Beach, in nobody's

---

To Secy

There is no objection to the Secy's counterinitialling the Marine draft below.

KO.
30-7-99

Rd. 3 June 99
C.A.W.

C. No. 241

The file required for the disposal of this paper was put up with C No. 227, Mr. Baddeley's appeal, and was not finally released till the evening of the 30th May, having meanwhile gone through various stages, including circulation and transfer to the Revenue Department for counterinitials &ca.

This Explanation is submitted to account for the delay of the present current.

J.A.S.
1st June 1899.

(1) Mr. Bradley's opinion refers only to cases of stamps – I presume he would not like cases of bullion or currency notes carried into Calcutta –

(2) Also the reference to page 5 of the pamphlet is not correct

28.6.99

M

(2)

(1) There seem to be special arrangements for the landing of treasure – and higher freights. Vide para 15 on p 116 of the Instructions, and paras 4 & 8 on page 3 of P.O. 341 Marine, of 14 June 98 – What the precise arrangements for landing are, the papers do not show – but it seems evident that bullion or currency notes would only be allowed to land after dark. The Stores being thus special

---

Marine DEPARTMENT.

READ the following :—

Letter from the Collector of Sea Customs, Madras, No. 3777 G dated 23rd June 1899.

Landing [illegible]

Circulated to

~~His Excellency the Governor~~
~~The Hon. Mr. Arundel (C.S.)~~
~~The Hon. Mr. Wintersbotham~~
5 7 99

× Flag Z.

FOR ORDERS

Mr. Bradley's opinion regarding the landing of valuable Government Stores at Madras has been obtained and is submitted with reference to His Excellency's remarks* dated 13th June 1899.

2. Mr. Bradley makes no reference to the proposal made in para 5 of Note for orders dated 6.6.99 but says that the safety of cases containing stamps can only be insured by arranging to land them by daylight, and that for this end, it is necessary that they should be discharged from the ship's side before 4 p.m., the ship being given the option of taking the cases into Calcutta.

P. W. 43.
1,000—28-2-19.

...ceived
I ...
... for ...
...ich includes three ...
cases of stamps and other
less valuable goods

(2) The reference to page
55 seems correct. Please
see clauses (a) & (d) of
para 7.

C.S.
28 June 99.

(3)

These rules give the
Collector power over the
(1) use of landing or
shipping ports or at
(2) piers or beach, but not
over the working of the
ship. The rule says – The
loss of the case of stamps, a short
time back, was due if I
remember right to the fact
that the boat in which
it was placed arrived
too late at the pier
to be discharged & was there all
[illegible]. The ship
~~might~~ might
come, as far as I can see,
work at night, but cannot
land or ship goods from pier
or beach beyond certain hours
[illegible] 29.6

if they are unable to discharge them at Madras before 4 p.m., & bringing them back on their return journey free of charge.

The Secy of State may be requested to ascertain from the shipping Companies trading to Madras whether they are prepared to accept this arrangement & on what terms.

3. In para 5 of his letter Mr Bradley proposes that, if no other satisfactory proposal can be made, he should exercise the powers conferred on him, as Collector of Sea Customs under Sections 9 & 72 of the S.C. Act, & the rules made thereunder. He could, under the above, prohibit the discharge of cases containing stamps after 6 p.m., but not before, so this seems hardly to meet the requirements of the case, & his previous suggestion above described seems better.

4. The above proposals refer only to cases of stamps. Treasure & currency notes are apparently landed under special arrangements already & pay special rates of freight.

L Bell
23.6.99

Yes.
R.S.H.
1.7.99

NA
5.7.99

6-7-99

Marine DEPARTMENT.

READ the following :—

From the Presidency Port Officer, Madras, No. 221/69 G., dated 17th February 1899.

Landing of [illegible]

Circulated to

H. E. the Governor
The Hon Mr. Arundel C.S.I.
The Hon Mr. Winterbotham

× G.O. 41 Mar. of 25th January 1884
Flag I.

Thro' the Rev. Dept. ✓

Before passing orders in the way suggested, I should like to have the Collector's (Mr. Bradley) opinion as to what he thinks would be the best system to put in force for landing valuable goods. He will probably consult Mr. Baddeley.
22/6/99

2979

R.S.H.
13.6.99

E

No. 307 E of 20-6-99

To The Collector of Sea Customs (U.G.)

Referred for favour of remarks.

Secretary to Govt.
Marine Dept.

Coll. Cho. 24

P. W. 43.
1,000—28-2-19.

Marine Dept. 7/6/99 R 2/6 - H 2 9/6.

FOR ORDERS

In 1884, the Master Attendant, Madras, submitted× for the approval of Government a copy of printed instructions which he had issued to Commanders of vessels ~~with~~ bringing Government Consignments from England. These instructions seem to have been in force for some time when one of the local Agency firms objected to them on the ground that they were *ultra vires*, the ship, they stated, being ~~only~~ bound only by the terms of engagement of freight in England and the provisions of the Bill of Lading. The Master Attendant accordingly suggested that the Instructions in question should be brought to the notice of the Secretary of State, in view to their being incorporated in the freight agreement.

agreement. This was duly recommended to the Secretary of State in Despatch No. 1 dated 30th January 1884.

× Flag A.

2. In reply, the Secretary of State objected, on general grounds, to alterations in the freight ~~contract~~ agreement the Conditions of which, he stated, had been adopted after careful consideration. In order, however, to strengthen the hands of local officers, a slight alteration in the 12th clause of the Conditions was made. As thus revised, the 12th clause reads as follows:—

° G.O. 297 Marine, dated 7th July 1884 Flag E

° Flag B.

"The stores will be taken from "alongside the vessel in India by the "Officers of Government, upon "twenty-four hours' notice given to them "by the master that he is ready to "deliver; and the stores shall be "delivered as the Officers of Govern-"ment may direct, and into boats alongside "or on to wharves or jetties as they "may require."

3. The general power conferred by this clause would seem to enable local officers to arrange for the landing

° G.O. 45 Rev: of 16th January 1899. Flag Y.

× Vide notes attached to G.O. 341 Rev: of 4th June 1898 Flag D.

& G.O. 197 Mar. of 11th May 1889. Flag T.

^ if the 12th Clause of the Freight Agreement is held to cover any & all directions of the Officers of Govt. (It will be seen from Para 5 of G.O. 297 Mar: of 7 July 84 (Flag E) that Govt. then consid-ered that the 12th clause would cover directions about landing at night in special cases)

landing of valuable stores during the hours of daylight as has recently been suggested by the Secretary of State in para 7 of his Despatch No. 8, Financial (Stores) dated 1st September 1898.

4. On a former occasion, when the question of landing valuable stores during the hours of daylight was referred to the Marine Department, this Department took up the position that the arrangement was unworkable.

5. It is submitted that there is nothing unworkable in the arrangement ^ and the Secretary of State requires it to be carried into effect. Orders might, therefore, be issued accordingly. It is quite possible that the rates of freight for Government stores may be somewhat enhanced in consequence, but this will have to be accepted, if it is an essential condition that these valuable stores are not to be landed after dark. As regards the increase in cost, attention

is

is invited to the despatch to the Secretary of State in the Revenue department, No. 1, dated 16th January 1899, to which no answer has yet been received

W.H.C.

6.6.99

Flag X.

^ If the 12th Clause of the Freight Agreement is held to give any ^ at discretion to the officers of Govt. at the ports it will be seen from para 6 of GO 291 Mar. of 7 July the (Flag X) that Govt. [illegible] that the 12th clause [illegible] discretion would [illegible]

Mar E.I. 837/99

Revenue Department

Marine C. no. 241.

To Secy.

In para 5 of the Marine note, it is suggested that orders may be issued for enforcing the 12th clause of the freight agreement (for the terms of which please see page 2 of the Marine note). This may be done; but if as apprehended, this is likely to lead to an enhancement of the rates of freight, would it not be advisable to ascertain whether this result will happen and what the enhancement would be? If the amount be disproportionately large, the proposed enforcement of the clause may perhaps have to be dropped.

K.D.
7-6-99

I understand that the proposal is to enforce certain rules for landing valuable Govt. stores (especially one that they shd be landed in the daytime) under the phrase expressly inserted in the 12th clause of the "freight agreement" that the stores shd be delivered "as officers of the Govt may direct."

~~Besides~~ A full copy of the freight agreement is not in the pp. But *prima facie* freight charged under the agreement presumably cannot be raised on account of rules made in accordance with the agreement? Perhaps Marine would consider this point.

There is a copy with
G.O. 297 d/7 July 84
B & E
Hosp
8 June 99.

8/6/99

To *Marine* &c

If a ship is detained longer than she expects for landing cargo, she will, of course, suffer loss, & shipping agents, when they discover this are certain to raise rates, but what that rise will be it is impossible to forecast at this distance of time – The freight agreement does not fix the rates of freight, & can exercise no restraining influence on them –

Mar. E.2/837/99

Seen. A.G.H.

~~Revenue~~ Marine (1899) Department.

CURRENT No. 837

From
The Collector,
Sea Customs,
Madras.

Order

No. 3777 G

Dated 23 ~~May~~ June 1899.
Received } 26-6-99.
Registered }
Enclosures 6. 5
Spare copies

SUBJECT

Submitting the report called for on certain rules proposed to be enforced at this port for landing Valuable Govt. Stores.

1

BACK PAPERS.

G.O.	No.	Department.	Date.
	3078		20-6-99
	~~9021~~		~~31-1-99~~
	4401 Rev		23-5-99
			+ papers.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Note
Originals of
Revenue P. 341 & 14-6-98
+ P. 45 & 16-1-99
~~returned to Rev Dept~~
Rev. for CS 5234 [illegible]
JMS 15/8/99

Customs Department.

On any future communication on the subject this No. should be quoted.

No. 3777
Enclosures 6.

MADRAS SEA CUSTOM HOUSE,
Dated 23rd June 1899

From
H. Bradley Esq I.C.S.
Ag. COLLECTOR OF SEA CUSTOMS,
Madras,

38

To
The Secretary to Government,
Marine Department,

Enclosures.

SIR,

With reference to the enclosed papers forwarded to me, for remarks, I have the honor to report that I have discussed the matter with Mr Baddeley, and with the Deputy Collector of Sea Customs.

2. The only way in which, in the opinion of Mr Baddeley and myself, the safety of cases containing stamps &c can be ensured is to arrange that they should be landed by day light, and for this end it is necessary that they should be discharged from the ship's side before 4 P.m. They cannot be treated like bullion, or cases containing treasure or currency notes as they frequently come in such ? large quantities, from 200 to 300 being landed from a single

steamer

17

steamer and special rates of freight not being paid.

A small extra rate of freight may have to be paid, but it should be quite small, if the steamers are given the option, when they are unable to discharge the cases before 4 P.M., of carrying them on to Calcutta and bringing them back for discharge on their return journey. With this option the steamers will not be unnecessarily delayed, and the cases can always be landed by daylight, although there will occasionally be a fortnight's delay in the arrival of some of them. No extra charge should be made when cases are over-carried in this way.

4. If the British India Steam navigation Company will not accede to these terms without demanding an unreasonable amount of freight, it would be well to give the work to the Clan line, whose steamers carry no passengers, and generally remain in harbour here 36 hours or more.

5. If no other satisfactory arrangement can be made, I would suggest that, as Collector of Sea Customs, I should decline to allow steamers containing valuable cargo belonging to Government to work after 6 P.M. which I have power to do under rule 7 of the notification published under Sections 9 and 72 of the Sea Customs act at page 835 of the Fort St. George Gazette dated December 11th, 1883.

4P

vide page 55 of pamphlet clauses (a) & (c) & Rule 7.

I have the honor to be
Sir,
Your most obdt. Servt.,
Herbert Bradley.
Ag. Collector, Sea Customs

23.6.99

Marine (1899) Department.

CURRENT No. 241

Order

From

The Presy Port officer, Madras

No. 221/69 G

Dated 14th February 1899

Received
Registered } 20th

Enclosures 2.

Spare copies

SUBJECT.

Forwarding for favorable consideration letter from the Agent for Government Consignments submitting remarks on para 5 of Secretary of States' despatch regarding the loss of a case of stamps.

15

BACK PAPERS.

No.	Date.
Eo 440-18	23-V-1899 & papers
Papers with C.M.	227 of 1899
3078 G	20-6-99.
92 Mar	of 31-1-99

FURTHER PAPERS.

No.	Date.

Memorandum

Recd to print

I would point out that even in the daytime considerable difficulty is experienced in taking the marks and numbers of packages, owing to the hurry in which goods are put over side. The taking of these marks and numbers would be impossible at night, and damaged packages would frequently pass undetected. Apart from this, the Contractor would be willing to undertake the work for a consideration; but he will not be responsible for marks, numbers or damaged packages being put into a boat. The goods, once in a boat, he would arrange for their safe custody. In connection with this, I must point out that the Government would have to accept risk of loss by accident of the sea. e.g. bad weather coming on suddenly. Boats have to remain alongside the pier for many hours of darkness awaiting their turn for discharge.

The present form of tender for freight is as regards Clause 12, unsuitable to the conditions of Steamer traffic of the present day, and should be amended, the other clauses seem suitable.

The tender for freight should, in my opinion also state that no Government Stores shall be put over the vessels side after 5 P.M. or before 6 A.M. except at the risk of the owners of the vessel, and the fact of such goods being put over during other than those hours shall justify any damage being deducted from the freight bill without survey.

I would further remark that all dangerous or valuable packages should be discharged between 8 A.M. & 5 P.M. By valuable packages Stamps, Stamped papers, Currency Notes, Specie, to be understood. This would allow of their being safely housed before dark. Also all such packages should be put in boats by themselves and not mixed with other cargo. viz Stamps, Stamped paper & Currency Notes in one boat, Specie in another, dangerous goods e.g. acids in other boats, specially set apart. Any really efficient supervision over these articles at present is impossible as they (with the exception of dangerous goods) are mixed up with other goods, and as before stated, remain for many hours alongside the pier; whereas, if the ship were compelled to put them in separate boats, they could be brought to the beach and discharged at once. I need hardly point out the loss that might occur to Government, in the case of a box of currency notes going astray, a package worth perhaps many lakhs of Rupees. It is true they are unsigned notes but in these days of rubber Stamps a forgery is much more easily effected.

The wording of the clause 12 alluded to is vague; "shall be delivered as the Officers of Government may direct" seems hardly to give power to have packages sorted out and set apart on board the ship. If such power were clearly laid down, I could arrange to go off and personally land Currency Notes; under present circumstances I should have to hang about the vessel watching for their appearance from the hatchway, and neglecting my various duties on shore.

At present I send off to the vessel requesting that these packages may be put into Masula boats.

The condition that the Master is bound to give 24 hours notice that he is ready to deliver, might be omitted.

(signed) H.D. Baddeley
Agent for Government Consignments.

(True Copy)

H. D. Baddeley
Agent for Government Consignments.

Form No. 33. [200—20-7-97.]

No.G/286 of 1889

Marine Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper

From the Presidency Port Officer dated 10th April 1889, No.G/152, submitting for approval certain suggestions in connection with the Landing of Government Stores.

Hag.T. Order 11th May 1889 No.197

The Government is not prepared to accept the rules proposed, which would often involve the detention of ships for considerable periods. The Agent, Government Consignments, must make arrangements for taking delivery of Government Stores similar to those made by private consignees, and at like times.

(True Extract)

(signed) W.L.C. Baddeley
Captn: R.E.,
Under Secretary to Govt: P.W.D.,
for Cheif Secretary

(True Copy)

H. D. Baddeley
Agent for Government Cosignments.

dangerous goods) are mixed up with other goods

[200—20-7-97.]

Form No. 33.

No. C/535

OFFICE OF AGENT FOR GOVERNMENT CONSIGNMENTS,

Madras, 16th February 1899.

18

From

H. D. BADDELEY, ESQ.,

AGENT FOR GOVERNMENT CONSIGNMENTS,

To

The Secretary to Government,
Marine Department,
Madras.

Thro' the Presidency Port Officer, Madras.

SIR,

Enclosure.
Flag M. [illegible]

With reference to para 5 of the Secretary of States' despatch embodied in G.O., 45, Revenue, dated 16" January 1899, I have the honor to request that it may be represented to Government thatthe remarks in that para have apparently been made under a misapprehension of the conditions prevailing here.

x Flag O [illegible]
O 197 Marine dt
May 89

Flag T

2. As regards "want of proper system", there can be no system unless there is control over the vessel as regards hours of landing and method of discharge. The cases of Stamps are put over the ship's side as they come to hand, and are put into boats with other cargo indiscriminately. In this connection I beg to invite attention to paras 8 & x 9 of letter from the Presidency Port Officer to Government No.G/152 dated 10th April 1889 forwarding a draft copy of "instructions to Commanders of vessels" on the subject of Landing Government Stores. I also enclose copy of Memorandum made by me for the information of the Presidency Port Officer. Government in its reply, G.O., No. 197, Marine, dated 11th May 1889, (copy attached), declined to make any change.

3. As regards the concluding portion of the para in question, I beg to point out that the fact of a

package of Stamps being short delivered was quite well known, as they were all carefully tallied into the godown and registered in the book as 62.

4. I have for some time past tried to explain that as these packages are not landed under any system it is not possible for me to exercise any control until actually delivered at my godown. A package is not supposed to be lost until all search for it has proved fruitless and as it not infrequently happens that packages get passed into the Custom House or get scattered about in the Harbour Trust Board premises, a very extensive search has to be undertaken. Government is not, perhaps, aware that after leaving the ship the Government Consignments landed at the pier pass out of the control of the Landing Contractor into that of the Harbour Trust Board to be again taken over by the Landing Contractor for delivery at the Godown.

5. This, combined with the absence of any legal control over the times of discharge from the vessel, quite precludes any such action as is recommended in paras 6 & 7 of the Secretary of State's despatch above quoted. I have, as before stated, no control until stores are delivered at my godown nor have I any person to place in charge of these packages when alongside the pier, and even if I had, I fail to see how I can take the responsibility for the safety of packages out of the hands of the Contractor without more complications arising.

I have the honor to be,
Sir,
Your Most Obedient Servant,

2P

No. 221/69 G

H. D. Baunley

Agent for Government Consignments.

Forwarded for favourable consideration.

H. A. Street
Commander, R.I.M.,
Presy: Port Officer

Madras,
17 Feby 1899.

Mar E.5 / 837/99

78