

Marine (1899) Department.

log

G.O., No. 92 Marine

DATED 31st Jan 1899.

[Despatch Abstract.]

Loss of Cases of Stamps

To: Rev. Dept. Comm. in Aff. to the Board of
Rev: the Secy of State for India relative
to the — a copy, stating that he will be addressed
in the future to Part of his despatch, communicated
to the Rev. Secy of State.

—

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	131	Mar.	8-12-98				

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
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P. 631 29 8.12.98
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Enclosures

Spare copies

G.O., No. 45, 16th January 1899.

16:92 May 23. 1. 77.
Communicated to the

Presidency Post Office in Conn.
JANUARY. Termination of G.O. 514 marine
 dated 14th June 1898.

P.S.
 To
 The P.D.O.
 2/c
 1/2/99
 W. B. B.

Loss of a Case of Stamps.

Communicating to the Board of Revenue the remarks of the Secretary of State for India relative to the — in October 1897, and stating that he will be addressed with reference to paragraph 7 of his despatch.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following despatch from the Secretary of State for India, Financial (Stores), to His Excellency the Honourable the Governor in Council, Fort St. George, dated India Office, London, 1st September 1898, No. 8:—

I have received and considered in council your letter in the Revenue Department, No. 2, dated 16th June 1898, reporting the circumstances attending the loss of a case of stamps shipped from this country to Madras by the S.S. "Mombassa" in October last, and stating what steps you propose to obviate similar loss in future.

2. In view of the value of stamps, and the serious loss to revenue which must result should any be stolen and get into circulation, it is most important that every precaution should be adopted to safeguard them while in transit from the hold of the export vessel to the store of the Stamp Department.

3. In this country the stamps are received at the India Store depot from the contractors ready packed for shipment.

The cases are carefully weighed, and are placed in a locked store under the charge of a responsible foreman. As soon as the export vessel is ready to receive them, they are sent alongside in special locked lighters, so that no possibility of tampering with the cases in transit can exist. On arrival at the ship's side the officers of the vessel take charge of the stamps, which are immediately stowed, and covered in with other cargo, under the supervision of an India Store Depot Foreman. Night work is not allowed in any circumstances.

4. Receipts are taken for the stamps at every stage, and an efficient check is maintained throughout, so that the loss of a case would immediately be detected.

5. There appears to have been considerable delay, due apparently to want of proper system, in discovering the loss of the case of stamps *ex* "Mombassa." The several packages were discharged after dark on the 3rd October, but the fact that one was missing was not found out on delivery into the godowns of the Agent for Government Consignments, nor indeed on their removal thence.

6. All items of valuable cargo should be counted and checked at every stage of their progress, and, had this been done in the present instance, the loss would have been discovered three days earlier than was actually the case.

7. Such stores should not in ordinary circumstances be landed at night, nor should they be left alongside the pier in charge of any one not a Government servant.

8. With regard to your proposals as to measures for the greater security of stamps, I have directed the adoption of your suggestion as to packing accounts. I do not, however, consider it practicable to describe stamps as "Stationery" in the bills of lading, as any such course would not only involve misdescription of cargo, but would render it impossible for me to make any claim against shipowners in this country for want of care in dealing with this valuable cargo under the special regulations which have ruled for some time past. Nor is it possible to arrange for uniformity in the size of all stamp and stationery packages, as in practice the dimensions of cases must vary with the dimensions of their contents.

9. It appears to me that, under proper regulations, it would be possible to maintain the confidential character of bills of lading in India without the adoption of such unusual precautions in this country as are suggested in your letter, and I have no doubt your Excellency will give the subject your attention.

ORDER—No. 45, Revenue, dated 16th January 1899.

Separate Revenue No. 13.

Communicated to the Board of Revenue with a copy of the despatch to the Secretary of State, No. 2, dated 16th June 1898. The attention of the Superintendent of Stamps should be called to paragraph 3 (i) of the despatch and to the first sentence of paragraph 8 of the Secretary of State's reply.

2. The Secretary of State will be addressed with reference to paragraph 7 of his despatch.

(True Extract.)

H. M. J. G. B. S.

for Secretary to Government.

To the Board of Revenue (Separate Revenue),
with a copy of despatch No. 2,
dated 16th June 1898.
the Marine Department.

Exd. Shaik Karim.

40 Copies.

FORT SAINT GEORGE.

REVENUE (1899) DEPARTMENT.

(Copy.)

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

No. 1, dated 19th January 1899.

EXPRESSING the opinion of this Government with reference to the suggestion of the Right Honourable the Secretary of State for India that valuable cargo should not in ordinary circumstances be landed at night.

REVENUE DEPARTMENT.

To

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

My Lord,

We have the honour to acknowledge the receipt of your Lordship's despatch No. 8, Financial (Stores), dated 1st September 1898, relative to the loss of a case of stamps shipped per S.S. "Mombassa."

2. In paragraph 7 of the despatch, it is suggested that valuable cargo such as stamp stores should not in ordinary circumstances be landed at night, nor be left alongside the pier in charge of any one not a Government servant. In reply, we beg to draw attention to the fact that the vessels in which such stores are shipped from England do not generally remain at Madras for a sufficiently long time to admit of the landing of all the goods for the port during the day-time, and unless a higher freight be paid for the trouble of differentiating the stamp packages from other cargo, the risk of their being landed at night cannot well be avoided. The payment of higher freight, if on the scale which is in force for currency notes, would increase the charges by about Rs. 16,500 a year. But as stated in paragraph 3 of our despatch No. 2, dated 16th June 1898, the immunity from loss hitherto enjoyed makes us reluctant to incur an annual charge of this amount, and we find that with this opinion your Lordship's predecessor, Lord Kimberley, appears to have concurred—*vide* despatch No. 5, Financial (Stores), dated 30th April 1884.

3. With reference to paragraphs 5 and 6 of your Lordship's despatch, we take the opportunity of explaining that the loss in the instance under consideration was discovered on the 5th October by the Agent for Government Consignments in taking delivery on that date. It was thought, however, that the missing package had been mislaid and would be found after search. The delay in reporting the loss should be attributed to this neglect rather than to any want of proper system. The facts were not fully known to us when we addressed your Lordship on the 16th June last.

4. We solicit your Lordship's further instructions in the matter.

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.

FORT ST. GEORGE,
19th January 1899.

Ed. Shaik Karim.

16 Copies.

Government (1899) of Madras.
REVENUE.

Recd.

Regd.

1899.

Enclosures

Spare copies

G.O., No. 45, 16th January 1899.

JANUARY.

10:92 illavij 31.1.99.
communicated to
the Presidency Post Office
in continuation of S.O.
514 Marine dated 17th
June 1898.
(Dh) W.B. de W.

The P.P.O.

Loss of a Case of Stamps.

Communicating to the Board of Revenue the remarks of the Secretary of State for India relative to the — in October 1897, and stating that he will be addressed with reference to paragraph 7 of his despatch.

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2. In view of the value of stamps, and the serious loss to revenue which must result should any be stolen and get into circulation, it is most important that every precaution should be adopted to safeguard them while in transit from the hold of the export vessel to the store of the Stamp Department.

3. In this country the stamps are received at the India Store depot from the contractors ready packed for shipment.

The cases are carefully weighed, and are placed in a locked store under the charge of a responsible foreman. As soon as the export vessel is ready to receive them, they are sent alongside in special locked lighters, so that no possibility of tampering with the cases in transit can exist. On arrival at the ship's side the officers of the vessel take charge of the stamps, which are immediately stowed, and covered in with other cargo, under the supervision of an India Store Depot Foreman. Night work is not allowed in any circumstances.

4. Receipts are taken for the stamps at every stage, and an efficient check is maintained throughout, so that the loss of a case would immediately be detected.

5. There appears to have been considerable delay, due apparently to want of proper system, in discovering the loss of the case of stamps *ex* "Mombassa." The several packages were discharged after dark on the 3rd October, but the fact that one was missing was not found out on delivery into the godowns of the Agent for Government Consignments, nor indeed on their removal thence.

6. All items of valuable cargo should be counted and checked at every stage of their progress, and, had this been done in the present instance, the loss would have been discovered three days earlier than was actually the case.

7. Such stores should not in ordinary circumstances be landed at night, nor should they be left alongside the pier in charge of any one not a Government servant.

8. With regard to your proposals as to measures for the greater security of stamps, I have directed the adoption of your suggestion as to packing accounts. I do not, however, consider it practicable to describe stamps as "Stationery" in the bills of lading, as any such course would not only involve misdescription of cargo, but would render it impossible for me to make any claim against shipowners in this country for want of care in dealing with this valuable cargo under the special regulations which have ruled for some time past. Nor is it possible to arrange for uniformity in the size of all stamp and stationery packages, as in practice the dimensions of cases must vary with the dimensions of their contents.

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*16: 92 Mar 8/1. 99.
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(D) W. B. de W*

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No. 92 Madras 31.1.99.

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in continuation of S.O.

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Secretary to Government.

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„ the Marine Department.

Exd. Shaik Karim

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