

Government of Madras.

MARINE DEPARTMENT.

G.O., No. 216, 8th July 1910.

INDEXED.

Lascar Seamen.

Recording endorsement of the Government of India, Department of Commerce and Industry, No. 4506-4509-26, dated 22nd June 1910, forwarding for information copy of a letter to the Government of Bombay on the subject of the return to India of who have been imprisoned in the United Kingdom for offences against discipline.

BACK PAPERS.

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

FURTHER PAPERS.

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

NUMBER OF COPIES { Order.
Letter.

Government of Madras.

MARINE DEPARTMENT.

Recd.

Regd.

1910.

Enclosures

Spare copies

G.O., No. 216, 8th July 1910.

ORIGINAL

Lascar Seamen.

Recording endorsement of the Government of India, Department of Commerce and Industry, No. 4506-4509-26, dated 22nd June 1910, forwarding for information copy of a letter to the Government of Bombay on the subject of the return to India of who have been imprisoned in the United Kingdom for offences against discipline.

No. 216, MARINE, 8TH JULY 1910.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

READ—the following paper :—

Letter—from A. C. McWATERS, Esq., I.C.S., Under Secretary to the Government of India, Department of Commerce and Industry (Merchant Shipping).
To—the Secretary to the Government of Bombay, Marine Department.
Dated—Simla, the 22nd June 1910.
No.—4505-26.

I am directed to forward a copy of a letter from the Secretary, Revenue and Statistics department, India Office, No. R. & S. 1144, dated the 27th May 1910, and enclosures, on the subject of the return to India of lascar seamen who have been imprisoned in the United Kingdom for offences against discipline.

2. I am to request that, with the permission of His Excellency the Governor in Council, the correspondence may be brought to the notice of the Shipping Master, Bombay, and that the necessary instructions may be issued to him for guidance in such cases in future.

No. 4506-4509-26.

A copy of the correspondence, is forwarded to the Government of Madras, Bengal, Burma and Eastern Bengal and Assam for information.

(By Order.)

A. C. McWATERS,
Under Secretary to the Government of India.

To the Government of Madras.

ENCLOSURES.

No. R. & S. 1144.

INDIA OFFICE, LONDON,
27th May 1910.

DEAR SIR,

From Board of Trade, dated 19th January, with enclosures.
To Board of Trade, dated 15th March.
From Board of Trade, dated 29th March.
From Board of Trade, dated 13th April, with enclosures.
To Board of Trade, dated 4th May.
From Board of Trade, dated 23rd May, with enclosures.

It will be noticed that the P. & O. Company refer to a letter written and opinions stated to have been expressed by the Shipping Master at Bombay. Possibly it may be thought desirable to bring the correspondence to his notice.

I forward, for information and for any action that may be thought desirable, copy of the papers noted in the margin, on the subject of the return to India of lascar seamen who have been imprisoned in the United Kingdom for offences against discipline.

Yours faithfully,
T. W. HOLDERNESS,
Secretary,
Revenue and Statistics Department.

To the Secretary to the Government of India,
Department of Commerce and Industry.

No. 216, MARINE, 8TH JULY 1910.

BOARD OF TRADE, MARINE DEPARTMENT,
7, WHITEHALL GARDENS, S.W.,
19th January 1910.

SIR,

I am directed by the Board of Trade to transmit herewith, for the information of the Secretary of State for India in Council, a copy of correspondence relative to the circumstances under which certain lascars who had been left behind in the United Kingdom on account of imprisonment were transferred to the S.S. "Persia" and returned to India.

The action of the Lascar Transfer Officer at Tilbury was taken under instructions from the Board who referred him to paragraph 14 of the instructions to Lascar Transfer Officers and directed that an endorsement as to the facts of the case should be made in the agreement of the S.S. "Persia".

The Board would be glad therefore to have any observations which the Secretary of State may be so good as to offer in the matter as there seems to them some difficulty in reconciling the statement in the letter from the Bombay Shipping Master, and his action as stated in the letter from the Peninsular and Oriental Steam Navigation Company, with paragraph 14 of the instructions to Lascar Transfer Officers.

I have, etc.,
R. C. HERON-MAXWELL.

To the Under Secretary of State, India Office, S.W.

No. M. 1369.

PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY, TILBURY DOCK,

13th January 1910.

To the Superintendent,

Mercantile Marine Office, Tilbury, Essex.

DEAR SIR,

On the 28th October last, your representative refused to sanction the return of five lascars to India, released from prison, on the nominal pay of 1 per month, stating that the men must return on full pay, but adding that he would endorse the articles to the effect that the men were from prison, and that the question of their pay was to be decided at Bombay and this, I understood him to say, was in accordance with instructions recently received from the India Office.

The following is an extract from a letter received from our Superintendent at Bombay on the subject, "referring to your letter of the 6th November, I have gone into the question of these bad characters returning to Bombay on full pay, and I enclose a copy of the Shipping Master's letter in answer to my enquiries; you will see, he states the men have no further claim on the Company if left behind at any port on account of imprisonment, as these men were signed on in London on full pay, Mr. Hopkins had no other alternative than to see they were paid in full here, he says the Company were wrong in entering into a fresh agreement with these men, after they came out of prison".

Attached is a copy of the Shipping Master's letter.

A mistake appears to have been made, and in view of the number of lascars carried in our ships, and the necessity of maintaining discipline by adequately discouraging bad characters, I shall be glad to have your opinion on the matter.

I am, etc.,

W. HARRIS,
Superintendent.

216 Mar.—2

No. 216, MARINE, 8TH JULY 1910.

No. M. 1369.

GOVERNMENT SHIPPING OFFICE, BOMBAY.
1st December 1909.

From

R. H. H. HOPKINS, Esq.,
Shipping Master, Bombay,

To

The Dockmaster,
Peninsular and Oriental Steam Navigation Company,
Bombay.

SIR,

With reference to your letter, dated 30th November 1909, and accompaniments, I have the honour to state that whenever a seaman is left behind at a port on account of imprisonment he ceases to have any claim under his agreement with his ship, except wages up to date of discharge (i.e., when left behind).

I have, etc.,

R. H. H. HOPKINS,
Shipping Master, Bombay.

No. R. & S. 163.

INDIA OFFICE,
15th March 1910.

SIR,

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter No. M. 1369, dated the 19th January 1910, regarding the transfer of certain lascars to the S.S. "Persia".

In reply, I am to invite attention to your letter No. M. 20295, dated 15th December 1902, and subsequent correspondence which led to the issue of the existing instructions to Lascar Transfer Officers. Paragraph 14 of the instructions represents clause 22 of the original draft proposed by the Board of Trade, and in the letter above mentioned it was explained that the clause represented the purport of opinions given by the Solicitor to the Board. If the Board of Trade see no reason to question the correctness of the clause, as giving a proper indication of the duty of a Lascar Transfer Officer when called upon by the owner of a vessel to enter on another agreement a lascar who has been imprisoned or who is a deserter, Viscount Morley will inform the Government of Bombay accordingly, and will request them to issue suitable instructions to the Bombay Shipping Master.

I am to make the following remarks for the consideration of the Board:—
Whatever may be the legal effect of the lascar's desertion or imprisonment on the original agreement, it would seem to be in the interest of both parties that the subsequent agreement, whereby the lascar's return to India is secured and the owner is relieved from the liability of maintaining and repatriating him in the event of his becoming chargeable, as a destitute person, to the Secretary of State for India, should be made in conformity with the provisions of section 125 of the Merchant Shipping Act, 1894. In practice it appears to be so treated with the acquiescence of both parties. The owner brings the lascar before a Transfer Officer and expects the lascar to recognise an obligation to enter into an engagement for his return to India and looks to the Transfer Officer to make the engagement binding. The lascar accepts the obligation (though there would be no such obligation if the proceeding were not a transfer) and expects that the conditions of the agreement will conform to the provisions of the Act with regard to transfers. If the Transfer Officer is to deal with the matter in accordance with the anticipations of the parties, he must obviously satisfy himself that the wage offered is fair, and the best test of a fair wage is the wage which the lascar received under the original agreement. But if the owner considers that the wage should not receive a fair wage but merely a nominal wage, and is unwilling that the provisions of section 125 should apply, it would then have to be explained to the lascar that he is under no obligation to engage and that he may reject the terms offered. The probabilities are that the terms would be refused, and as the result of the disagreement the owner might have to maintain and ultimately to repatriate the lascar as a destitute person.

* Section 185, Merchant Shipping Act, 1894.

of maintaining and repatriating him in the event of his becoming chargeable, as a destitute person, to the Secretary of State for India, should be made in conformity with the provisions of section 125 of the Merchant Shipping Act, 1894. In practice it appears to be so treated with the acquiescence of both parties. The owner brings the lascar before a Transfer Officer and expects the lascar to recognise an obligation to enter into an engagement for his return to India and looks to the Transfer Officer to make the engagement binding. The lascar accepts the obligation (though there would be no such obligation if the proceeding were not a transfer) and expects that the conditions of the agreement will conform to the provisions of the Act with regard to transfers. If the Transfer Officer is to deal with the matter in accordance with the anticipations of the parties, he must obviously satisfy himself that the wage offered is fair, and the best test of a fair wage is the wage which the lascar received under the original agreement. But if the owner considers that the wage should not receive a fair wage but merely a nominal wage, and is unwilling that the provisions of section 125 should apply, it would then have to be explained to the lascar that he is under no obligation to engage and that he may reject the terms offered. The probabilities are that the terms would be refused, and as the result of the disagreement the owner might have to maintain and ultimately to repatriate the lascar as a destitute person.

No. 216, MARINE, 8TH JULY 1910.

If the Board of Trade concur in this view of the case, I am to suggest that before a final decision is arrived at as to the retention, with or without amendment, of the present instruction to Lascar Transfer Officers, the position might be explained to the Peninsular and Oriental Company, and any further representations which they may wish to make considered.

I have, etc.,
R. RITCHIE.

To the Secretary, Board of Trade.

No. M. 6482.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS, S.W.,
29th March 1910.

SIR,

I am directed by the Board of Trade to acknowledge the receipt of your letter No. R. and S. 163 of the 15th instant relative to the transfer to the S.S. "Persia" of certain lascar seamen who had been imprisoned for refusal of duty.

In reply I am to state that the Board concur in the views expressed in your letter as to the justification for the instruction contained in paragraph 14 of the instructions to Lascar Transfer Officers, and I am to add that they are in accordance with the views expressed on a previous occasion by their solicitor.

The Board are communicating with the Peninsular and Oriental Steam Navigation Company in the sense suggested in your letter.

I have, etc.,
R. C. HERON-MAXWELL.

To the Under Secretary of State, India Office, S.W.

No. M. 8484.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS, S.W.,
13th April 1910.

SIR,

I am directed by the Board of Trade to refer to your letter No. R. and S. 163 of the 15th March and the letter from this department of 29th March relative to the question of the transfer of the lascars who have been imprisoned for refusal of duty or otherwise and I am to transmit herewith for the information of Lord Morley a copy of a letter from the Peninsular and Oriental Steam Navigation Company on the subject, together with a copy of the letter from this department to the Company.

The Board are of opinion that the objections to the return of the men at nominal wages in such cases are (1) that the men have already been punished for their misconduct and (2) that if it is desired to ship them as seamen they must be offered a fair and reasonable agreement in accordance with the terms of section 125 of the Merchant Shipping Act, 1894. There appears to be no objection as an alternative to their return as passengers if the Company prefer to secure their return in this way, and the Board propose, if Lord Morley concurs, to inform the Peninsular and Oriental Steam Navigation Company accordingly.

It does not seem to the Board that the recognition of the latter alternative will necessitate any amendment of the instructions to Lascar Transfer Officers as the matter would not apparently involve their intervention.

I am to add that the Board would be glad if you would be so good as to cause them to be furnished with six copies of the present form of Lascar Agreement and six additional copies of the Instructions to Lascar Transfer Officers.

I have, etc.,
WALTER J. HOWELL.

To the Under Secretary of State, India Office.

No. 216, MARINE, 8TH JULY 1910.

No. M. 8484.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
122, LEADENHALL STREET, E.C.,
8th April 1910.

SIR,

I beg to acknowledge the receipt of your letter of the 29th ultimo No. M. 6482 with regard to the return to India of Indian seamen who have been punished by imprisonment for a breach of their agreement and the Directors have very carefully considered the observations of your department in regard to the matter.

In reply to your communication I am in the first place to express the thanks of the Directors for your promise to consider any representations which the Company may wish to offer upon the subject and responding to this information I have to observe that in the interests of discipline to enter into a fresh agreement on the terms of the original agreement which the man himself has deliberately broken is to make the punishment ineffective and the Directors have before them a letter from the Shipping Master at Bombay in which he expresses the view of the Indian Government that "whenever a seaman is left behind at a port on account of imprisonment, he ceases to have any claim under his agreement with his ship, except wages up to the date when he is left behind."

The Company quite realise their obligation to take the men to which this correspondence refers back to India, and it is their desire to do so, but not as members of the ship's crew; and if the Board of Trade see any objection which however the Company do not, to the men being returned on the articles at the nominal rate of 1 per month then the alternative is for the men to go back as passengers off articles in accordance with the provisions of clause 1 of section 125 of the Merchant Shipping Act.

The Directors will be glad if the Board of Trade will adopt either of the views above expressed instead of leaving the matter to be dealt with in the alternative manner suggested in your letter.

I am, etc.,

G. A. JOHNSON,
Secretary.

To the Assistant Secretary, Board of Trade, S.W.

No. M. 6482.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS, S.W.,
29th March 1910.

SIR,

I am directed by the Board of Trade to refer to a letter of the 13th January last addressed to the Superintendent of the Mercantile Marine office, Tilbury, by the Superintendent of your Tilbury Dock office, regarding his refusal to sanction the return to India at nominal wages of 1 per month of five lascars released from prison.

The Board of Trade and the India Office have had the matter under consideration and I am to submit the following observations in support of the view that in such cases the lascars should be transferred under section 125 of the Merchant Shipping Act, 1894, in terms of an agreement as nearly as possible similar to that under which they previously served.

In such cases as that under consideration it may possibly be open to owners to maintain that the original agreement has come to an end so far as the man who has been imprisoned is concerned by reason of the fact that he has by his misconduct put it out of his power to fulfil the terms of the agreement.

The owners might possibly on this ground refuse to have anything to do with the man on his release from prison, but in the ordinary course he would after a time become destitute and they would then be liable under section 185 of the Merchant Shipping Act, 1894, for the maintenance of the seaman and his ultimate repatriation to India.

It would therefore seem to be to the interests of owners as well as of the seaman that any subsequent agreement should be made in conformity with the provisions of section 125 of the Merchant Shipping Act, 1894. For by this means the lascar's return to India is secured and the owners are relieved from the liability under section 185 of the Merchant Shipping Act, 1894, for his maintenance and repatriation in the event of his becoming chargeable as a destitute person to the Secretary of State for India.

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It appears to the Board of Trade and to the India Office that when the owners bring the man to the Lascar Transfer Officer with the object of securing his return to India, the proceeding must be regarded as a transfer under section 125 and the conditions of the agreement must conform to the provisions of the Act, for otherwise there is no obligation upon the lascar to be transferred. If the Transfer Officer is to deal with the matter properly, he must satisfy himself that the agreement is a proper agreement in all respects for the lascar to make and the best test of this is that it should follow the original agreement as far as ascertainable in all respects including the matter of wages. If the owners consider that the lascar should receive only a nominal wage and are unwilling that the provisions of section 125 should apply, the Lascar Transfer Officer could then only explain to the lascar, that he is under no obligation to engage; if he refuses the owners would probably have to maintain and ultimately repatriate him as a destitute person.

The Board accordingly consider that the matter must be treated as one of transfer under section 125 but they will be happy in conjunction with the India Office to consider any representations which the Peninsular and Oriental Steam Navigation Company may wish to make on the subject.

I am, etc.,

R. C. HERON, MAXWELL.

To the Secretary, Peninsular and Oriental Steam Navigation Company,
122, Leadenhall Street, E.C.

No. R. & S. 862.

INDIA OFFICE,
4th May 1910.

SIR,

In reply to your letter No. M. 8484 of the 13th April, regarding the position after their release of lascar seamen imprisoned for breaches of their agreements, I am directed by the Secretary of State for India in Council to state that he concurs in the Board of Trade's proposal to inform the Peninsular and Oriental Company that there is no objection to their returning such lascars to India as passengers, provided it is made clear (i) that a lascar is not to be returned to India in this way except with his own consent, and that if he prefers to remain and look for employment he is at liberty to do so; and (ii) that, if a lascar is so returned to India, no charge, or deduction from wages due, is to be made in respect of his passage. I am to remark, with reference to the first of these conditions, that if a lascar were compelled to accept a passage back to India, the effect would be that the loss of wages for the period of the return voyage would be added to the penalty of imprisonment, by the infliction of which, as the Board of Trade observe, his misconduct has already been punished. The exact intention of the Peninsular and Oriental Company's proposal is not clear from their letter, and in particular the reference to clause 1 of section 125 of the Merchant Shipping Act is not understood. Lord Morley is advised that they have no power to compel a lascar in the circumstances contemplated to return to India as a passenger, and that, on the other hand, a lascar's refusal to accept a passage would not relieve the Company of the liability imposed on them by section 185 of the Merchant Shipping Act of 1894 in the event of his becoming destitute.

Lord Morley agrees with the Board of Trade that no amendment of the Instructions to Lascar Transfer Officers is necessary in this connection.

I am to enclose herewith six copies each of the present form of Lascar Agreement and of the Instructions to Lascar Transfer Officers.

I have, etc.,

COLIN G. CAMPBELL.

To the Assistant Secretary, Marine Department, Board of Trade.

No. M. 11812.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS, S.W.,
23rd May 1910.

SIR,

I am directed by the Board of Trade to acknowledge the receipt of your letter No. R. and S. 862 of the 4th instant relative to the disposal of lascar seamen who have been imprisoned in the United Kingdom for offences against discipline, and in reply I am to transmit herewith for the information of the Secretary of State for India in Council a copy of correspondence which has passed between the Board and the Peninsular and Oriental Steam Navigation Company on the subject.

I have, etc.,

WALTER J. HOWELL.

To the Under Secretary of State, India Office.

No. 216, MARINE, 8TH JULY 1910.

No. M. 10739.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
10th May 1910.

SIR,

In reply to your letter of the 8th ultimo relative to the method of securing the return to India of lascars who have been punished by imprisonment for breach of their agreement, I am directed by the Board of Trade to state that they have in conjunction with the India Office carefully considered the representations contained in your letter, and I am to submit the following observations:—

As regards the return of the lascars to India as seamen at a nominal rate of wages, I am to state that there appear to be two objections to this course. In the first place the men have already been punished for their offence by imprisonment and it seems undesirable and unfair the second place, while the Board concur in the view that there is no obligation upon the shipowner to enter into a fresh agreement with the lascar, they are of opinion that if it is desired to return him to India as a seaman he must be offered a fair and reasonable agreement in accordance with the terms of section 125 of the Merchant Shipping Act, 1894, otherwise the lascar cannot be held to be under any obligation to accept the terms offered.

As regards your suggestion that the men should be returned as passengers, there seems to be no objection to this course. It should however be borne in mind that this must be subject to two conditions, namely, (1) that a lascar is not to be returned to India in this way without his consent, and that if he prefers to remain and look for employment he is at liberty to do so; and (2) that if a lascar is so returned no charge or deduction from wages due is to be made in respect of his passage.

I am to point out with reference to the first of these conditions, that if a lascar were compelled to accept a passage back to India the effect would be to add the loss of wages to the punishment already received. In this connection, I am also to remark that section 125 (1) of the Merchant Shipping Act, 1894, refers to an agreement binding a lascar to proceed as a passenger from India to a port in the United Kingdom and not to return as a passenger to India.

The Board and the India Office are advised that a shipowner has no power to compel a lascar in the circumstances contemplated to return to India as a passenger, and that, on the other hand, the refusal of a lascar to accept a passage would not relieve the shipowner of his liabilities under section 185 of the Merchant Shipping Act, 1894, in the event of the lascars becoming destitute.

For these reasons it seems to the Board that the most satisfactory course is that the return of the lascar should be secured by offering him a fair and reasonable agreement as described in their letter of the 29th March. They do not however desire to offer any objection to the return of a lascar as a passenger subject to the conditions stated above.

I am, etc.,

WALTER J. HOWELL.

To the Secretary, Peninsular and Oriental Steam Navigation Company,
122, Leadenhall Street, E.C.

No. M. 11812.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY
OFFICE, 122, LEADENHALL STREET,
LONDON E.C.

SIR,

18th May 1910.

I beg to acknowledge the receipt of your letter of the 10th instant, No. M. 10739, with regard to the return to India of lascars who have been punished by imprisonment for breach of their agreements, and to express the best thanks of the Directors for the same.

The Directors, noting from the concluding paragraph of your letter that the Board of Trade do not consider there is any objection to the return of a lascar as a passenger and as the men themselves are perfectly willing to return to India as passengers, and none have hitherto

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expressed a desire to remain in this country and look for employment, which they know very well there is no chance of finding, propose to continue the course which has hitherto been adopted, and will not debit the men with the Suez Canal Dues, in deference to the views expressed in your letter.

I am, etc.,

G. JOHNSON,

Secretary.

To the Secretary, Marine Department, Board of Trade, S.W.

Order—No. 216, Marine, dated 8th July 1910.
Recorded.

(True Extract.)

W. S. MEYER,
Chief Secretary.

To the Presidency Port Officer.
" Chairman, Port Trust Board.

[G.]

10,000-17-1

READ

(Ab). Lessee Seamen.
Recording endorsement of the port of India, Dept. of
Commerce & Industry No 4506-4509-26 of 22nd June
1910, forwarding for information copy of letter to
the port of Bombay on the subject of the return to
India of — who have been imprisoned in the
United Kingdom for offences against discipline.

but.

(Cecilia) Enact of the port of India, Dept. of Commerce & Industry
No. 4506-4509-26 of 22.6.10.

ORDER No. 216, dated 8. 7. 1910.

A.P.

Recorded

but
6.7.10.

27.10
27.10

not for.

to the P.O.

in Chairman P.O. B.O.

DESPATCHED
16 JUL 1910

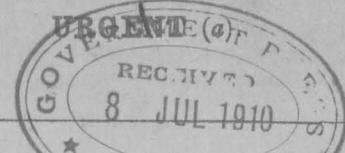
Note. The correspondence on pages
5-8 and 12-15 of the P.W.C. explains
the case.

27.10

ORDINARY.

PREFERENCE.

DEPARTMENT.



INSTRUCTIONS FOR THE SECRETARIAT.

(a) If a paper is marked to be printed urgently, the Superintendent of the section concerned should sign the Press slip. The Superintendent should exercise a careful discretion in the matter.

(b) Each letter, memorandum, or order, or set of orders, in the file of correspondence should be headed in succession with the Roman numeral I, II, III, etc., the number being written in red ink or blue chalk above the item. The particular papers to be printed in the special issue-copies should be indicated by the Roman numeral (I, II, etc.) by which that item has been headed in the correspondence file. All matter, including marginal remarks or references, to be printed should be written in ink and matter which should not be printed should be encircled. Initials and signatures that are not quite legible should be re-written distinctly.

(b¹) For rules regarding printing of notes, see rule 315 of the Office Manual.

(c) The number of copies and the details of distribution should be filled in by the Superintendent or Referencer concerned.

(d) In the absence of special instructions to the Press to keep matter standing for a specified period, ordinary papers of 8 pages and under will be kept standing for one week, and larger papers for two weeks only. The type of notes and of all confidential papers is distributed immediately after striking.

(e) This slip, properly and completely filled in, should accompany every paper sent to Press; it will be returned by the Press when proofs are furnished; it should be sent to the Press when a call is made for revised proofs or when a corrected proof is sent for striking. When finally returned by the Press it should be filed with the original order or letter.

INSTRUCTIONS FOR THE PRESS.

(a) If, in the opinion of the Superintendent of the Press, a paper has been marked urgent unnecessarily, he should send the Press slip to the Registrar with a remark to that effect.

(b) Unless a note to the contrary is made against the matter, pencil entries should not be printed. The Superintendent of the Press may bring to the notice of the Registrar any instance of incomplete or careless editing.

(c) Signature copies of letters to the Secretary of State or to the Government of India should be printed on hand-made paper.

(d) This slip should be returned by the Press to the Secretariat when proofs are furnished; it will be sent back to the Press when proofs are returned corrected and should be finally returned to the Secretariat when struck-off copies are supplied.

C. M. SCHMIDT,
Registrar,
Chief Secretariat.

Current No. 769, dated 22-6-1900

G.O., No. 216, dated 8-7-1900

Number of MS. pages sent { Correspondence 15
(b¹) Notes Nil

Brief subject: Las carismas

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