Marine

Public Works (189) **Department.**

G.O., No. 8422 } Marine
8423 }

DATED 8th Sept 89

[Despatch Abstract.]

Landing of iron cargoes at Madras-

Resolved, that a reply be sent to Messrs Walter Nutter & Co. London, on the subject of their complaint as to the inconvenience of the —
landing of iron cargoes at Madras

Reply to Messrs Walter Nutter & Co. London, on the subject of their complaint as to the inconveniences of the —
landing of iron cargoes at Madras.

Despatch to the Secretary of State
from the Madras Govt
Copy sent to [illegible]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
644	8 & 9		15-12-98				
	3632	Mar.	15-7-99				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.
	1071-72	Mar.	11-12-99			

Government {1899} of Madras.

MARINE.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

Letter, No. 843, 8th September 1899.

SEPTEMBER.

Landing of Iron Cargoes at Madras

Letter to Messrs. Walter, Nutter & Co., London, on the subject of their complaint as to the inconvenience of the —.

MARINE DEPARTMENT.

Letter—from

W. B. deWINTON, Esq.,
Secretary to the Government of Madras,
Marine Department,

To

Messrs. WALTER, NUTTER and CO.,
No. 84, Bishopsgate Street,
within London E.C.

Gentlemen,

I am directed to acknowledge the receipt of your letter, dated 15th November 1898, in which you complain of the system in force at Madras for the landing of cargoes of iron, under which consignments are not always delivered according to shipment and specification.

2. The matter having been inquired into, it is found that wrong deliveries are due to the following causes :—

(1) over-carriage or short-landing;
(2) mixing up of consignments in boats prior to landing, *i.e.*, in the discharge into boats over the ship's side;
(3) absence of marks on some 90 per cent. of the bars, and their obliteration in the remaining 10 per cent. by the time the bars are landed; and
(4) non-specification of the weight of bars in the delivery orders.

It would thus appear that the inconvenience complained of is due to causes beyond the control of the Harbour or Customs staff, and that the remedy can best be applied by shippers of cargoes and landing agents.

3. As, however, the Government desired that the inconvenience, which is undoubted, should, if possible, be removed, it sought the advice of the local Chamber of Commerce who appointed a Committee to discuss the whole question. The only suggestion the Committee was in a position to make was the employment of a contractor and staff, familiar with marks and makes, so as to be able to distinguish rapidly one maker's iron from another's. The Committee was, however, unable to draw up a detailed scheme for giving practical effect to their proposal. But it considers that the system, lately introduced by the Collector of Sea Customs, of making deliveries of bar iron only according to the invoice *weight*, irrespective of the *number* of bars invoiced, until all consignees by the same vessel have received their correct weights, will get over the difficulties as to short weight, and will, to some extent, meet the chief grievance of importers. It is proposed to give this system a trial; but, meanwhile, the Government will be glad to receive any practicable suggestions for its improvement which you may be in a position to offer. The arrangements for landing were explained to you in great detail in the letter from the Chairman, Harbour Trust Board, No. 3374 dated 8th December 1898.

I have the honour to be,
Sir,
Your most obedient servant,

(Signed) W. B. deWINTON,
Secretary to Government.

Ootacamund,
8th September 1899.

Exd. T. K. Narayana Aiyangar.

Government {1899} of Madras.

MARINE.

Recd. } 1899. *Enclosures*
Regd. } *Spare copies*

G.O., No. 842, 8th September 1899.

SEPTEMBER.

Landing of Iron Cargoes at Madras

Ordered that a reply be sent to Messrs. Walter, Nutter & Co., London, on the subject of their complaint as to the inconvenience of the —,

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

Despatch from the Right Hon'ble the Secy. of State for India, 3rd Nov. 1898, No. 16 Rev.
Letter from the Chairman, Harbour Trust Board, Madras, 11th Jan. 1899, No. 3877.
Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 245, 20th Jan. 1899.
" " " (") Mis. No. 638, 14th Feb. 1899.
Letter from the Chairman, Harbour Trust Board, Madras, 7th Mar. 1899, No. 4735.
" " " " 7th June " " 68/26.
" " " " 5th July " " 68/27.

Order—No. 842, Marine, dated 8th September 1899.

Ordered that the following reply be sent to Messrs. Walter, Nutter & Co.

[Here enter No. 843, Marine, dated 8th September 1899.]

(True Extract.)

Under Secretary to Government.

To the Chairman, Harbour Trust Board,
" Revenue Department, } with copy of letter.

Exd. T. K. Narayana Aiyangar.

GOVERNMENT OF FORT ST. GEORGE.

MARINE (1899) ***DEPARTMENT.***

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

Dated 8th September,

No. 19 of 1899.

Despatch to the Secretary of State forwarding copy of a reply from the Madras Government to Messrs. Walter, Nutter & Co., London, on the subject of their complaint as to the inconvenience of the landing of iron cargoes at Madras.

MARINE DEPARTMENT.

Letter—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. 16, Revenue, dated 3rd November 1898, forwarding copies of correspondence from and to Messrs. Walter, Nutter & Co., in regard to the landing of consignments of iron at Madras. In reply, we have the honour to transmit herewith, for your information, a copy of our reply to that firm, No. 813, Marine, dated 8th September 1899, from which it will be seen that the inconvenience complained of is almost wholly beyond the control of the Harbour and Customs authorities, and that we are willing to introduce any feasible changes which afford a reasonable prospect of improvement.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

Ootacamund,
8th September 1899.

Exd. T. K. Narayana Aiyangar.

11

18 Marine DEPARTMENT.

READ the following:—

Despatch from the Right Honble the ~~Chief~~ Secretary of State for India, No. 16 Revenue, dated 3rd November 1898

Letter from the Chairman, Harbour Trust Board, Madras, No. 3877, d/ 11th January 1899

Proceedings of the Board of Revenue, Sparte Revenue, Dis. No. 245, d/ 20th January 1899

do No. 638 Dis, d/ 14th February 1899.

Letter from the Chairman, Harbour Trust Board, Madras, No. 4735, d/ 7th March 1899.

do No. 68/26, dated 7th June 1899

do No. 68/27, dated 5th July 1899.

Landing of iron cargoes at Madras

Circulated to

H.E. the Governor.
The Hon'ble T. Ananda Charlu C.S.I.
The Hon. Mr. A.P. Winterbotham

A.E.H. 4.9.99

The Chairman, H.T.B. } with copy of
" Rev. department } letter.

Dr. 8/10/99

Mr. 6.9.99.

Hd 7-9-99

Hd. Sp. 12.9.99.

H.E. No 842 Marine dd 8-9-99.

Ordered that the following reply be sent to Messrs. Walter, Rutter and Co., Company.

H.E. No. 843 Marine dd 8 Sept.

To

Messrs. Walter Rutter & Co.
84. Bishopsgate Street, within
London E.C.

Gentlemen,

I am directed to acknowledge the receipt of your letter dated 15th November 1898 in which you complain of the system in force at Madras for the landing of cargoes of iron, under which consignments

P. W. 42-A.
1,000—2-3-99.

Consignments are not always delivered according to Shipment and Specification.

2. The matter having been inquired into, it is found that wrong deliveries are due to the following causes:—

(1) Overcarriage or Short landing

(2) Mixing up of consignments in boats prior to landing; i.e. in the discharge into boats over the Ship's side.

(3) Absence of marks on some 90 per cent of the bars, and their obliteration in the remaining 10 per cent by the time the bars are landed, and

(4) non Specification of the weight of bars in the delivery orders.

It would thus appear that the inconvenience complained of is due to causes beyond the control of the Harbour or Customs Staff, and that the remedy can best be applied by Shippers of cargoes and landing Agents.

3. As, however, the Government desired that the inconvenience, which is undoubted, should, if possible,

possible, be removed, they sought the advice of the local Chamber of Commerce who appointed a Committee to discuss the whole question. The only suggestion the Committee was in a position to make was the employment of a Contractor and staff, familiar with marks and makes, so as to be able to distinguish rapidly one maker's iron from another's. The Committee was, however, unable to draw up a detailed scheme for giving practical effect to their proposal. But it considers that the System, lately introduced by the Collector of Sea Customs, of making deliveries of bar iron only according to the invoice weight, irrespective of the number of bars invoiced, until all Consignees by the same vessel have received their correct weights, will get over the difficulties as to short weight, and will, to some extent,

meet

meet the chief grievance of importers. It is proposed to give this System a trial; but meanwhile, the Government will be glad to receive any practicable suggestions for its improvement which you may be in a position to offer. The arrangements for landing were explained to you in great detail in the letter from the Chairman, Harbour Trust Board, No. 3374, d/ 8th December 1898.

× Marg M.

I have &c.

(Signature)

(M.E. No. 19 dated 8-9 1899)

To

The Right Honble the Secretary of State for India,

My Lord,

We have the honour to acknowledge the receipt of Your Lordship's Despatch No. 16 Revenue, d/ 3rd November 1898 forwarding

forwarding copies of correspondence from and to Messrs Walter Rutter & Co. in regard to the landing of Consignments of iron at Madras. In reply, we have the honour to transmit herewith for your information a copy of our reply to that Firm, No. 843 dated 8th September 1899, from which it will be seen that the inconvenience complained of is almost wholly beyond the control of the Harbour and Customs authorities, and that we are willing to introduce any feasible changes which afford a reasonable prospect of improvement.

We have &c.

(Signature)

8423 16
8423

1 1,000 -7-9-98.

REVENUE DEPARTMENT.

No.

From the Marine Dept.
No. 36 E dy 18.1.99 (c.no. 472)

From the Board of Revenue (Sep. Rev.)
Mis. No. 245 Dated 20.1.99 (c.no. 641) 189 .

FOR ORDERS.

To Secy.

Messrs. Walter, Nutter & Co., a firm of iron merchants in England, complained to the Secretary of State that owing to the landing of iron on the beach at the port of Madras and its being left there, instead of being taken to the Customs godowns, their customers at that port of ~~Madras~~ frequently did not receive the same specifications of iron as were shipped from home, and suggested that the landing arrangements at the port should be improved. The Secretary of State advised the firm to address the Harbour Trust Board or the Govt. and forwarded for the information of this Govt a copy of the correspondence on the subject. Thereupon a report appears to have been called for in the Marine

Page 6 of c.no. 472. A

Page 8 ibid B

Page 9 ibid B,

Trust Board, which its Chairman submits in the first current read above. The firm addressed this Govt, and the report of the Board of Revenue called for in Endt. No. 4832 ~~of~~ ~~Revenue~~ dy 8.11.98 is contained in the second current. It would appear that the firm wrote to the Harbour Trust Board also. A copy of its reply to the firm will be found on pages 19-22 of C. no. 472.

2. From these papers it appears that the landing of iron is attended to by the ship's agents, and that neither the Harbour Trust Board nor the Customs Collector has anything to do with the iron till it is landed. The iron is received by the Harbour Trust Board on the beach or the pier, and is taken to the iron yard, which forms part of the Custom-house.

3. The Harbour Trust Board has, it is stated, accounted for all the bars received by it since 1891, except in one case

Page 1 of C. no. 472. C

L

C. no. 641 D

M

Para 8 of the Chairman's letter on p. 21 of C. no. 472, & para 2 of B.P. (C. no. 641) E & E,

Para 2 of B.P. (C. no. 641) E,

in which it paid for what was missing. Messrs. Walter, Nutter & Co's complaint is nevertheless admitted, to be quite reasonable; but the fault is ascribed to the negligence of the shippers, shipowners and ship's officers. The causes are stated by the Board of Revenue to be —

(i) overcarriage or short landing of the iron bars.

(ii) mixing up of consignments in landing

(iii) absence of marks on ninety per cent of the bars, and in the remaining ten per cent. their obliteration by the time the bars are landed.

(iv) non-specification of the weight of bars in the delivery orders.

4. The Board of Revenue recommends that Messrs. Walter, Nutter & Co. may be referred to the reply already given to them by the Harbour Trust Board. It is submitted that this may be done.

5. Please see draft below.

Para 1 of C. no. 641 E,

KD
7-2-99

2nd Asst for the views of the

Chamber of Commerce on the question. I don't think they have been yet consulted either by the Bd of Rev, or the Harbour Trust.

S.T. 8/2/99

To Secy.

Please see draft reference to Board below.

KD
9-2-99

Brom Board of Revenue (S.R.) No. 638 of 14.2.99 (C. no. 1194).

To Secy.

It appears that the Collector of Customs consulted the Chamber of Commerce in Sept.r last. The Board of Revenue forwards a copy of its reply and of the Collector's remarks thereon. The Chamber of Commerce admitted the impossibility of preventing the mixing up of consignments on board-ship and in landing; but considered that attention should be paid

FOR ORDERS.

Our No. 39 of 10-2-99. G

H

H1

H2

to their sorting and arrangement on land. The Chamber accordingly suggested the employment for this purpose of a contractor approved by the iron dealers. From the Collector's letter it appears that the importers accepted the suggestion. The Collector, however, did not concur on the ground that if it was possible for a contractor to make correct deliveries, it should be possible for the Harbour Trust Board to do so.

2. It is submitted that the Collector and apparently the Board of Revenue have rather summarily rejected the solution proposed by the Chamber of Commerce. According to the Chamber the sorting requires a very skilled staff — "a staff who are familiar "with marks and makes and are "able rapidly to distinguish one "maker's iron from another's." If the staff be appointed with the approval of the importing firms, it is possible that complaints might cease. At any rate no one would then blame the Harbour

Trust Board or the Collector for not doing the best. The staff should apparently be employed by the Harbour Trust Board, which takes charge of the iron. May the Marine Dept. be asked (u.o.) to obtain its views on this point?

KD
20-2-99

Yes
8/2/99

Mar. Dept
C/ 2a. 363 of 15-7-99.

The letters from the Chairman, Harbour Trust Board, received in reply to a reference made in the Marine Department, are herewith transferred to the Revenue Department.

2. It will be seen therefrom that the Sub-Committee appointed by the Chamber of Commerce is of opinion that the system, lately introduced by the Collector of Sea Customs, of making deliveries of bar iron only according to the invoice weight irrespective of the number of bars invoiced until all consignees by the same vessel have received their correct weights, will get over the difficulties as to short weight, and

I J K
C Nos 344, 752 and 927

and will go some way to meet the chief grievance of importers. It is proposed to give this system a fair trial.

3. The question of employing a competent Contractor for the sorting and arrangement of iron after landing was also considered and found to present practical difficulties.

N.S.
10

Wheel
11-8-99

The Revenue Department. (U.O.)
with file

Revenue Department

As the matter concerns the Harb. Trust Bd's not the Customs authorities, will Marine kindly state whether it will not take care of it?

H.T.
9.8.99.

There is no objection, apparently, on this Dept.
R.S.
9.Aug.99

Wheel
10.8.11

U.O. No. 40 of 11.8.99.

Transfered to the Marine Dept
11 Aug 99.

Marine (1898) Department.

CURRENT No. 1523

No: 644 Ed/15-12-98

Referred to the
Chairman Harbour Trust
Board for remarks.

C.S. 12.12.98

The Ch H.T.B. will to papers
to be returned

P 16/12/98

From
The Rt. Hon'ble the Secretary
of State for India

No. 16 Revenue

Dated 3—11-98
Received 27-12-98
Registered
Enclosures 4
Spare copies 2

SUBJECT

Shore arrangements at Madras
for landing iron from Shipboard.

Forwarding for information
Copy of correspondence that
has passed regarding a repre-
sentation that the — might
be improved.

P. W. 29.
1,000—5-9-98.

BACK PAPERS.

G.O.	No.	Department.	Date

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Glasgow,

27th September 1898.

Messrs. Walter Nutter and Co.,
84 Bishopsgate Street Within,
London , E.C.

Dear Sirs: -

We are in receipt of yours of the 26th instant, giving us extract from your Madras friend's letter with reference to the landing and delivery of iron from our steamers at that port for which we are obliged. In stowing the different parcels of iron the greatest care is taken to separate them and our officers can discharge them separately at Madras, but the system in vogue there in connection with the landing of iron seems to be so primitive that the boatmen simply rush the iron on shore and leave it on the beach, where it is dealt with by the Custom's people immediately, or at leisure, as the case may be; the only mode of separating different parcels being to check the specification or invoices. We shall write to our Agents to give this matter their attention with a view to organising some better system and we think importers of iron should

also

also consult with the Customs as to some better mode of dealing with this description of cargo on landing. Other descriptions of cargo are landed on the pier and taken to the Customs godown and we see no reason why iron should not be similarly treated.

We thank you for drawing our attention to the matter and you may rely on our doing our best to have this state of affairs remedied.

Yours &c.,

(Sd) Cayzer, Irvine & Co.

84 BISHOPSGATE STREET WITHIN,

LONDON, E.C. 3rd October 1898.

Sir C.E. Bernard,
Whitehall.

Dear Sir$,

We beg to hand you an extract from our Madras Letter dated 1st. inst., as we think this is a matter of interest concerning the trade, we think it ought to be looked into and altered; as things are at present business is being stopped through the difficulties which are encountered in Madras.

Yours faithfully,

(Sd) Walter Nutter & Co.

"Weight on iron. The position is that by the terms of the " B /Lading, the steamer is not responsible for weight, or "sizes, but only for the number of bars. Moreover, if you "will peruse the B/Lading you will see that the ship is "not responsible for obliteration of marks. As a matter "of fact, no attempt is made to deliver according to mark. "To begin with, we understand that only about 10% of the "bars are marked, and as this is done by paint the marks are "frequently obliterated by the time the bars are landed. The "procedure at this port is that all the various shipments "of iron are mixed in landing, no attempt being made to keep "each parcel separate, the iron is then supposed to be sorted "according to size by the Harbour Trust authorities, and "deliveries are professedly made in accordance with "specifications to the different consigners, in the presence "of a representative of the ship's agent. The trouble arises "through wrong deliveries at the customs yard, and or through "Calcutta iron being landed here, or Madras iron being over-

"carried

"carried to Calcutta. We have all along urged that each
"parcel should be landed separately, but the steamer agents
"maintain that this is impracticable, and the consequence is
"that we can never depend on getting our own iron, or the
"invoice weight. The agents of the line, Messrs.
"shelter themselves behind the terms of the B/Lading, and
"apparently do not care whether importers get their right
"weight or not, and altogether the position is so unsatisfactory
"and losses in weight are so frequent, we have pretty well made
"up our minds that unless you can get the ship to sign for
"weight, it will not be worth our while going on with the
"business."

84 Bishopsgate Street Within,
London, 20th October 1898.
E.C.

Sir C.E.Bernard,
Secy. Statistics, Revenue and Commerce,
Correspondence Department,
India Office,
Whitehall.

Sir,

We beg to call your attention to a matter of much importance to Shippers of Iron to Madras, for the last three years we have had continual reports that our Customers do not get the same specifications of Iron which we ship to them and the fault, after full investigation is, we think with the Custom House at Madras, all Iron has to pass through the Custom House before we can get delivery, therefore we are practically unable to have any control over the landing, we enclose you copy of a letter we received from our Madras Agents, and also one from Messrs. Cayzer Irvine & Co. , Glasgow, whose line of Steamers carry nearly all of the Iron for Madras which leaves England, in this you will see that all other goods excepting Iron are landed on the Pier and taken direct to the Customers godown, whilst Iron is landed on the beach and left. We do not see why the Madras Custom House makes this exception to Iron which is a

valuable

valuable cargo, and ought to be well under their control,

and we shall esteem it a favour in the interests of Trade, if

you will kindly have this looked into, and have the present

system altered.

We are &c.,

(Sd) W. Nutter & Co.,

Mo E 1/6464

1899
REVENUE DEPT.
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4

Dft. 1271
To go
8
R. & C.2496

2 November 1899.

Gentlemen,

I am directed by the Secretary of State for India to acknowledge the receipt of your letter of the 20th October, and to suggest that any representation which you have to make on the system of landing iron at Madras should be addressed to the Harbour Trust Board, or to the Secretary to the Government of Madras.

I am, Gentlemen,

Your obedient Servant,

(Sd) A. GODLEY

Messrs. Walter Nutter & Co.,
84 Bishopsgate Street Within,
E. C.

No. 16.

Copy correspondence
with Messrs. Nutter & Co.

Reference in Madras
Revenue Despatch No. 16
dated 3rd November 1898.

pm 24/11/99

899
4
472

9

1271.

INDIA OFFICE,

LONDON. 3rd NOVEMBER 1898.

REVENUE,

No. 16.

TO HIS EXCELLENCY THE HONOURABLE THE GOVERNOR

IN COUNCIL FORT ST. GEORGE.

CHIEF SECRETARY * 21 NOV. 1898 * GOVERNMENT OF MADRAS

A.54
20.11.98

Sir,

I forward for the information of Your Excellency's Government copy of correspondence that has passed regarding a representation that the shore arrangements at Madras for landing iron from shipboard might be improved.

Letter from Messrs. Walter Nutter and Company, dated 20th October 1898 with enclosures.
Reply to the above, dated 2nd November.

I have the honour to be,

Sir,

Your most obedient humble Servant,

George Hamilton

No. 15.

Revenue,
3rd November 1898.

The
Letter to Fort St. George,
No. 16.

Revenue Dept.

Marine (1898) Department.

CURRENT No. ~~64~~ 472

No. 36E. d/18 Jany. 99

Endorsement

~~Order~~

Transferred to the Revenue Department.

L Bilderbeck
Secretary to Govt.

From
The Chairman,
Harbour Trust Board,
Madras.

No. 3877

Dated 11—1—99

Despatched 14—1—99

Received 19th January 99

Enclosures 10 —

Spare copies

SUBJECT.

Replying to memo No.644E dated 15th December 1898 re, complaint made by Messrs Walter Nutter & Co about the landing and delivery of iron at Madras port.

SW 3/5 Butler

899

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472

1A

BACK PAPERS.

G. O.	No..	Department.	Date.
	C. No 8308 of 98.		
	4832.		
	5-12-98		

FURTHER PAPERS.

G. O.	No.	Department.	Date.

398.

ge,

19

Madras Harbour Trust.

8th December 1898.

No. 3474

From J. N. Atkinson Esq, I.C.S.,
Chairman, Harbour Trust Board,
MADRAS.

To Messrs Walter Nutter & Co.,
84 Bishop's gate Street within
London E.C.

Gentlemen,

I have the honour to acknowledge the receipt of your letter dated 15th November, which reached me on the 5th December enclosing an extract from your "Madras letter dated 1st instant" referred to under your date London 3rd October, from which I understand that your Madras correspondents complain that they cannot obtain weight of iron and number of bars shipped according to specifications because (a) the terms of Bill of Lading are such that the steamer is not responsible for weight or sizes but only for the number of bars specified upon the Bill of Lading (b) only 10% of the iron is marked, and these marks are frequently obliterated by the time the bars are landed (c) the iron is mixed in landing (d) Calcutta iron is landed at Madras (e) Madras iron is over-carried to Calcutta (f) the steamer agents maintain that it is impracticable to land each parcel separately.

2. Under date Glasgow 27th September Messrs Cayzer Irvine & Co. inform you that the greatest care is taken in stowing the different parcels of iron, and that their Officers can discharge them separately at Madras; but that the system in vogue here in connection with the landing arrangements is so primitive that the boatmen simply rush the iron on shore and leave it on the beach.

3.

Indexed.

3. The question of short and wrong deliveries of iron has lately formed the subject of enquiry by the Collector of Sea Customs, and at his suggestion the Board's Secretary addressed Messrs Gordon Woodroffe & Co. on the 28th November re iron per S.S."Ehrenfels"; copy of this letter No.3275 and of Messrs Gordon Woodroffe & Co's reply is enclosed for your information.

4. The result of this attempt to land iron per "Ehrenfels" by mark and description has been that it was brought in the boats and lighters to the beach and pier mixed as usual. I forward for your information memo from the Preventive Officer Iron yard and from the Assistant Traffic Manager Pier giving details of marks as specified by the Ship's Officers on the boat notes as contrasted with the iron landed. You will observe that in no instance do the marks given in the boat notes agree with the marks on the iron brought in the boats. It therefore appears that the contention of the steamer Agents is correct, that it is impracticable to land the various parcels separately.

5. With regard to (a) the terms of the B/L and (b) the marking of the iron I would observe that these two difficulties would appear to be in the hands of Shippers and ship owners, and must be settled by them. The Ship's Agents here and the Consignees are bound by the terms of the B/L and have no control over the marking.

6. Iron is mixed in landing (c) that is in the discharge into boats and lighters over the Ship's side and it is a fact that (d) Calcutta iron is landed at Madras and that (e) Madras iron is over-carried to Calcutta. It is then only practicable for the Consignees ships Agents to settle their difference according to the terms of the B/L.

7. With regard to the procedure on shore the Board's Traffic Manager has since 1891 granted a receipt for all bars bundles sheets &c landed from each steamer, and each steamer's iron has been separately stacked according to sizes and descriptions, and deliveries are made under the authority and control of the Collector of Sea Customs according to detailed specifications signed by the manufacturers.

It is however obvious that as the iron is not correctly discharged deliveries can be made to specifications only so far as the iron discharged agrees with the specifications. There is always a

residue

residue which does not agree with any specification or else there is a shortage, or it may be both. It then only remains for the Agents and the Consignees to arrange between themselves subject to Customs control how the differences are to be settled. It is usual for Consignees to accept iron other than in accordance with their specifications in lieu of that which is short as they apparently have no other remedy; but the Collector has a lien on all goods unclaimed or undelivered within four months from date of landing and he has recently taken delivery of about 50 tons so left unclaimed and uncleared, for sale under section 88 of the Sea Customs Act.

8. The landing arrangements are all made by the Ship's Agents and the Harbour Trust Traffic Department has nothing to do with the iron till it is landed. The system adopted is as follows: the iron is received either on the Beach or pier. That landed on the Beach is removed by coolies who are confined to certain routes from thence to the iron yard passing tally boxes in which are representatives of the Harbour Board and the Agents of the steamer, these clerks tally in separate books the number of bars or bundles &c carried by each cooly, and a separate tally is kept by means of cowrie shells in the charge of other tally clerks who as each cooly passes drops into a locked box a number of cowries agreeing with the iron carried past him. These boxes are so constructed that the cowries cannot be shaken out and the counting of the cowries is done in the Traffic Manager's office independent of the book tally taken by the clerks of the Harbour Board and the steamer Agents.

Receipts are then granted in the form, copy of which is enclosed.

9. As regards iron landed on the Pier no tally can be taken as it comes out of the lighters, seeing that it is hoisted in slings of about 15 cwt to 2 tons each and is deposited on trucks carrying from 5 to 10 tons each. Each truck is provided with a card in a slit giving particulars as to serial number of the truck, the name of the ship, and number of the boat from whence and by which the iron has been landed. The tally from the truck to the iron yard is then proceeded with in the same manner as that adopted for iron landed on the Beach.

10. No claim whatever has been made on the Harbour Trust as to

the

the number of bars so tallied and received by the Traffic Department since this system was instituted in 1891 until last month, November 1898, when three bars which could not be accounted for were paid for, and this proves that the system so far as the Harbour Trust is concerned is as good as can be devised under the circumstances.

11. I am well aware that Consignees have serious ground for complaint in regard to misdelivery and short delivery of iron; but the fault undoubtedly lies with the shipping and landing arrangements, with which the Harbour Trust Board has nothing whatever to do.

I have &c,

Signed J. N. Atkinson,

Chairman,

Harbour Trust Board.

(True copy)

HARBOUR TRUST
MADRAS 11 JAN 99
SECRETARY'S OFFICE

C. Binnt

Secretary,

Harbour Trust Board.

Remarks of the Preventive Officer Iron yard on Iron landed Ex S.S."Ehrenfels."

Boat No.201 Discharge nearly finished before boat note was received boat note states red paint mark 70 bars. Only a few bars marked red a few other green the remainder no mark 103 bars landed.

Boat No.182 Boat note states U.W. 86 hoop bundles U.W. & U.M. & Nil 86 bundles iron.

Boat No.136 111 green 80 bars V.B.N. a small percentage only marked 109 bars landed.

Boat No.222 Note states 120 bars no mark given Landed hoop bundles

Boat No.136 Note states 120 bars no mark given.

Boat No. 89 Note states U.V. 40 hoop bundles 11 white 40 bars iron. Landed V.W. V.M. & Nil hoops,red,yellow and Nil bars.

Boat No.222 Note shows X X 120 bars. Landed 111 green and Nil.

Boat No.136 Note shows X X 120 bars.Landing 1 green and 111 green and Nil.

Boat No.191 Note shows 11 white 100 bars.Landed 111 red 1 red and Nil bars and bundles.

Boat No.194 Note states 11 white 100 bars, landed 1 red 111 green 1111 white and Nil.

Boat No. 92 Note shows 111 green 100 bars, landed green,red,white, and Nil.

Signed W. Cooke,
Preventive Officer,
North Iron yard.
3-12-98.

3rd December 1898. ----

Boat No.182 Note shows 111 green 100 bundles.Landed V.N. Nil green and blue.

Boat No.201 Note shows 111 white 100 bars.Landed 111 yellow and Nil bars and bundles.

Boat No. 50 Note shows 111 green 100 bars.Landed red green and Nil bars and bundles.

Boat No. 81 Note shows 111 green 100 bars.Landed U.M. U.W. Hoop bundles V.N. and ends yellow rod bundles.

Boat No.136 Note shows X X 100 bars.Landed 1111 white bars,blue and Nil bundles.

No. 191.

Pw Eb 64/99

899
REVENUE DEPT.
10

Boat No.191 Boat note shows 111 green 100 bars.Landed bars and bundles 1 red and Nil.

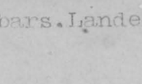
Boat No. 71 Boat note shows 40  sheet bundles 80 bars 111 white. Landed 31 s bundles 55 bars 2 bundles 111 yellow.

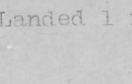
Boat No.201 Boat note shows 111 white 100 bars.Landed 1 red and nil bars and bundles.

Boat No.136 Boat note shows 111 yellow 150 bars.Landed 1 red and nil bars and bundles.

Boat No. 50 Boat note shows 111 green 100 bars.Landed 1 red and nil bars and bundles.

Boat No. 81 Boat note shows 111 white bars.Landed all bundles.

Boat No.152 Boat note shows X X 100 bundles  5 Plates.Landed C.Y. and nil bundles and 8 Plates.

Boat No.222 Boat note shows 111 yellow 100 bars  5 Plates. Landed 1 red and nil bars and bundles and 5 Plates.

Boat No. 81 Boat note shows 111 white 100 bars.Landed yellow and nil bars and bundles.

Boat No. 28 Boat note shows 111 white 100 bars.Landed 1 red and nil.

Boat No.152 Boat note shows 111 yellow 50 bundles.Landed no marks visible.

Boat No.136 Boat note shows X X 100 bars.Landed end green white and nil bundles.

Boat No. 50 Boat note shows X X 100 bars.Landed red and nil.

Boat No.222 Boat note shows X X 100 bundles.Landed white and nil.

Boat No.191 Boat note shows 11 white 100 bars.Landed 1 red and nil.

Boat No.194 Boat note shows X X 100 bundles.Landed white end and nil.

Boat No.152 Boat note shows 20 Plates.Landed 10 Plates and 1 sheet bundle.

Calcutta Port mark

Boat No.201 Boat note shows 11 white 100 bars.Landed 1 red and 44 bars only.

4th December 1898.

Boat No. 18 Boat note shows X X 100 bars steel.Landed G.red C.white.

Boat No. 71 Boat note shows X X 100 bars steel.Landed bundles and bars iron and bars steel.

Boat No.194 Boat note shows X X 100 bars steel.Landed red,white,and nil.

Boat No.222 Boat note shows X X 80 bars steel and Plates.Landed G.red C.white and nil.

Boat No. 28 Boat note shows X X 70 bars steel X white 20 bars iron. Landed G.red and nil.

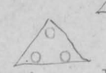
Boat No. 23 Boat note shows 11 green 100 bars iron.Landed G.red and C.white steel.

Boat No. 17 Boat note shows 11 white 100 bars iron.Landed 1111 white and nil iron and G.white, G.red and nil O.steel.

Boat No. 50 Boat note shows 11 green 80 bars and 20 bundles iron.Landed 1111 white and green stroke nil.

Boat No.191 Boat note shows 11 white 80 bars and 20 bundles.Landed.11. 111. 1111. white and nil.

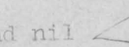
Boat No.201 Boat note shows X X 100 bars iron.Landed 11 white and nil.

Boat No. 17 Boat note shows  17 Plates.Landed  sheet bundles  Plates.

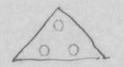
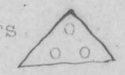
Boat No. 23 Boat note shows V.N. 100 bars iron.Landed 1111 white 111 green and nil bars and bundles.

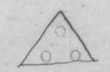
Boat No.191 Boat note shows X X 100 bars iron.Landed 111 green 111 yellow.

Boat No.136 Boat note shows 11 white 100 bars.Landed 1111 white 111 yellow green and nil bars and bundles.

Boat No. 81 Boat note shows 11 white 100 bars iron 5 Plates.Landed white yellow and nil  sheet bundles.

Boat No. 81 Boat note shows 11 white 100 bars iron.Landed 1111 white and nil.

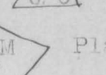
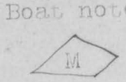
Boat No.136 Boat note shows  Plates iron 12 x x 100 bars. Landed 1111 white bundles and bars  Plates.  Plates and  bundles sheet.

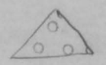
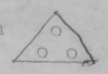
Boat No. 17 Boat note shows  Plates iron bars 150.Landed  Plates.

Boat No. 9 Boat note shows x x 80 bars steel.Landed bundles blue stroke 1111 white bars and 1111 white bundles and nil.

Boat No. 50 Boat note shows x x 150 iron bars.Landed 1111 white bars and bundles and nil.

Boat No.201 Boat note shows x x 150 bars and  12 Plates.Landed green stroke, blue stroke and white stroke bundles and  Plates.

Boat No.194 Boat note shows x x 150 bars and  10 Plates.Landed  bundles sheet iron  Plates, and blue stroke nil red bundles.

Boat No. 81 Boat note shows: x x 100 bars iron and  10 iron Plates. Landed  bundles sheet iron  Plates. 1111 white stroke bars and bundles.

Signed W. Cooke,

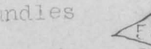
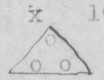
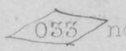
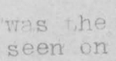
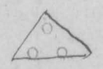
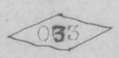
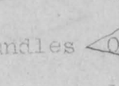
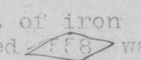
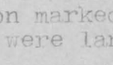
Preventive Officer,

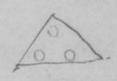
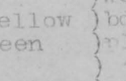
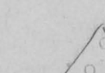
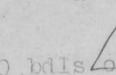
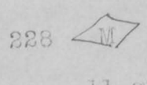
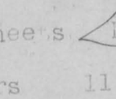
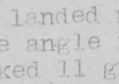
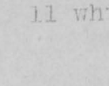
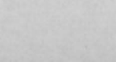
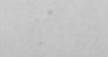
Iron yard.

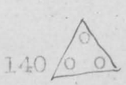
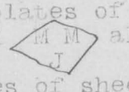
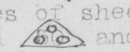
F-12-98.

1899 REVENUE DEPT. Ent. No. 6 472

Landing of Iron Ex S.S."Ehrenfels" on the Pier.

Date 189	Boat No.	As per Boat note	As hoisted on the Pier	Remarks
Decr: 2nd	133	11 green 14 Plates	11 green not visible	Plates of different sizes
	229	1111 white 87 bars 111 green 70 "	1111 white seen 111 green not seen	The bars were not in separate lots and were of different sizes
	121	11 green 11 Plates	11 green not visible	All landed mixed
		 190 bundles	 seen	
		U W 20 " hoops	O W seen	
	145	000 130 bars angle 111 green 20 bars	000 not seen 111 green not visible	All landed mixed
	164	 89 Plates	 seen	All landed mixed
		11 green 7 Plates	11 green not visible	
	226	 40 bundles	 seen	All landed mixed
		U M 60 " hoops	U M seen	
	171	111 green 160 bars	111 green not seen	All landed mixed
		1111 white 80 "	1111 white not seen	
do 3rd	229	x 160 "	x not seen	All landed mixed
		 10 Plate	 not seen	No plates of iron were landed in this Boat
		111 green 100 bars	111 green not seen	
	135	 150 "	 not seen	 was the mark seen on the bdles and the bars bdles were of different kinds and sizes and were landed mixed
		x x 150 "	x x not seen	
		 30 Plates	 seen	
		 6 "	 "	
		 10 bundles	 not "	
	123	111 white 200 bars	111 white not seen	The iron was landed mixed also bdles of iron sheets marked  were landed also bdles of iron of different kinds
		111 yellow 260 "	111 yellow not seen	
	140	x x 300 bars	x x not seen	Bdles of iron marked  was seen also plates of iron marked  were landed. The iron was landed mixed and of different kinds and sizes
		x x 50 bdles	x x not seen	

1898 Decr:	3rd	243	 1F Plates  seen 111 yellow 100 bars 111 yellow not seen 111 yellow 90 bdls 111 yellow not seen	The following marks were seen  on bdles and some plates marked  were also landed. All were landed mixed	
		213	111 green 200 bars 111 green seen 111 yellow 100 bars 111 yellow seen  30 Plates  seen	All landed mixed also bdles of hoop marked U M were landed	
		227	111 white 1F0 bars 111 white not seen  10 Plates  not seen 111 yellow 200 bars 111green not seen	All landed mixed, also plates of iron marked  were landed	
		225	x x x 200 bdles x x x seen  60 Plates M not visible x x 200 bars x x seen	All landed mixed & were of different kinds and sizes.	
		232	x x 100 " x x not seen  30 Plates  seen  100 sheet Bdls  seen	All landed mixed, also bdles of iron of different kinds and sizes.	
		116	11 green 1F0 bars angle 11 green seen	Also landed large bars of iron marked llll white and small bars of iron no mark	
		238	20 Plates seen 30 " not seen 111 green 150 bars 111 green not seen 111 yellow 150 " 111 green not seen	All landed mixed of different kinds and sizes.	
		243	60 Plates seen or M 170 bdls not seen	Three slings were hoisted and the rest left in Boat at 6 P.M.	
do	4th	228	120 bdls sheets seen 11 green 70 bars 11 green not seen 11 white 20 " 11 white not seen	All landed mixed, some angle iron marked 11 green some bars marked llll white some bar marked 11 green also some bundles of iron rod marked x x x red were landed	

Decr:	4th	230	W 300 Bdls angle W not seen	All landed mixed also landed some bars marked llll white some T Bars marked 11 green some angle iron 11 green of different kinds and sizes
		140	 40 Plate  not seen x x 300 Bars x x not seen	Some plates of iron marked  also bundles of sheet iron marked  and some without mark all mixed were landed.

Signed H. Graves,

Assistant Traffic Manager,

Pier.

F-12-98.

(True copy)

Secretary,

Harbour Trust Board.

[4]

MADRAS HARBOUR TRUST,
Traffic Department.

Date

Steamer

No. of Boat

No. of Boatnote

No. of Truck

Tally Clerk.

Clerk

Madras, 189

Traffic Manager,
Harbour Trust.

... D. deWinton Esq,

SECRETARY TO GOVERNMENT,

Marine Department.

Sir,

I have the honor to acknowledge the receipt of your memo dated 15th December No.644 E and to return herewith the enclosures thereto, viz despatch from the Right Hon'ble the Secretary of State No. 1271 dated India Office 3rd November 1898 forwarding to H.E. the Governor in Council a letter from Messrs Walter Nutter & Co. dated 20th October — complaining about the short landing and delivery of iron at this port.

I have already replied very fully as Collector of Sea Customs to the Board of Revenue upon this complaint, and Messrs Walter Nutter & Co. addressed me direct as Chairman of the Harbour Trust on the 15th November, and I submit herewith for the information of Government a copy of my letter to that firm with enclosure which will supplement and complete the particulars which Government will receive from me as Collector of Sea Customs through the Board of Revenue.

I have the honour to be,

Sir,

Your Obedient Servant,

Secy.

J. W. Atkinson.

Chairman,
Harbour Trust Board.

Reply to G.O. 4832 8.12.98.
C. No. 641.

899
PUBLIC DEPT.
Date No. 7
No. 472

Revenue (1899) Department.

CURRENT No. 641

From

The Secretary to the Commissioner
of Salt, Abkari and Separate Revenue,
Madras.

Order

Mis. No. 245.

Dated 20th January 1899.

Received 25th

Registered 26th

Enclosures 6

Spare copies

SUBJECT.

Submitting to Government the report called for regarding incorrect delivery of imported iron to consignees in Madras, and suggesting that Messrs Walter Nutter and Co may be referred to the Harbour Trust's Board's reply to them on the subject.

1A
26/1/99

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

PRICE 1 *pie.* 2,000 1-9-98.

REVENUE BOARD OFFICE MADRAS.

Proceedings of the Board of Revenue

(Separate Revenue).

Dated 20th January 1899.

Mis.No. 245.

------:O:-------

Read Endorsement of Government, Revenue Department, Mis. No.4832, dated 8th December 1898,and

Board's reference thereon No.1113, dated 14th December 1898, to the Collecter of Sea Customs, Madras.

Read also reply from J.M.Atkinson Esquire, I.C.S., Collector of Sea Customs, Madras, No.154 G, dated 7th January 1899.

Resolution:-

With reference to Endorsement of Government Mis.No. 4832, Revenue, dated 8th December 1898,on letter from Messrs Walter Nutter and Co. of London regarding incorrect delivery of iron to consignees in Madras, the Board begs to report that the inconvenience complained of is ascribable to the following causes:-

(1) Overcarriage or shortlanding of goods.

(2) The delivery orders given by a vessel's agents to consignees furnish particulars only as to description and number

(4) only 10% of the iron is marked, and these marks

and not as to weight of bars, the steamer being responsible under the terms of the bill of lading only for the number of bars.

(3) Only ten per cent of the iron is marked, and ~~these~~ these marks are obliterated by the time the bars are landed.

(4) The iron gets mixed in landing. The steamer agents maintain that it is impracticable to land each parcel separately and the consignments are not stowed separately in the ship.

2. The landing of the iron from steamers in Madras is conducted by the steamer agents who employ their own brokers(dubashes),boatmen and boats. As soon as the cargo is discharged the Harbour Trust authorities take charge and sort the iron in the iron yards which have been notified as part of the Custom-house. The Harbour Trust Board has accounted for all the bars received by it since 1891 except in one case in which it paid for what was missing. It will therefore be seen that it rests with shippers, shipowners and ship's officers to deal with the difficulties referred to. This has already been pointed out to Messrs Walter Nutter and Co. ~~of London~~, in reply to their letter of the same date as that of their letter to Government, by the Harbour Trust Board in its letter No. 3474,dated 8th December 1898,to which the Board begs to suggest that the firm may be referred. pages 3-14 of current

(True extract.)

24.1.99 Acting Secretary.

To the Secretary to Government,Revenue Department,with enclosures (Harbour Trust Board's two enclosures in original to be returned).

Madras Harbour Trust
8th December 1898.

No 3474

From

J. N. Atkinson Esq, I.C.S.,
Chairman, Harbour Trust Board,
Madras.

To

Messrs Walter Nutter & Co,
84 Bishopsgate Street within
London E.C.

Gentlemen,

I have the honor to acknowledge the receipt of your letter dated 15th November, which reached me on the 5th December enclosing an extract from your "Madras letter dated 1st inst", referred to under your date London 3rd October, from which I understand that your Madras Correspondents complain that they cannot obtain weight of iron and number of bars shipped according to specifications because (a) the terms of Bill of Lading are such that the Steamer is not responsible for weight or sizes but only for the number of bars specified upon the Bill of Lading (b) only 10% of the iron is marked, and these marks

marks are frequently obliterated by the time the bars are landed (c) the iron is mixed in landing (d) Calcutta iron is landed at Madras (e) Madras iron is overcarried to Calcutta (f) the Steamer Agents maintain that it is impracticable to land each parcel separately.

2. Under date Glasgow 27th September, Messrs Cayzer Irvine & Co inform you that the greatest care is taken in stowing the different parcels of iron, and that their officers can discharge them separately at Madras: but that the system in vogue here, in connection with the landing arrangements, is so primitive that the boatmen simply rush the iron on shore and leave it on the beach.

3. The question of shortand wrong deliveries of iron, has lately formed the subject of enquiry by the Collector of Sea Customs, and at his suggestion the Board's Secretary addressed Messrs. Gordon Woodroffe & Co. on the 28th November re: iron per S.S. "Ehrenfels"; copy of this letter No. 3275 and of Messrs Gordon Woodroffe & Co's reply is enclosed for your information.

4. The result of this attempt

6

to land iron per "Ehrenfels" by mark and description, has been that it was brought in the boats and lighters to the beach and pier mixed as usual. I forward for your information memo from the Preventive officer Iron yard and from the Assistant Traffic Manager Pier, giving details of marks as specified by the ship's officers on the boat notes as contrasted with the iron landed. You will observe, that in no instance do the marks given in the boat notes agree with the marks on the iron brought in the boats. It therefore appears that the contention of the Steamer Agents is correct, that it is impracticable to land the various parcels separately.

5. With regard to (a) the terms of the Bill of Lading and (b) the marking of the iron, I would observe that these two difficulties would appear to be in the hands of shippers and ship owners, and must be settled by them. The ship's Agents here and the Consignees, are bound by the terms of the Bill of Lading and have no control over the marking.

6. Iron is mixed in landing (c) that is

is in the discharge into boats and lighters over the ship's side and it is a fact that (d) Calcutta iron is landed at Madras and that (e) Madras iron is over carried to Calcutta. It is then only practicable for the consignees and ships agents to settle their differences according to the terms of the Bill of Lading.

7. With regard to the procedure on shore, the Board's Traffic Manager has since 1891 granted a receipt for all bars bundles sheets etc landed from each Steamer, and each Steamer's iron has been separately stacked according to sizes and descriptions, and deliveries are made under the Authority and control of the Collector of Sea Customs according to detailed specifications signed by the manufacturers.

It is however obvious that, as the iron is not correctly discharged, deliveries can be made to specifications only so far as the iron discharged agrees with the specifications. There is always a residue which does not agree with any specification or else there is a shortage, or it may be both. It then only remains for the Agents and the

Consignees

Consignees to arrange between themselves, subject to Customs control, how the differences are to be settled. It is usual for consignees to accept iron other than in accordance with their specifications in lieu of that which is short as they apparently have no other remedy; but the Collector has a lien on all goods unclaimed or undelivered within four months from date of landing and he has recently taken delivery of about 50 tons so left unclaimed and uncleared, for sale under Section 88 of the Sea Customs Act.

8. The landing arrangements are all made by the Ship's Agents, and the Harbour Trust Traffic Department has nothing to do with the iron till it is landed. The System adopted is as follows: The iron is received either on the Beach or pier. That landed on the Beach is removed by Coolies who are confined to certain routes from there to the Iron Yard passing tally boxes in which are representatives of the Harbour Board and the Agents of the Steamer; these clerks tally in separate books the number of bars or bundles etc carried by

is in the discharge of [illegible]

#6

by each cooly, and a separate tally is kept by means of cowrie shells in the charge of other tally clerks who, as each cooly passes, drops into a locked box a number of cowries agreeing with the iron carried past him. These boxes are so constructed that the cowries cannot be shaken out and the counting of the cowries is done in the Traffic Manager's office, independent of the book tally taken by the clerks of the Harbour Board and the Steamer Agents.

Receipts are then granted in the form, copy of which is enclosed.

9. As regards iron landed on the Pier no tally can be taken as it comes out of the lighters, seeing that it is hoisted in slings of about 15 cwt to 2 tons each and is deposited on trucks carrying from 5 to 10 tons each. Each truck is provided with a card in a slit giving particulars as to serial number of the boat from whence and by which the iron has been landed. The tally from the truck to the iron yard is then proceeded with in the same manner as that adopted for iron

iron landed on the Beach.

10. No claim whatever has been made on the Harbour Trust as to the number of bars so tallied and received by the Traffic Department since this system was instituted in 1897 until last month, November 1898, when three bars which could not be accounted for were paid for, and this proves that the system so far as the Harbour Trust is concerned is as good as can be devised under the circumstances.

11. I am well aware that consignees have serious ground for complaint in regard to mis-delivery and short delivery of iron; but the fault undoubtedly lies with the shipping and landing arrangements, with which the Harbour Trust Board has nothing whatever to do.

I have &c

(Signed) J. H. Atkinson,
Chairman

8-12-98.

No 3504.

Copy forwarded to the Collector

J.

6
10

of Sea Customs for information.
(By order)

Harbour Trust
Secretary's Office
Madras 12th December 98

(Sd) C. Pinsent
Secretary
Harbour Trust Board.

(True Copy)

Sea Custom House
Madras. 7th January 1899

J. N. Allinson
Collector, Sea Customs.

7/1/99.

1899
REVENUE DEPT.
Encl. No. 1
Con. 641

Madras Harbour Trust,
SECRETARY'S OFFICE,

No. 3275 — 28th November 1898.

FROM
THE SECRETARY,
HARBOUR TRUST BOARD,
Madras.

To Messrs Gordon Woodroffe & Co.,
Agents,
S.S."Ehrenfels."

Gentlemen,

With a view to facilitate the deliveries of iron: I am directed to enquire whether you could not arrange to land each total parcel of iron by the above vessel separately, so as to enable the Traffic Manager to store each total parcel separately, and thus facilitate deliveries of the smaller specification quantities.

It would of course be necessary to advise him, as each boat-load came to hand, which parcel it appertained to.

I have &c,
Signed C. Pinsent,
Secretary,
Harbour Trust Board.

Madras, 1st December 1898.

The Secretary,
Harbour Trust Board,
Madras.

Sir,

With reference to your letter No. 3275 of 28th ultimo, which reached us yesterday afternoon, we have the honor to state that we shall instruct our Dubash to do all he can to get

Boat No. I36. Boat note shows III yellow I50 bars.Landed I Red and Nil bars and bundles.

" " 50 Boat note shows III green I00 bars. Landed I Red and Nil bars and bundles.

" " 8I Boat note shows III white bars.Landed all bundles.

" " I52. Boat note shows xx I00 bundles M.M. J 5 plates.Landed C.y and Nil bundles and 8 plates.

" " 222 Boat note shows III yellow I00 bars M.M. J 5 plates.Landed I Red and nil bars & bundles and 5 plates.

" " 8I. Boat note shows III white I00 bars.Landed yellow & nil bars and bundles.

" " 28. Boat note shows III white I00 bars.Landed I Red & nil.

" " I52 Boat note shows III yellow 50 bundles.Landed no marks visible.

" " I36. Boat note shows xx I00 bars.Landed end green white & Nil bundles.

" " 50. Boat note shows xx I00 bars.Landed Red & Nil

" " 222. Boat note shows xx I00 bundles.Landed white and nil.

" " I9I. Boat note shows II white I00 bars.Landed I Red & Nil.

" " I94 Boat note shows xx I00 bundles.Landed white end & Nil.

" " I52. Boat note shows 20 plates.Landed I0 plates and I x sheet bundle. x Calcutta Port mark.

" " 20I. Boat note shows II white I00 bars.Landed I Red & 44 bars only.

4th December I898.

Boat No. I8. Boat note shows xx I00 bars steel.Landed G.Red C.white.

" " 7I. Boat note shows xx I00 bars steel.Landed bundles & bars iron and bars steel.

" " I94. Boat note shows xx I00 bars steel.Landed Red,white,& Nil.

" " 222. Boat note shows xx 80 bars steel & plates.Landed G.Red C.white & Nil.

" " 28. Boat note shows xx 70 bars steel x white 20 bars iron. Landed G.red & Nil.

" " 23. Boat note shows II green I00 bars iron.Landed G.Red & C. white steel.

" " I7. Boat note shows II white I00 bars iron.Landed IIII white & nil iron & G white G.red & nil O.steel.

" " 50. Boat note shows II green 80 bars & 20 bundles iron.Landed IIII white and green stroke nil.

" " I9I. Boat note shows II white 80 bars & 20 bundles.Landed II. III.IIII.white & nil.

" " 20I. Boat note shows xx I00 bars iron.Landed II white & Nil.

" " I7. Boat note shows o o o I7 plates.Landed M. sheet bundles o o o plates.

Boat

Boat No. 23. Boat note shows V.N.I00 bars iron.Landed IIII white III green & Nil bars & bundles.

" " I94. Boat note shows xx I00 bars iron.Landed III green III yellow.

" " I3C. Boat note shows II white I00 bars.Landed IIII white III yellow green & nil bars & bundles.

" " 8I. Boat note shows II white I00 bars iron 5 plates.Landed white yellow & nil M. sheet bundles.

" " 8I. Boat note shows II white I00 bars iron.Landed IIII white and nil.

" " I36. Boat note shows o o plates iron I2 xx I00 bars.Landed IIII white bundles & bars o o plates M.M. J. plates & M. bundles sheet. ~~Landed M.M. plates.~~

" " 17 Boat note shows o o plates iron bars 150. Landed M.M. J plates.

" " 9. Boat note shows xx 80 bars steel.Landed bundles blue stroke IIII white bars & IIII white bundles & nil.

" " 50. Boat note shows xx I50 iron bars.Landed IIII white bars & bundles & nil.

" " 20I. Boat note shows xx I50 bars & o o I2 plates.Landed green stroke,blue stroke & white stroke bundles o o plates.

" " I94. Boat note shows xx I50 bars & o o I0 plates.Landed M Bundles sheet iron M.M. J plates,& blue stroke nil rod bundles.

" " 8I. Boat note shows xx I00 bars iron & o o I0 iron plates. Landed M. Bundles sheet iron o o plates IIII white stroke bars and bundles.

Signed W.Cooke,

Preventive Officer.

Iron yard. 5-I2-98.

Landing of iron Ex S.S."Ehrenfels" on the Pier.

Date I898.	Boat No.	As per boat note.	As hoisted on the pier	Remarks.
Decr 2.	I33.	II green I4 plates	II green not visible	Plates of different sizes
	229	IIII White 57 bars	IIII White seen	The bars were not in separate lots and were of different sizes.
		III green 70-do-	III green not seen	
	I2I.	II green II plates	II green not visible	All landed mixed
		558 I90 bundles	558 seen	
		U.M. 20 --do--hoops	U.M. seen	
	I45.	ooo I30 bars angle	ooo not seen	All landed mixed
		III green 20 bars	III green not visible	

Date

6
10

12

get the iron landed separately Ex S.S."Ehrenfels.

We have &c,

per pro.Gordon Woodroffe & Co.

Signed Chas. Hird.

Agents, "Hansa" Line.

HARBOUR TRUST
MADRAS 12 DEC 98
SECRETARY'S OFFICE

(True copy)

Secretary,

Harbour Trust Board.

1899
REVENUE DEPT.
Encl. in P. 2.
Con. No. 641

13

Remarks of the Preventive Officer Iron yard on iron landing Ex S.S. "Ehrenfels"

Boat No.	20I.	Discharge nearly finished before boat note was received. Boat note states red paint mark 70 bars. Only a few bars marked red a few other green the remainder no mark I03 bars landed.
"	" I52.	Boat note states U.W.85 hoop bundles. U.W. and U.M. and Nil 86 bundles iron.
"	" I36.	III green 80 bars U.B.N. a small percentage only marked I09 bars landed.
"	" 222.	Note states I20 bars no mark given. Landed hoop bundles.
"	" I36.	Note states I20 bars no mark given.
"	" 89.	Note states U.V.40 hoop bundles II white 40 bars iron. Landed U.W.V.M. and Nil hoops. Red; yellow and Nil bars.
"	" 222.	Note shows xx I20 bars. Landed III green and Nil.
"	" I36.	Note shows xx I20 bars. Landing I. Green and III green & Nil.
"	" I9I.	Note shows II white I00 bars. Landed III Red I Red and Nil bars and bundles.
"	" I94.	Note states II white I00 bars, landed I Red III green IIII white and Nil.
"	" 92.	Note shows III green I00 bars. Landed green, Red, White, & Nil.

Signed W.Cooke,

Preventive Officer,

North Iron yard.

3-I2-98.

3rd December /98.

Boat No.	I52.	Note shows III green I00 bundles. Landed V.N. Nil green and blue.
"	". 20I.	Note shows III white I00 bars. Landed III yellow and Nil bars and bundles.
"	" 50	Note shows III green I00 bars. Landed Red green and Nil bars and bundles.
"	" 8I	Note shows III green I00 bars. Landed U.M.U.W. Hoop bundles V.N. and ends yellow rod bundles.
"	" I36	Note shows xx I00 bars. Landed IIII white bars, blue & Nil bundles.
"	" I9I	Boat note shows III green I00 bars. Landed bars & bundles I Red and Nil.
"	" 7I.	Boat note shows 40 <M.> sheet bundles. 20 bars III. White. Landed 3I bundles 53 bars 2 bundles III yellow.
"	" 20I.	Boat note shows III white I00 bars. Landed I Red and Nil bars and bundles.

Boat

Boat No. I36. Boat note shows III yellow I50 bars.Landed I Red and Nil bars and bundles.

" " 50 Boat note shows III green I00 bars. Landed I Red and Nil bars and bundles.

" " 8I Boat note shows III white bars.Landed all bundles.

" " I52. Boat note shows xx I00 bundles M.M. J 5 plates.Landed C.y and Nil bundles and 8 plates.

" " 222 Boat note shows III yellow I00 bars M.M. J 5 plates.Landed I Red and nil bars & bundles and 5 plates.

" " 8I. Boat note shows III white I00 bars.Landed yellow & nil bars and bundles.

" " 28. Boat note shows III white I00 bars.Landed I Red & nil.

" " I52 Boat note shows III yellow 50 bundles.Landed no marks visible.

" " I36. Boat note shows xx I00 bars.Landed end green white & Nil bundles.

" " 50. Boat note shows xx I00 bars.Landed Red & Nil

" " 222. Boat note shows xx I00 bundles.Landed white and nil.

" " I9I. Boat note shows II white I00 bars.Landed I Red & Nil.

" " I94 Boat note shows xx I00 bundles.Landed white end & Nil.

" " I52. Boat note shows 20 plates.Landed I0 plates and I x sheet bundle. x Calcutta Port mark.

" " 20I. Boat note shows II white I00 bars.Landed I Red & 44 bars only.

4th December I898.

Boat No. I8. Boat note shows xx I00 bars steel.Landed G.Red C.white.

" " 7I. Boat note shows xx I00 bars steel.Landed bundles & bars iron and bars steel.

" " I94. Boat note shows xx I00 bars steel.Landed Red,white,& Nil.

" " 222. Boat note shows xx 80 bars steel & plates.Landed G.Red C.white & Nil.

" " 28. Boat note shows xx 70 bars steel x white 20 bars iron. Landed G.red & Nil.

" " 23. Boat note shows II green I00 bars iron.Landed G.Red & C. white steel.

" " I7. Boat note shows II white I00 bars iron.Landed IIII white & nil iron & G white G.red & nil 0.steel.

" " 50. Boat note shows II green 80 bars & 20 bundles iron.Landed IIII white and green stroke nil.

" " I9I. Boat note shows II white 80 bars & 20 bundles.Landed II. III.IIII.white & nil.

" " 20I. Boat note shows xx I00 bars iron.Landed II white & Nil.

" " I7. Boat note shows O O I7 plates.Landed M. sheet bundles O O plates.

Boat

Boat No. 23. Boat note shows V.N.I00 bars iron.Landed IIII white III green & Nil bars & bundles.

" " I94. Boat note shows xx I00 bars iron.Landed III green III yellow.

" " I36. Boat note shows II white I00 bars.Landed IIII white III yellow green & nil bars & bundles.

" " 8I. Boat note shows II white I00 bars iron 5 plates.Landed white yellow & nil M. sheet bundles.

" " 8I. Boat note shows II white I00 bars iron.Landed IIII white and nil.

" " I36. Boat note shows O O plates iron I2 xx I00 bars.Landed IIII white bundles & bars O O plates M.M. J plates & M. bundles sheet. ~~Landed M.M. plates.~~

" " 17 Boat note shows O O plates iron bars I50. Landed M. plates.

" " 9. Boat note shows xx 80 bars steel.Landed bundles blue stroke IIII white bars & IIII white bundles & nil.

" " 50. Boat note shows xx I50 iron bars.Landed IIII white bars & bundles & nil.

" " 20I. Boat note shows xx I50 bars & O O I2 plates.Landed green stroke,blue stroke & white stroke bundles O O plates.

" " I94. Boat note shows xx I50 bars & O O I0 plates.Landed M Bundles sheet iron M.M. J plates,& blue stroke nil red bundles.

" " 8I. Boat note shows xx I00 bars iron & O O I0 iron plates. Landed M. Bundles sheet iron O O plates IIII white stroke bars and bundles.

Signed W.Cooke,

Preventive Officer.

Iron yard. 5-I2-98.

Landing of iron Ex S.S."Ehrenfels" on the Pier.

Date I898.	Boat No.	As per boat note.	As hoisted on the pier	Remarks.
Decr 2.	I33.	II green I4 plates	II green not visible	Plates of different sizes
	229	IIII White 57 bars	IIII White seen	The bars were not in separate lots and were of different sizes.
		III green 70-do-	III green not seen	
	I2I.	II green II plates	II green not visible	All landed mixed
		558 I90 bundles	558 seen	
		U.M. 20 --do--hoops	U.M. seen	
	I45.	ooo I30 bars angle	ooo not seen	All landed mixed
		III green 20 bars	III green not visible	

Date

Date I898	Boat No.	As per boat note	As hoisted on the pier	Remarks.
Decr.	I64.	M.M. J 89 plates	M.M. J seen	
		II green 7 plates.	II green not visible	All landed mixed
	226.	558 40 bundles	558 seen	
		U.M. 60 --do--hoops	U.M. seen	All landed mixed
	I7I	II green I60 bars	II green not seen	
		IIII White 80 -do-	IIII white not seen	All landed mixed
Decr.3.	229.	x I60--------do-	x not seen	
		I0 plate	not seen	All landed mixed no plates of iron were landed in this boat.
		III green I00 bars	III green not seen	
	I33.	033 I50 ----do--	033 not seen	558 was the mark seen on the bundles and the bars bundles were of different kinds and sizes & were landed mixed.
		xx I50 ------do--	xx not seen	
		30 plates	seen	
		M.M. J 6 --do--	M.M. J --do--	
		033 I0 bundles	033 not -do-	
	I23.	III white 200 bars.	III white not seen	
		III yellow 200-do-	III yellow not seen	The iron was landed mixed also bdls of iron sheets marked M were landed also bdls of iron of different kinds.
	I40.	xx 300 bars	xx not seen	
		xx 50 bundles	xx not seen	Bundles of iron marked 558 was seen also plates of iron marked were landed. The iron was landed mixed & of different kinds and sizes.
	243	I5 plates	seen	
		III yellow I00 bars	II yellow not seen	
		III yellow 90 bdls	III yellow not seen	The following marks were seen 558 on bdls & some plates marked M.M J were also landed mixed.
	2I3.	III green 200 bars	III green seen	
		III yellow I00 bars	III yellow seen	All landed mixed also bdls of hoop marked U.M. were landed
		30 plates	seen	
	227	III White I50 bars	III sheets not seen	
		I0 plates	not seen	
		III green 200 bars	III green not seen	All landed mixed, also plates of iron marked M.M. J were landed.

Date

Date I898	Boat No.	As per boat note	As hoisted on the pier	Remarks
Decr.8.	225	xxx 200 bundles	xxx seen	
		M. 60 plates	M. not visible	
		xx 200 bars	xx seen	All landed mixed & were of different kinds and sizes.
	232	xx I00 -do-	xx not seen	
		M.M. J 30 plates	M.M. J seen	
		M. I00 sheet bdls.	M. seen	All landed mixed, also bundles of iron of different kinds & sizes.
	II6	II green I50 bar angle	II green seen	Also landed large bars of iron marked IIII white also small bars of iron no mark.
	238.	M.M. J 20 plates	M.M. J seen	
		30--do--	not seen	
		III green I50 bars	III green not seen	
		III yellow I50 -do-	III yellow not seen	All landed mixed of different kinds and sizes.
Decr.	243.	M.M. J 60 plates	M.M. J seen	
		or M. I70 bdls.	M. not seen	Three slings were hoisted & the rest left in boat at 6 P.M
Decr.4.	228	M. I20 bdls sheets	M. seen	
		II green 70 bars	II green not seen	
		II white 20 -do-	II white not seen	All landed mixed, some angle iron marked II green some bars marked IIII white some T bars marked II green also some bundles of iron marked xxx red were landed
	230	W. 300 bar angle	W. not seen	All landed mixed also landed some bars marked IIII white some T bars marked II green some angle iron II green of different kind and sizes
	I40	40 plates	not seen	
		xx 300 bars	xx not seen	Some plates of iron marked M.M. J also bundles of sheet of iron marked and some without mark all mixed were landed

HARBOUR TRUST
MADRAS 12 DEC 98
SECRETARY'S OFFICE

(True Copy)

Signed H.Graves,
Asstt.Traffic Manager.
5.12.98

Secretary, Harbour Trust Board.

D/7—500—14-5-97.

B.t. no. 1197 of 99.

Revenue Department.

No. 39

OFFICIAL MEMORANDUM.

D/f 10/2/99
keep file intact.

With reference to its Propr. Mis. No. 245 dated 20.1.99, the Board of Revenue is requested to be good enough to obtain the views of the Madras Chamber of Commerce on the subject, if this has not already been done.

S.B. 10/2

For S.S.: Sanctd
10th July. 99

To

The Board of Revenue (S.R.).

KD
9-2-99

D.D. 11-2-99

To be returned.

1899
REVENUE DEPT.
Encl. 3
C 641

Revenue (1899) Department.

CURRENT No. 1197

From

The Secretary to the Commissioner
of Salt, Abkari and Separate Revenue,
Madras.

Mis. No. 638.

Dated 14th February, 1899.

Received 17/2

Registered 17/1

Enclosures 2

Spare copies

SUBJECT.

Submitting to Government copy of a reply of the Chamber of Commerce to a reference made to it by the Collector of Sea Customs, Madras, for suggestions with regard to complaints against the incorrect delivery of iron imported in Madras.

BACK PAPERS.

G.O.	No.	Department.	Date.
O. M.	39	* file	10.2.99
	with C.B.C.		

FURTHER PAPERS.

G.O.	No.	Department.	Date.

PRICE 1 *pie.* 2,000 1-9-98.

REVENUE BOARD OFFICE MADRAS.

Proceedings of the Board of Revenue

(Separate Revenue).

Dated 14th February 189 9.

Mis. No. 638.

Read Official Memorandum from Government, Revenue Department, No. 39, dated 10th February 1899.

Resolution:-

The Board begs to submit to Government a copy of the reply of the Chamber of Commerce, dated 4th October 1898, to a reference made to it by the Collector of Sea Customs, Madras, on the subject referred to, with an extract from the Collector's letter containing his remarks on it.

(True extract.)

C. Balakrishna
Acting Secretary.
16-2-99.

To the Secretary to Government, Revenue Department,
with Chamber's letter, dated 4th October 1898, and
para 5 of the Collector's letter read in Board's
Proceedings Mis. No. 245, dated 30th January 1899.

Copy to the Collector of Sea Customs, Madras, with a copy of Board's Proceedings Mis. No. 245, dated 30th January 1899.

C.H. 16.2.99

P. W. P. 9,000-30-3-99. Approved.

Copy of letter, dated 4th October 1898, from the Chamber of Commerce, Madras.

"I have the honour to acknowledge the receipt of your letter No.6264 G, dated the 14th ultimo, together with its enclosure. The Chamber has carefully considered the points raised by you in this letter in connection with the present system of landing and making deliveries of consignments of bar iron at this port, and agrees with you in thinking that the present system is very unsatisfactory.

In the opinion of the Chamber, the only remedy would be for the Harbour Trust Board to endeavour to establish a system something like the private Agency system which was abolished when the Harbour Trust took up the work. Briefly, that system was that cargoes of iron were, on arrival, handed over to a contractor approved by the iron dealers and originally elected by them, to be sorted and distributed. It was found under that system that the apportionment of cargoes was accepted by those concerned, the native dealers included, and it appeared to work very well.

It is on the nature of things impossible to prevent iron consignments getting mixed on board-ship, and when being landed. Accordingly, it is to the sorting and arrangement of such consignments on land that most attention must be paid, and the work, in the Chamber's opinion, requires a very skilled staff- a staff who are familiar with marks and makes and

are able rapidly to distinguish one maker's iron from another's. If this work be properly done, the required number of pieces and the weights should be made to tally approximately, without much difficulty. The Chamber believes that it would be possible to find some of the staff of the private Agency formerly employed from whom information as to the system of working could be obtained."

(True copy.)

C Galbraith
Acting Secretary.
16.2.99.

Copy of para 5 of the letter from the Collector of Sea Customs, Madras, No.154 G, dated 7th January 1899.

"5. So unsatisfactory has the state of affairs been, that a reference was made to the Madras Chamber of Commerce some months ago to see if any practical solution could be suggested by the mercantile community. The Chamber suggested in reply that a contractor should be employed to sort and deliver iron to consignees. This reply, which is enclosed, was circulated to all importing firms for opinion, and, with one exception, they concurred in the Chamber's view. Personally I am unable to concur, for, if a contractor can make correct deliveries, it is equally possible for the Harbour Trust Board to do so. The exception was one firm of Steamer Agents who say that, if the landing, sorting and delivering is left in their hands, they will give satisfaction to all parties as they will land each consignee's parcel of iron separately. This doubtless would surmount almost all the difficulties at present encountered; but when the Harbour Trust Board asked these Agents to land each parcel separately, their attempt to do so was a complete failure (vide the Chairman's letter)".

(True copy.)

C Galbraith
Acting Secretary.
16.2.99.

No: 120E & 2-3-99

Marine Department

Memo

C. No: 1197/99 file

Reminder issued 5/6/99

Adverting to the correspondence ending with the letter from the Chairman, Harbour Trust Board, No. 3877 d/ 11th January 1899, the undersigned is directed to state that it has been represented by the Chamber of Commerce that the Complaints from iron merchants regarding incorrect delivery of iron consigned to Madras may be obviated to a great extent by paying more attention to the sorting and arrangement of Consignments after landing. The Chamber suggest the employment of a Contractor to be approved by iron dealers. It would appear that the sorting requires a skilled staff - one that is familiar with the Marks and Makes and is able rapidly to distinguish one maker's iron from another. The undersigned is directed to request that the suggestion be carefully Considered and reported on;

1
REVENUE DEPT.
Encl. No. 1
1197

it being desirable that all grounds of complaint should, as far as possible, be removed.

R.S.

Am 1
27/2/99
M

To

The Chairman, H.T. Bd.

Rajah 1/99

Letter 158

Marine (1898) Department.

CURRENT No. 344

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 4735

Dated 7—3—'99

Despatched 8—3—99

Received 9.3.99

Enclosures

Spare copies

SUBJECT.

Acknowledging receipt of memo dated 2nd March No.120 E Marine re landing and delivery of iron at this port.

await the opinions of the Chamber of Commerce.

Am 1
10/3/99
M

BACK PAPERS.

G. O.	No.	Department.	Date.
	P-120 Eg	2-3-99	
Reg. Ord	4832	9-12-99	

Returned to be
Despatch on 21/12/99
JPP

FURTHER PAPERS.

G. O.	No.	Department.	Date.

Harbour Trust Office,

MADRAS, 7th March 1899.

No. 4735

FROM

Herbert Bradley Esq I.C.S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

Colonel A.W.Smart R.E.,

Ag. SECRETARY TO GOVERNMENT,

Marine Department.

Sir,

I have the honour to acknowledge the receipt of your memo dated 2nd March No.120 E Marine in reference to the landing and delivery of iron at this Port and to inform you that the matter is at present under correspondence with the Chamber of Commerce, which has appointed a Special Sub-Committee to go fully into the question.

I have the honour to be,

Sir,

Your Obedient Servant,

Herbert Bradley

Chairman,

Harbour Trust Board.

Secy.

J.P.

Marine (1898) Department.

CURRENT No. 752

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 68/26

Dated 7.6.99

Despatched

Received 10-6-99

Enclosures one

Spare copies

SUBJECT.

Delivery of iron

Intimating that the question of the handling sorting and delivery of iron is still under the consideration of the Chamber of Commerce.

Awaits further reports
12.6.99

BACK PAPERS.

G. O.	No.	Department.	Date.
	No 292 Eg 06		

FURTHER PAPERS.

G. O.	No.	Department.

Madras Harbour Trust,

17th April 1909.

No. 68

From

Herbert Bradley Esq I.C.S.,

Chairman, Harbour Trust Board,

MADRAS.

To

The Chairman,

Chamber of Commerce.

Sir,

I have the honour to acknowledge the receipt of your letter dated 10th April, and thank you for the copy of the report of the special Sub-Committee of your Chamber in connection with the landing sorting and delivery of iron at this Port.

2. The Harbour Trustees will no doubt be willing to adopt any proposal which in any way tends to overcome the difficulties of which importers of iron now complain, but I would point out the extreme vagueness of the recommendations of the special Sub-Committee. They merely suggest the appointment of a competent contractor to separate and assort the iron when landed, but they have made no attempt to enter into details as to how the contractor is to work. No one who is likely to give satisfaction has so far been suggested.

3. I would therefore suggest that the matter be referred to the Sub-Committee, and they be requested to draw up a detailed scheme as to the manner in which their proposal is to be worked.

4. I make this suggestion in no captious spirit but merely because I do not see my way to find a contractor likely to give satisfaction, nor do I see how the details of the manner in which he is to work can be arranged. I cannot see

my

my way to finding a man better able to sort iron bars than our present men who have been at the work for years. Still if a workable scheme can be suggested in detail I am quite ready to lay it upon the Board for adoption.

5. I find in my capacity as Sea Customs Collector that in some cases iron invoices are grossly misleading, and I am not surprised that there is trouble in sorting the iron.

6. One recommendation can be carried into effect at once, and that is no iron shall be landed at the pier. The Agents of steamers have been advised accordingly that none will be received there hereafter.

I have &c,

Signed Herbert Bradley,

Chairman,

Harbour Trust Board.

HARBOUR TRUST
MADRAS-7 JUN 99
SECRETARY'S OFFICE

(True Copy)

Secretary,

Harbour Trust Board.

Harbour Trust Office,

MADRAS, 7th June 1899.

No. 68/26

From

Herbert Bradley Esq I.C.S.,

Chairman, Harbour Trust Board,

MADRAS.

To.

W.B.deWinton Esq,

Secretary to Government,

Marine Department.

Sir,

I have the honour to acknowledge the receipt of your reminder No.120 E/I dated 5th instant and in continuation of my letter No.4735 dated 7th March 1899 to inform you that the question of the handling sorting and delivery of iron is still under the consideration of the Chamber of Commerce, which has referred the matter back to the Sub - Committee for further consideration and report.

2. I enclose a copy of my last letter dated April 17th to the Chairman of the Chamber of Commerce. I may add that I have been informed that there are considerable differences of opinion among the members of the Chamber of Commerce as to how the difficulty now felt can be dealt with.

I have the honour to be,

Sir,

Your Obedient Servant,

Secy.

Chairman,

Harbour Trust Board.

Marine (1898) Department.

CURRENT No. 927

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 68/27

Dated 5.7.99

Despatched

Received 8-7-99.

Enclosures two {Plans-two / others-two}

Spare copies —

SUBJECT.

Landing of iron at Madras port.

Forwarding a copy of report from the Special Sub-Committee of the Chamber of Commerce re, the landing, sorting and delivery of iron.

BACK PAPERS.

G. O.	No.	Department.	Date.

FURTHER PAPERS.

G. O.	No.	Department.	Date.

Madras Harbour Trust,

SECRETARY'S OFFICE,

No. _____ 18th December 1896.

FROM

THE SECRETARY,

HARBOUR TRUST BOARD,

Madras.

To _____

Gentlemen,

In compliance with a request made by the marginally noted firms, under date 15th December, the Chairman has issued instructions that, on and after 1st April 1897, deliveries of bar, rod, and sheet iron, imported at Madras from the United Kingdom and the Continent of Europe, will be made by the Board's Traffic Department only upon production to the Traffic Manager of specifications signed by the Manufacturers, or their Agents.

Messrs Arbuthnot & Co.
" Angus & Co.
" Binny & Co.
" Badsha Saib & Co.
" Best & Co.
" G.W.Deane & Co.
" Gordon Woodroffe & Co.
" Leighton & Co.
" Volkart Brothers.
" W.J.Eales & Co.
" Wilson & Co.

I have &c,

Signed C.Pinsent.,

Secretary, Harbour Trust Board.

HARBOUR TRUST
MADRAS- 5.JUL.99
SECRETARY'S OFFICE

(True Copy)

C. Pinsent

Secretary,

Harbour Trust Board.

Landing and Delivery of bar iron.

(Copy of the Special Sub-Committee's Report dated the I4th June I899.)

At an interview with the Chairman,Harbour Trust Board,we were informed that a fortnight ago instructions were issued that,for the present,deliveries of bar iron will only be made according to the invoice weight of each specification applied for,irrespective of the number of bars invoiced until all consignees by the same vessel have received their correct weights.Any iron that remains will then be delivered proportionately to applicants who have not received their full number of bars of the sizes in hand.This,it seems to us,will get over the difficulties as to short weights and will go some way to meet the chief grievance of Importers.We would therefore,recommend that the system be given a fair trial,subject to the following rules,which,Mr Bradley appears to think,will be feasible.

(I) That bar iron be landed only on the beach and that cargoes be kept separate in the iron yard.

(2) That the Harbour Trust Board shall,as hitherto,keep a tally by cowries of the number of bars and/or bundles landed so that it can be at once ascertained whether the correct quantities as per manifest have been accounted for by steamers.

(3) It sometimes happens that iron from the same steamer gets stored partly in the north yard and partly in the south yard.This should be avoided,and each cargo kept by itself in one yard.

(4) That all assortments must be certified either by the makers of the iron or their Agents,and the certified lists submitted with bills of entry.After due notice of this requirement has been given to Importers delivery against assortment not so certified will be delayed until all certified shipments have been delivered.

(5)

R:1
Mar 927/99.

(5) With a view to checking the accuracy of the quantities manifested, the Harbour Trust Board will periodically order lots to be landed separately and conveyed direct to the iron yard where they will be assorted and weighed and the quantities compared with the invoices.

(True Copy)

HARBOUR TRUST
MADRAS-5.JUL.99
SECRETARY'S OFFICE

C. Pinnett

Secretary,
Harbour Trust Board.

6-1
Mar 927/99.

Harbour Trust Office.

MADRAS, 5th July 189 9.

No. 68/27

From

Herbert Bradley Esq I.C.S.,

Chairman, Harbour Trust Board,

MADRAS.

To

W.B.deWinton Esq.,

Secretary to Government,

Marine Department.

Sir,

With reference to Government memorandum dated March 2nd I899 No.I20 E and my letter dated June 7th No.68-26/I have the honour to enclose a copy of a report to the Chamber of Commerce from the Special Sub-Committee of that body appointed to consider the subject of the landing of iron which reached me on the Ist instant.

2. From the Ist May as Collector of Sea Customs I introduced a system of delivery of iron,which the report shows has commended itself to the Sub-Committee.The difficulty of arriving at a fair division of the iron landed from any vessel appeared to me to arise from the fact that merchants obtained delivery orders for so many bars and so many bundles.The bars were described in their invoices as say I4 to I6 feet.It was a case of first come first served and the merchant who obtained the first delivery order took good care to select as many bars approaching I6 feet in length as he could regardless of weight.It struck me that this could be prevented by insisting on the production of the invoices,and checking the number of bars delivered by their weight so that no merchant could obtain a greater weight of iron than that entered in his invoice,whatever might be the number of bars delivered to him.

3.

3. From the Ist of May this system has been in force and now unless the total weight of iron landed is greater than the total weight invoiced,no merchant obtains delivery of a greater quantity of iron than is entered in his invoice. After the invoiced weight has been delivered in full to all the importers,if there is any balance it is divided among the importers by the vessel in proportion to the weight of iron imported by each.

4. On or about the I4th June the Sub-Committee met at my office and expressed their approval of this arrangement which has now been in force for 2 months without complaint.

5. The report of the Sub-Committee requires the following remarks from me,and I am writing to the Chairman of the Chamber of Commerce on the subject.

(I) Bar iron is now landed only on the beach.

(2) This arrangement is in force.

(3) Arrangements will be made to use the north yard for iron as a general rule but if two vessels are landing iron at the same time or within a few days of one another the iron from one will be landed at the north yard and from the other at the south yard,every care being taken to keep consignments separately.

(4) The first part of this condition is in force but is not acted up to.A copy of the rule on the subject is enclosed. Invoices,however,are not always signed by the makers.Notice will again be given to importing firms and the condition will be strictly enforced.

(5) I fear that this condition is impossible.Mr Scholl a member of the Sub-Committee,and Agent of Messrs Volkart Brothers considers that it can be carried out and an attempt will be made with his assistance to carry it out.The attempts that have been made have hitherto had no result.

I have the honour to be,
Sir,
Your Obedient Servant,

Secy.

Chairman,
Harbour Trust Board.