

No. 1093 is. of 11 April
1888

Communicated to
Superintending Engineers
for information

1 Ed. Jos
W.

Govt. of (1888) Madras.
MARINE.

Issued

Recd.

Encl.

G.O., 13th March 1888, No. 79.

No. 1093 is. of 11 April
1888

MARCH.

British India Steam Navigation
Company.

Communicating to departments and officers
concerned communication from the Government
of India forwarding copies of contract with the
— for the conveyance of troops, stores, &c., in the
Bay of Bengal.

With order

Supdy Engrs

C. A. to Govt

Ch. Engrs for Sura

Consy. Engrs for Rys

Engrs. M. Accts

with order

808
1074

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—the following paper :—

No. 286.

Inspection Notes of the Sanitary Commissioner for Madras.

OOTACAMUND MUNICIPALITY.

Inspected 10th, 11th and 12th October 1887.

Population per census of 1881—Males, 6,435 ; Females, 5,900 ; Total, 12,335.

This charming hill station situated on the western slopes of the Dodabetta Mountain range, is about 7,400 feet above the level of the sea. There are, besides Ootacamund Town proper, within municipal limits nine villages, viz., Kodappamund, Vannarapett, Bandy Shola, Pudumund, Old Ooty, Metoocherry, Kandal, Manjanacorai and Thallayattimund.

Roads.—The roads, with the exception of some in Kodappamund and Old Ooty, were clean and in good order.

There are 87 dust-bins, all movable ones, and they are emptied daily. These dust-bins should be daily moved and placed on a fresh spot, and this I explained to the sanitary inspectors. The street sweepings, &c., are disposed of in two ways; some are taken to the night-soil depôt and others used to fill up hollow places, &c. Only Rs. 11-14-0 were realized from the sale of this rubbish in 1886-87. The practice of filling up inequalities of ground with rubbish is certainly in many cases very objectionable, and should only be done under very strict supervision. The sweepings and refuse must be dry, and on no account should the work be begun unless it can be finished before the setting in of the rains. All water in the hollow should be baled out before the filling in is commenced, and no dead animals, slaughter-house garbage, or faecal matter should be thrown into the place. A sufficient quantity of earth should be used in covering the deposit when finished or at any time should it become offensive. Ground so reclaimed should not be allowed to be used as building sites, but as gardens or grazing grounds.

Some of the villages within the Municipality are increasing in size, especially Kandal, also Metoocherry. It is therefore very important that the Municipal Council should regulate the construction of streets and buildings and that the people be not allowed to build as they like. One of the greatest hindrances to sanitary improvements in many of our older towns is the difficulty of dealing effectually with those areas on which the dwellings are unwholesomely aggregated and where no provision has been made for proper ventilation, thorough scavenging and sanitary supervision. In laying out a suburb, the streets should be wide and straight and as far as possible should run in parallel lines. The cross streets should intersect the others at right angles.

Another subject of great importance which requires the careful attention of the Municipal Council is the unrestricted planting of trees which has been going on within municipal limits. In some parts of the station the growth of trees and underwood is very thick, and the evils resulting from this are an obstructed ventilation and consequent protracted dampness of the atmosphere and an impeded conservancy, with its consequent contamination of soil, air and water.

Drainage.—The parts of the Municipality which have been provided with drains are the native bazaar or town, the butcher's quarters, and the Agraharam. These drains discharge into a masonry main sewer which begins near Browne's stables and ends at the Willow Bund; the sewage is then conveyed by iron pipes along the northern margin of the lake and discharged into a stream some distance below Kandal. No use is made of the sewage, and this is, I think, an unnecessary waste of very valuable manure material. Irrigation is now generally conceded as the only process which fully meets all the requirements attaching to the disposal of sewage; in other words, it is the only one which, while it purifies the sewage efficiently, realises the highest profits and may be carried on without creating any nuisance or detriment to the health of the neighbouring inhabitants. I would suggest, therefore, that to turn the sewage to profitable use, a sewage farm be started by the Municipality and fodder crops, &c., be raised on it. If properly managed, it should not be a nuisance.

The drains, which are of stone, are not kept in a satisfactory condition and many were very filthy. In some places also, there was leakage between the stones. Unfortunately the drains are of the old angular pattern  and also the surface is not smooth throughout. The consequences are that it is almost impossible to keep the drains in a wholesome state owing to the sewage sticking in the angles, and the roughness of the interior of the drains prevents the liquid filth from freely flowing off. If it can be done, I would recommend that the drains be coated with cement and made smooth throughout, so that no frictional resistance will have to be overcome by the sewage, and also that the shape be altered to an oval; the section which is universally preferred is that of an egg-shaped oval with the small end pointing downwards, as it has been found that this form ensures the most rapid current.

The drains are flushed twice a week in some parts and in others only once. When the new water-works are completed, they will be flushed daily.

The house drains are in a few places connected with the street drains, but it is hoped that all will soon be. Care must, however, be taken that the house drains are of a proper shape and that they join the street drains in the direction of the main flow.

A scheme for the drainage of Kandal is much required and plans and estimate for this work are being prepared.

Water-supply.—The two great supplies of drinking water are the Marlimund and Dodabetta reservoirs.

The northern part of the station, as well as the native town and bazaar, receive their supply chiefly from the Marlimund reservoir, and the work of conveying and distributing the water of the Marlimund reservoir by iron pipes to the town is now in progress. No settling tanks or filtering beds have been provided in this north water-supply scheme, but I think arrangements should be made for their construction with the object of purifying the water before its distribution. In the native bazaar there are at present three small filters, but they were not working efficiently when I inspected them and they should at once be looked to. From the records in the municipal office, the water of the Marlimund reservoir would appear not to have been analysed for some time, but I would recommend that it be subjected to regular analysis from time to time, so that the purity and wholesomeness, &c., of the water be known.

The Dodabetta reservoir, which supplies water to the southern part of the Municipality, is far from satisfactory in respect to its safety from pollution. The catchment area, which should be the first care, is unsatisfactory, one part of it being formed of cultivated, manured land. According to the classification made by the Rivers Pollution Commissioners in their sixth report on the qualities of water founded upon their respective sources, surface water from cultivated land is entered as palatable but suspicious, and in this case the water must be regarded at least as such especially when manuring is going on. The water from this reservoir is conveyed along the southern part of the station by means of an open channel, and so is liable to pollution of various kinds. As the channel passes through some plantations, it is defiled by rain draining into it from over manure deposits. The Municipal Council is anxious to have the piping of the South or Dodabetta Water-supply undertaken, but before doing so, it will be necessary to place the catchment area in a satisfactory condition and see that it is not subjected to contaminating influences.

The water-supply of Old Ooty is obtained from a small open channel, which receives the washings, &c., from the houses and is also defiled in other ways. The people here complained to me regarding the pollution of their water-supply and requested that it be piped. The source—a spring—seems to be a good one, but to keep the water wholesome it should be distributed in pipes.

There are seven municipal and numerous private wells in the station from which drinking-water is obtained. All these wells should be provided with parapet walls, platforms and drains.

Conservancy.—The conservancy establishment is as follows:—

2 Sanitary inspectors.	1 Market serjeant.
4 " overseers.	80 Scavengers.
5 " maistries.	12 Sweepers.
1 Head cooly.	28 Cart-drivers.

There are forty-six public latrines besides nine office ones, which are also used by the public. A latrine is much required for the people who live in the upper part of Old Ooty. I visited all the latrines, and although they were on the whole fairly clean, still there was a very objectionable smell to be found in all. The space inside is very limited and the ventilation not as good as it should be. The floors of many of the latrines required repairing. What I would recommend is, that the latrines be made a little larger to give the people more room, also that a bucket be placed in the outside cistern to prevent any risk of leakage as well as to facilitate the process of emptying. The floors as well as seats, which frequently get out of order, should be



of stone; the floors might be paved with stone flags and the seats of blocks of stone shaped as shown in the margin simply placed on the floor. No doubt this would be expensive, but once done no further expenditure would be incurred in

annually repairing the floors and seats as is done with the present muster. In addition the latrines could be kept much cleaner, and the peculiar stench and effluvia of a privy which clings, as it were, to masonry and chunam, &c., would be got rid of. Some arrangements might also be made as was suggested by Dr. Farquhar to screen off those latrines situated in exposed places, such as those at the side of the lake, &c.

There are said to be about 161 private latrines of the same pattern as the public latrines, and nearly all are cleaned daily by the municipal toties on payment.

The night-soil depôts are two—a permanent one at Titticul, which is situated $3\frac{1}{2}$ miles from the town, and a temporary one at Old Ooty. They were clean on the dates I visited them. During 1886-87 the amount realised from the sale of the night-soil, &c., was Rs. 357-12-0.

Cremation and Burial Grounds.—There are one cremation and thirteen burial grounds situated within municipal limits. Only four of the burial-grounds are enclosed, but all should be.

Markets.—The large municipal market, which is in charge of the Market Serjeant, is kept clean. It is not enclosed, but should be. A strong hedge might be planted round it, if funds will not permit of a wall being built. The work of draining the market still requires to be done, and it is very necessary that this should receive early attention, as during the rains the site is in a very insanitary condition. For 1886-87 the income derived from this market was Rs. 7,186-8-2.

Cart-stand.—The work of metalling and draining the cart-stand was begun, and when finished will be a great improvement.

There is a "pound" close to the market, and this was not in a clean condition when I saw it. The floor was in a very unsatisfactory state and should be paved or metalled and drained.

Slaughter-houses.—There are two municipal slaughter-houses—one for sheep and one for beef.

The beef slaughter-house was not as clean as it should have been and there was a disagreeable smell about it. This was due to the floor being in bad repair; in some

parts of it there were hollows in which the blood, &c., lodged. At one corner there is a cistern which receives the drainage of the slaughter-houses. The liquid contents of this cistern are baled out into a pipe which runs to the main sewer or drain. I think it would be a much better and cleaner plan if the foul water ran directly into the pipe from the cistern, and to catch any solid matters, &c., a removable perforated zinc tray might be placed in the cistern below where the drainage enters the cistern.

The sheep slaughter-house is situated above the beef one and the floor of it was also in need of repair. The drainage runs to the beef slaughter-house. I would recommend that the floors be paved with stone flags, as they make the best floors for slaughter-houses and are much more durable than the ones at present in use.

On an average about sixty sheep and eight bullocks are daily killed, and the slaughtering of them is done under the supervision of the Market Serjeant. The offal, &c., is removed by the butchers themselves.

Cow-houses.—There are numerous cow-houses in this Municipality and I visited nearly all of them, but regret to state that not one of those I inspected could be said to be in a sanitary state. Those situated in Kodappamund were dark, foul-smelling dens, filthy beyond description, and did not appear to have been cleaned out for some time. Nearly all the cow-houses I saw were dark, badly-ventilated buildings. The floors, made of pieces of stone not carefully fitted, allowed the urine and liquid dung to pass through the interstices and soak into the earth beneath. No proper arrangements were made for drainage and in some a foul cesspool was situated close to the cow-house. The important question of the milk supply derived from cattle kept under these conditions is one of the highest importance, and there is no doubt that some preventible sickness is attributable to the unwholesomeness of the milk supply resulting from the filthiness of the cow-houses and their surroundings. The result of investigations has clearly shown that the health of animals kept in close cow-houses is largely affected by the keeping of dung in and about the stables. There is also the danger to the milk from the foul atmosphere of the sheds where it is drawn or often allowed to stand, for it is well known that milk is more easily tainted than any other liquid by smoke, gases and foul odours, and that "the great danger attaching to milk as a carrier of disease depends upon its remarkable powers of absorption and the rapid fermentive or zymotic changes it undergoes when mixed with putrefying matter or tainted with disease germs." It is therefore very necessary adequate measures should be taken for the cleanliness of the cow-sheds, the purity of the water supplied to the cows, and against adulteration of the milk. The cows should be housed in well-constructed, well-drained, and sufficiently-ventilated stables. The floors should be paved, the urine and dung regularly removed, and the houses systematically inspected.

Vaccination.—One first-class vaccinator is employed by this Municipality. First class vaccinator Manickum was appointed as a vaccinator on 15th January 1887, he having been the registrar of births and deaths before that. His knowledge of vaccination is very limited. His work is supervised by the District Medical and Sanitary Officer.

I examined his register and found it written up to date, but not correctly kept. His instruments were in good order, but his supply of preserved lymph (a few tubes) was quite unfit for use. He stated that he used lymph tubes two or three times to preserve lymph in, and this should never be done, as I explained to him. I saw many cases done by this vaccinator, but the quality of the work was not good, and this doubtless was due to the large number of cases done from preserved lymph. The following table will show the work done by this vaccinator from 1st January to 12th October 1887:—

Number vaccinated successfully	329
Do. inspected	Not known.
Do. vaccinated from arm to arm	131
Do. do. under one year of age	56
Do. of births registered	310

The man's work was very unsatisfactory, and in some villages very little work had been done. The Thallyattumund had never been visited by this vaccinator although there had been cases of small-pox in the village. On an average forty successful cases

were monthly done. The number of children under one year of age vaccinated was only 56, while the births registered for the same period were 310.

During 1887 up to 12th October there were 96 deaths registered from small-pox, and this shows the unprotected state of the population. Vaccination has now been made compulsory in this Municipality, and it is hoped that better work will be turned out in future.

Registration of Births and Deaths.—One registrar is employed on Rs. 12 per mensem. His knowledge of English was slight and he did not appear to me a very competent man for this post. His registers were not carefully kept, and with a few exceptions no entries were made in the column "How long resident in Ooty." From 1st January to 30th September 1887 there were 310 births and 281 deaths registered, or 33.4 and 30.3 per mille of population respectively. The returns are untrustworthy, and one case I knew which had died in hospital had never been entered. I would invite the attention of the Municipal Council to the registration of births and deaths, and would recommend that the registrar's work be systematically supervised.

MADRAS,
23rd January 1888.

(Signed) J. A. LAING, Surgeon-Major,
Offg. Sanitary Commissioner for Madras.

ORDER—dated 19th March 1888, No. 255 M., Local and Municipal.

Communicated to the Chairman, Municipal Council, Ootacamund, whose attention is drawn to the remarks and suggestions of the Sanitary Commissioner. The Chairman should consider the advisability of removing the present municipal vaccinator and the registrar of births and deaths and appointing better men in their places.

2. Steps should be taken to keep the cow-sheds in better condition and to provide drinking-water wells with parapet walls, platforms and drains.

(True Extract.)

W. B. B. B.
Chief Secretary.

To the Chairman, Municipal Council, Ootacamund,
through the Collector of Nilgiris.
" Sanitary Commissioner for Madras.
" Public Works Department.

Exd. A. Raitt.

PAC No 3226

Govt. of (1888) Madras.

LOCAL AND MUNICIPAL.

B. No. 1095 W. of 12 April 1888

Communicated to
the S. S. IV Circle for
information.

Recd.
7.4.88

For
9/4/88

Issued

Recd.

7.4.88

Encl.

G.O., 19th March 1888, No. 255 M.

No. 1095 W. of 12 April 1888

MARCH.

Inspection Notes.

Communicating to the Chairman, Municipal Council, Ootacamund, with instructions, — by the Sanitary Commissioner on that Municipality.

S. S. IV Circle
2 copies to S. S. IV Circle
13/4/88
O. L. S. 43
12/4/88
O 7/4/88 R. 11-4-88

Worthamdu

13TH MARCH 1888, No. 79, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From E. G. BARROW, Esq., Assistant Secretary to the Government of India, Marine Department, to the Director of the Indian Marine, dated Fort William, 21st February 1888, No. 188 :—

With reference to the correspondence ending with your letter, No. 15-T-C, dated the 6th February 1888, I am directed to forward twenty copies of the contract which has been entered into with Messrs. Mackinnon, Mackenzie and Co., Managing Agents of the British India Steam Navigation Company, for the conveyance of troops, stores, &c., on the various lines of the Company in the Bay of Bengal.

Copy, with copies of the contract, forwarded to—

- The Home Department.
- The Department of Finance and Commerce.
- The Department of Revenue and Agriculture.
- The Public Works Department.
- The Chief Secretary to the Government of Madras.
- The Chief Commissioner, Burma.
- The Quartermaster-General in India.
- The Director-General of Ordnance in India.
- The Commissary-General-in-Chief.
- The Surgeon-General, Her Majesty's Forces, Bengal.
- The Surgeon-General with the Government of India.
- Messrs. Mackinnon, Mackenzie and Co.
- The Superintendent and Agent for Army Clothing, Bengal.
- The Controller of Military Accounts, Bengal.
- The Accountant-General, Military Department.

(By Order.)

(Signed) E. G. BARROW,
Asst. Secy. to the Govt. of India.

To the Chief Secretary to the Government of Madras.

ENCLOSURE.

THIS INDENTURE made the seventeenth day of February one thousand eight hundred and eighty-eight BETWEEN THE BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED being a joint stock company with limited liability registered under the provisions of the Act of Parliament made and passed in the twenty-fifth and twenty-sixth years of the reign of Queen Victoria intituled "An Act for the incorporation regulation and winding up of Trading Companies and other Associations" of the one part and THE SECRETARY OF STATE FOR INDIA IN COUNCIL of the other part WITNESSETH that the British India Steam Navigation Company Limited (hereinafter called the said Company) do for themselves and their successors covenant and agree with the said Secretary of State for India in Council his successors and assigns in manner following that is to say :—

1. That for the purposes of this contract the Director of the Indian Marine the Government of India the Governor of Madras the Lieutenant-Governor of Bengal and the Chief Commissioner of British Burma shall for the time being be considered the Government so far as questions touching the departures or detentions of vessels or the receipt conveyance landing or delivery of passengers troops animals and stores are concerned PROVIDED ALWAYS that the said Company shall not be liable to any penalty for any infringement of the contract already entered

into by the said Company with Government for the conveyance of the mails which may arise from or be caused by the exercise of the power hereby given to Government. In general matters the Director of the Indian Marine shall represent the Government.

2. That the said Company shall and will at all times during the continuance of this contract provide maintain keep seaworthy and in complete repair and readiness for the purpose of conveying passengers troops animals and stores for or on behalf of Government as hereinafter mentioned on their various lines in the Bay of Bengal a sufficient number of good and efficient steam vessels of at least one thousand and five hundred tons (gross) and fitted with engines of at least one hundred and eighty horse-power (nominal) PROVIDED ALWAYS that the said Company shall be at liberty as at present to use smaller steamers than those herein provided for on the coasting line between Calcutta Arracan and Rangoon and also between Rangoon and Moulmein.

3. That all the vessels to be employed under this contract shall be always supplied and furnished with all necessary and proper machinery engines apparel furniture magazines for ammunition fittings stores tackle boats fuel oil tallow provisions anchors cables fire-pumps and other proper means for extinguishing fire charts chronometers proper nautical instruments and whatever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient and also manned and provided with competent officers with appropriate certificates granted pursuant to the Act or Acts in force at the date of this contract or for the time being relative to the granting of certificates to officers in the merchant service and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men to be in all respects as to vessels engines equipments engineers officers and crew subject in the first instance and from time to time and at all times afterwards to the approval of the Government of India on behalf of the Secretary of State for India in Council.

4. That the said Company shall at all times during the continuance of this contract have in constant readiness vessels of equal tonnage and efficiency to those hereby stipulated to be provided and shall in every case of any of the said vessels becoming disabled immediately at their own cost and charge replace the same by another equally good and efficient vessel.

5. That should it be deemed by the Government requisite for the public service that any vessel employed under this contract should delay her departure from any place the Government shall have power and be at liberty to order such delay not however exceeding twenty-four hours by letter addressed to the master of any such vessel or person acting as such and it shall be deemed a sufficient authority for such detention.

6. That during the continuance of this contract the said vessels shall carry all passengers troops animals and stores which by the Government shall be required to be conveyed between the places aforesaid and the said passengers troops animals and stores shall be duly and safely and with all possible despatch received conveyed landed and delivered by the said Company's servants at each of the places to which the said vessels are to proceed in the performance of this contract. The said Company shall in all cases and in all matters give all Government shipments a preference over private cargo.

7. That the said Company and all commanding and other officers of the vessels to be employed in the performance of this contract and all agents seamen and servants of the said Company shall at all times during the continuance of this contract punctually attend to the orders and directions of the Government as to the receiving conveying landing and delivering of the said passengers troops animals and stores.

8. That if the said Company shall at any time fail to provide an efficient vessel in accordance with the terms of this contract ready to put to sea from any one of the places of departure on and at the duly appointed day hour or time then and in each case and as often as the same shall happen the said Company shall forfeit and pay unto the said Secretary of State for India in Council his successors and assigns as and by way of liquidated damages the sum of rupees five hundred for each and every successive twenty-four hours up to the seventh day inclusive which shall elapse from and after the duly appointed hour until such vessel shall actually proceed to sea on her voyage in the due performance of this contract and in calculating such delay any fraction of a day shall reckon as a complete twenty-four hours but nevertheless so that the said Company shall not in any case be liable to any penalties under this clause if the default be proved to the satisfaction of the Government of India (which shall be notified in writing to the said Company by one of the Secretaries to the Government of India or by the Director of the Indian Marine) to have arisen from circumstances over which the said Company and their servants had not and could not have had any control.

9. That all notices and directions which the said Secretary of State for India in Council or the Government are by these presents authorised and empowered to give to the said Company their officers servants or agents may as respects places other than Calcutta be either delivered to the master of any of the said vessels or other officer or agent of the said Company in the charge or management of any vessel employed in the performance of this contract or may be left for the said Company at their last known office or place of business in India and that as respects Calcutta all such notices shall be so left for the said Company at their last known office or place of business in Calcutta.

10. That the said Company shall and will on receiving timely notice provide on all the vessels employed under this contract approved accommodation for first and second class passengers and troops and shall guarantee the reservation of first and second class accommodation by each vessel. The said Company shall on previous notice of at least a week being given at the port of embarkation provide space on each vessel for approved accommodation for European troops Native troops and invalids such accommodation being distinct and separate from the portions of the vessel occupied by other passengers. The said Company shall provide for each passenger soldier or invalid the space to which he is entitled under the Marine Regulations India Vol. II Hired Transports and shall provide separate quarters for European and Native troops whenever they are carried in the same vessel. The said Company shall if required and when the accommodation is available provide second class accommodation for invalid soldiers. The said Company shall reserve on each vessel carrying troops a suitable and sufficient space on deck for the use of the troops in proportion to the number carried. The superficial area of the said reserved space shall be agreed upon between the said Company and the said Secretary of State at the time of the inspection of such vessel by the Government inspecting officers but shall not be in excess of that laid down in the Transport Regulations. The said Company shall also provide proper accommodation for chargers belonging to officers who are entitled to conveyance for horses at the public expense and shall further provide free conveyance back to the ports of shipment for all horse-boxes supplied by Government.

11. AND THIS INDENTURE FURTHER WITNESSETH that in consideration of the premises and of the due and faithful performance by the said Company of all the conditions of this contract to be performed by them the said Secretary of State for India in Council for himself his successors in office and assigns doth hereby covenant that there shall be paid to the said Company their successors and assigns so long as they perform the said contract in the manner and with such vessels as herein provided on the fifteenth day of each month and after production of proper bills vouchers and receipts for the same the amount of the passage-money and freight of all such passengers troops animals and stores as shall have been carried and conveyed by the said Company on behalf of the said Secretary of State during the previous month. The rates of passage shall be those specified in the Schedule A hereunder written. The rates of freight shall be the market rates then ruling for similar stores and specie.

12. That this contract shall commence on the first day of December one thousand eight hundred and eighty-seven or such subsequent date as the said Government may fix and shall continue in force up to the thirtieth day of April one thousand eight hundred and ninety-four and shall then terminate if either the said Secretary of State for India in Council or the said Company shall have given notice in writing to the other party on or before the thirtieth day of April one thousand eight hundred and ninety-three of his or their intention to put an end to the contract and in the absence of such notice shall continue in force until the expiration of twelve calendar months from the time when such notice shall have been or may be given.

13. That as long as the said Company shall perform this contract in the manner and with such vessels as herein provided for the said Secretary of State will send by the vessels of the said Company all Government passengers European and Native troops animals specie and stores except such passengers troops animals specie and stores as are conveyed in Government and hired transports and chartered troop freight vessels. Provided always that troop freight vessels shall be understood to mean such vessels as are allowed to carry private cargo of a non-offensive nature in the lower holds but the whole between-deck accommodation of which is chartered by Government for the conveyance of troops animals and stores.

14. That without the consent of the said Secretary of State signified in writing under the hand of one of the Secretaries for the time being to the Government of India this contract shall not nor shall any part thereof be assigned underlet or disposed of and in case of the same or any part thereof being assigned underlet or otherwise disposed of without the consent signified as aforesaid or of any great and habitual breach of this agreement on the part of the said Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any such breach it shall be lawful for the Secretary of State for India in Council if he shall think fit by writing under his hand or under the hand of one of the Secretaries for the time being to the Government of India to determine this contract without any previous notice to the Company or their Agents nor shall the said Company be entitled to any compensation in respect of such determination. On the determination by the said Secretary of State of this contract in consequence of such breach of contract as aforesaid by or the failure or insolvency of the said Company the said Company their successors or assigns shall pay to the said Secretary of State his successors or assigns the sum of rupees one hundred thousand the payment of which said sum by the said Company their successors or assigns is secured by the bond of the said Company of even date herewith hereto annexed and marked A.

15. That if on the termination of this contract by effluxion of time or otherwise any vessel or vessels have started or shall start in conformity with this contract such voyage or voyages shall be continued or performed and completed as if this agreement had remained in force with respect to any such vessels and this agreement shall be considered as having terminated when

SCHEDULE A.

From	To or vice versa.	Exclusive of food and attendance.				1st class, No. 1.	2nd class, No. 2.	3rd class, No. 1.	3rd class, No. 2.	Market rates.										
		Horses.	Ponies.	Bullocks.	Sheep or goats.						Including table, bedding, linen, cabin furniture, but not wines or liquors.	Warrant officers, Native Hospital assistants, and others.	Soldiers invalided or others.	Soldiers and others.	Accommodation on deck under double awnings and curtains, and without diet.	Natives.				
																	Men in health.	Europeans.	Natives.	Europeans.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Calcutta	Chittagong	40	27	20	3	72	40	18-8	16-8	13	12	12	12	12	12	12	12	12	12	12
	Akyab	60	40	30	4	72	40	18-8	16-8	13	12	12	12	12	12	12	12	12	12	12
	Kyauk Phyo	60	40	30	4	80	46	19-8	22	20	18	18	18	18	18	18	18	18	18	18
	Sandaway	60	40	30	4	80	46	26	26	21	21	21	21	21	21	21	21	21	21	21
	Rangoon	60	40	30	4	96	56	26	26	21	21	21	21	21	21	21	21	21	21	21
	Moulmein	60	40	30	4	112	68	8-8	7	6-8	6-8	6-8	6-8	6-8	6-8	6-8	6-8	6-8	6-8	6-8
	Akyab	30	20	15	2	32	24	10-8	9-8	8	8	8	8	8	8	8	8	8	8	8
	Kyauk Phyo	40	27	20	3	44	36	16-8	16-8	13	13	13	13	13	13	13	13	13	13	13
	Sandaway	40	27	20	3	60	46	26	26	23	23	23	23	23	23	23	23	23	23	23
	Rangoon	60	40	30	4	96	56	30	30	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8
	Moulmein	60	40	30	4	112	64	6-8	5	6	6	6	6	6	6	6	6	6	6	6
	Akyab	30	20	15	2	20	12	8-8	7	6	6	6	6	6	6	6	6	6	6	6
	Kyauk Phyo	30	20	15	2	28	20	18-8	16-8	13	13	13	13	13	13	13	13	13	13	13
	Sandaway	60	40	30	4	64	40	21	20	16	16	16	16	16	16	16	16	16	16	16
	Rangoon	60	40	30	4	80	48	5-8	5	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8
	Moulmein	30	20	15	2	16	12	18-8	16-8	13	13	13	13	13	13	13	13	13	13	13
	Kyauk Phyo	60	40	30	4	88	48	21-8	20	16	16	16	16	16	16	16	16	16	16	16
	Sandaway	60	40	30	4	112	48	18-8	16-8	13	13	13	13	13	13	13	13	13	13	13
	Rangoon	60	40	30	4	72	48	21-8	20	16	16	16	16	16	16	16	16	16	16	16
	Moulmein	60	40	30	4	96	48	8	5	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8	4-8
	Kyauk Phyo	60	40	30	4	24	16	5-8	4	3-8	3-8	3-8	3-8	3-8	3-8	3-8	3-8	3-8	3-8	3-8
	Sandaway	60	40	30	2	31	14	9-8	7-8	6	6	6	6	6	6	6	6	6	6	6
	Rangoon	40	27	20	3	38	21	10-8	10-8	7-8	7-8	7-8	7-8	7-8	7-8	7-8	7-8	7-8	7-8	7-8
	Madras	40	27	20	3	42	26	17-8	13-8	10-8	10-8	10-8	10-8	10-8	10-8	10-8	10-8	10-8	10-8	10-8
	Vizagapatnam	40	27	20	3															

SCHEDULE A—continued.

Ports.		Exclusive of food and attendance.				1st class.	2nd class, No. 1.	2nd class, No. 2.		3rd class, No. 1.		3rd class, No. 2.		Freight on cargo, stores, and specie.
From	To	Horses.	Ponies.	Bullocks.	Sheep or goats.	Including table, bedding, linen, cabin furniture, but not wines or liquors.	Warrant officers, Native hospital assistants, and others. Euro- pean and Native.	Soldiers invalided or others.	Soldiers and others.	Soldiers and others.	Accommodation on deck under double awnings and curtains, diet according to Government scale.	Accommodation on deck under double awnings and curtains, without diet.	Natives.	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras—cont.	Bimlipatam ..	40	27	20	3	29	29	19-8	11-8	15-8	8	15-8	8	6
	Calingapatam ..	60	40	30	4	52	28	22-8	12-8	10-8	8-8	10-8	8-8	7
	Barwah ..	60	40	30	4	52	28	22-8	12-8	10-8	8-8	10-8	8-8	7
	Gopulpore ..	60	40	30	4	80	44	35	20	21	10-8	21	10-8	15
Masulipatam	Rangoon ..	80	54	40	6	84	74	49	30	36	21-8	42	21-8	18
	Moulmein ..	80	54	40	6	100	86	59	36	42	24	42	24	20
	Cocanada ..	30	20	15	2	21	7	4-8	3	4	1-8	4	3-8	1-8
	Vizagapatam ..	30	20	15	2	31	12	8	6	8	4	8	4	2-8
Cocanada	Bimlipatam ..	30	20	15	2	35	15	10	6	6	8	10-8	8	7
	Calingapatam ..	40	27	20	3	40	21-8	17-8	10	10-8	8	10-8	8	7
	Barwah ..	40	27	20	3	40	21-8	17-8	10	10-8	8	10-8	8	11
	Gopulpore ..	40	27	20	3	80	44	35	20	33	12-8	33	12-8	17
Vizagapatam	Rangoon ..	60	40	30	4	77	66	44	28	33	19-8	33	19-8	19
	Moulmein ..	60	40	30	4	98	74	60	32	38	21-8	38	21-8	19
	Bimlipatam ..	30	20	15	2	17-8	6	4	2-8	3-8	1-8	3-8	1-8	1-8
	Calingapatam ..	30	20	15	2	21	9	6	3	4-8	2	4-8	2	1-8
Barwah	Bimlipatam ..	30	20	15	2	24	13	10-8	6	8	6	8	6	6
	Calingapatam ..	30	20	15	2	24	13	10-8	6	8	6	8	6	6
	Barwah ..	40	27	20	3	60	33	26	15	11	18-8	31	18-8	16
	Gopulpore ..	60	40	30	4	70	60	46	28-8	34-8	21-8	34-8	21-8	18
Gopulpore	Rangoon ..	60	40	30	4	86	68	46	2-8	2	1	2	1	1
	Moulmein ..	30	20	15	2	7	4	2-8	5	5	3-8	5	3-8	3
	Bimlipatam ..	30	20	15	2	20	10	8	8	5	3-8	5	3-8	3
	Calingapatam ..	30	20	15	2	20	10	8	8	5	3-8	5	3-8	3

Market rates.

		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bimlipatam	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Calingapatam ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
Calingapatam	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
Barwah	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
Gopulpore	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
Calcutta	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
False Point	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
False Point	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
Pooree	Gopulpore ..	30	20	15	2	24	15	15	12	7	8-8	27	6-8	6-8	15-8
	Rangoon ..	60	40	30	4	86	64	64	37	24	17	30-8	17	17-8	17-8
	Moulmein ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2
	Barwah ..	30	20	15	2	16	9	9	7	4	2-8	3-8	2-8	2	2

Market rates.

SCHEDULE A.—continued.

Ports.	Exclusive of food and attendance.					1st class.	2nd class, No. 1.		2nd class, No. 2.		3rd class, No. 1.		3rd class, No. 2.		Freight on cargo, stores, and specie.
	To	Horses.	Ponies.	Bullocks.	Sheep or goats.		Soldiers invalided or others.	Soldiers and others.	Soldiers and others.	Soldiers and others.	Accommodation on deck under double awnings and curtains, diet according to Government scale.	Accommodation on deck under double awnings and curtains, without diet.	Natives.	Natives.	
From	or vice versa.														
Pooree—cont.	Yperpolliam	Rs. 60	Rs. 40	Rs. 30	Rs. 4	Rs. 80	28 S. Ft.	6 S. Ft.	10 S. Ft.	22 S. Ft.	6 S. Ft.	10 S. Ft.	6 S. Ft.	6 S. Ft.	Rs.
	Madras	60	40	30	4	80	44	20	20	44	17-8	22	17-8	16	16
	Pondicherry	60	40	30	4	104	57	26	26	57	18	22	18	16	16
	Cuddalore	60	40	30	4	104	57	26	26	57	18	22	18	16	16
	Negapatam	60	40	30	4	104	57	26	26	57	18	22	18	16	16
	Galle	80	54	40	6	144	78	36	36	78	28	35	28	28	28
	Colombo	80	54	40	6	144	78	36	36	78	28	35	28	28	28
	Gopaulpoore	30	20	15	2	8	5	4	2	5	1	2	1	1	1
	Calingapatam	30	20	15	2	20	10	8	5	10	5-8	6-8	5-8	6-8	6-8
	Bimlipatam	30	20	15	2	28	15	12	7	15	7	8-8	7	8-8	8
	Vizagapatam	30	20	15	2	28	15	12	7	15	7	8-8	7	8-8	8
	Cocanada	40	27	20	3	60	33	26	20	33	11	11	12-8	11	11
	Masulipatam	40	27	20	3	80	44	35	20	44	15-8	15-8	16-8	15	15
	Yperpolliam	40	27	20	3	80	44	35	20	44	16-8	21	16-8	15	15
	Madras	60	40	30	4	80	44	42	42	44	17	21	17	15	15
	Pondicherry	60	40	30	4	96	62	42	42	62	17	21	17	15	15
	Cuddalore	60	40	30	4	96	62	42	42	62	17	21	17	15	15
	Negapatam	60	40	30	4	144	78	63	63	78	26	33	26	24	24
	Galle	80	54	40	6	144	78	63	63	78	28	35	28	26	26
	Colombo	80	54	40	6	144	78	63	63	78	28	35	28	26	26
	Gopaulpoore	30	20	15	2	16	9	7	4	9	3-8	3-8	2-8	2	2
	Calingapatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Bimlipatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Vizagapatam	30	20	15	2	60	33	26	20	33	11	11	12-8	11	11
	Cocanada	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Masulipatam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Yperpolliam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Madras	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Pondicherry	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Cuddalore	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Negapatam	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Galle	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Colombo	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Gopaulpoore	30	20	15	2	16	9	7	4	9	3-8	3-8	2-8	2	2
	Calingapatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Bimlipatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Vizagapatam	30	20	15	2	60	33	26	20	33	11	11	12-8	11	11
	Cocanada	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Masulipatam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Yperpolliam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Madras	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Pondicherry	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Cuddalore	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Negapatam	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Galle	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Colombo	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Gopaulpoore	30	20	15	2	16	9	7	4	9	3-8	3-8	2-8	2	2
	Calingapatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Bimlipatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Vizagapatam	30	20	15	2	60	33	26	20	33	11	11	12-8	11	11
	Cocanada	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Masulipatam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Yperpolliam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Madras	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Pondicherry	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Cuddalore	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Negapatam	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Galle	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Colombo	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Gopaulpoore	30	20	15	2	16	9	7	4	9	3-8	3-8	2-8	2	2
	Calingapatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Bimlipatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Vizagapatam	30	20	15	2	60	33	26	20	33	11	11	12-8	11	11
	Cocanada	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Masulipatam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Yperpolliam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Madras	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Pondicherry	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Cuddalore	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Negapatam	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Galle	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Colombo	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Gopaulpoore	30	20	15	2	16	9	7	4	9	3-8	3-8	2-8	2	2
	Calingapatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Bimlipatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Vizagapatam	30	20	15	2	60	33	26	20	33	11	11	12-8	11	11
	Cocanada	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Masulipatam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Yperpolliam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Madras	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Pondicherry	60	40	30	4	96	62	42	42	96	21	21	21	21	21
	Cuddalore	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Negapatam	60	40	30	4	144	78	63	63	144	21	21	21	21	21
	Galle	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Colombo	80	54	40	6	144	78	63	63	144	21	21	21	21	21
	Gopaulpoore	30	20	15	2	16	9	7	4	9	3-8	3-8	2-8	2	2
	Calingapatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Bimlipatam	30	20	15	2	24	15	12	7	15	8-8	8-8	6-8	6-8	6-8
	Vizagapatam	30	20	15	2	60	33	26	20	33	11	11	12-8	11	11
	Cocanada	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Masulipatam	40	27	20	3	80	44	35	20	44	16-8	16-8	16-8	16-8	16-8
	Yperpolliam	40	27												

SCHEDULE A.—continued.

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13TH MARCH 1888, No. 79, MARINE.

SCHEDULE A. —continued.

Ports.	Exclusive of food and attendance.				1st class.	2nd class, No. 1.	2nd class, No. 2.	3rd class, No. 1.		3rd class, No. 2.					
	From	To or vice versa.	Horses.	Ponies.	Bullocks.	Sheep or goats.	Including table, bedding, linen, cabin furniture, but not wines or liquors.	Warrant officers, Hospital assistants, and others. European and Native.	Soldiers invalided or others.	Soldiers and others.					
											Natives.	Natives.			
Accommodation in for- ward cabin or tween decks, messing with or ship's engineers.	Accommodation on deck under double awnings and curtains, diet according to Government scale.	Accommodation on deck under double awnings and curtains, without diet.	Europeans.	Natives.	Europeans.	Natives.	Europeans.	Natives.	Market rates.						
Yperpoliam—cont.	Galle	60	40	30	4	88	48	38	21-8	23-8	19	17-8	RS.	6 S. Ft.	RS.
Madras	Colombo	60	40	30	4	96	53	42	24	24	19	17-8	3	3-8	3
	Pondicherry	30	20	15	2	20	11	9	5	4-8	3-8	4	4-8	4	4
	Cuddalore	30	20	15	2	22	12	10	5-8	5-8	5	5	5-8	5	5
	Negapatam	30	20	15	2	28	15	12	7	6-8	13	12	12	12	12
	Galle	30	20	15	2	64	35	28	16	16-8	13	12	12	12	12
	Colombo	60	40	30	4	64	35	28	16	16-8	13	12	12	12	12
	Cuddalore	60	40	30	4	12	7	6	3-8	4-8	3-8	3	3-8	3	3
	Negapatam	30	20	15	2	16	9	7	4	5-8	4-8	4	4-8	4	4
	Galle	30	20	15	2	60	33	26	15	15-8	12-8	12	12-8	12	12
	Colombo	60	40	30	4	60	33	26	15	16	13	12	12	12	12
	Negapatam	30	20	15	2	16	9	7	4	5-8	4-8	4	4-8	4	4
	Galle	60	40	30	4	60	33	26	15	16	13	12	12-8	12	12
	Colombo	60	40	30	4	60	33	26	15	16	13	12	12-8	12	12
	Negapatam	30	20	15	2	48	26	21	12	10-8	8-8	8	8-8	8	8
	Galle	60	40	30	4	48	26	21	12	11	9	9	9-8	9	9
	Colombo	30	20	15	2	24	13	10-8	6	5-8	4-8	4-8	4-8	4	4

(e) Staff Sergeants (2nd class, No. 2) are entitled to screened berths 6 X 24 feet = 15 superficial feet, the charge for which will be obtained by adding together the appropriate figures under "2nd class, No. 1," and "2nd class, No. 2, Europeans," and dividing the product by 2. Thus the fare for a Staff Sergeant proceeding from Calcutta to Rangoon would be $56 + \frac{46}{2} = \text{Rs. } 51$.

(f) When the system of watches is impracticable, and all the troops are between decks at the same time, the European men in health (2nd class, No. 2) shall have a space per man of 12 superficial feet instead of 10½ superficial feet, a proportionate increase of charge being made.

(g) The wives of British soldiers are entitled to the same accommodation as Staff Sergeants at the same charge. No. 2," the charge for which will be half of that made for European women; the children of British soldiers from 2 to 10 years old are entitled each to 7½ superficial feet under "2nd class, No. 2," the charge for which will be half of that made for European women; children above 10 years old are charged the same as adults.

(h) The wives of Native soldiers receive the same scale of accommodation as their husbands; one child 10 years old, or two children under that age, being reckoned as one adult.

(i) Government can command the provision of any additional space it may require, a proportionate increase of charge being made.

13TH MARCH 1888, No. 79, MARINE.

11

ORDER—dated 13th March 1888, No. 79, Marine.

Communicated to the undermentioned departments and officers for information and guidance:—

- The Revenue Department.
- " Military Department.
- " Public Works Department.
- " Board of Revenue.
- " Port Officer, Madras.
- " Collectors of East Coast districts.
- " Accountant-General.

(True Extract.)

H. E. STOKES,
Chief Secretary.

- To the Revenue Department.
- " Military Department.
- " Public Works Department.
- " Board of Revenue.
- " Port Officer, Madras.
- " Collectors of East Coast districts.
- " Accountant-General.

Exd. T. O'Connor.

CN. 2944/8

Gobt. of (1888) Madras.

MARINE.

No. 1093 Wd 11 April 1888

Communicated to
Superintending Engineers
for information.

MUR
6.4.88

Issued

Recd.

Encl.

G.O., 13th March 1888, No. 79.

No 1093 Wd 11-4-88.

MARCH.

**British India Steam Navigation
Company.**

Communicating to departments and officers
concerned communication from the Government
of India forwarding copies of contract with the
— for the conveyance of troops, stores, &c., in the
Bay of Bengal.

SR
CA. Ghorl.
Ch for S
Ch for R
En. A. W. A.

13TH MARCH 1888, No. 79, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From E. G. BARROW, Esq., Assistant Secretary to the Government of India,
Marine Department, to the Director of the Indian Marine, dated Fort
William, 21st February 1888, No. 188 :—

With reference to the correspondence ending with your letter, No. 15-T-C, dated
the 6th February 1888, I am directed to forward twenty copies of the contract which
has been entered into with Messrs. Mackinnon, Mackenzie and Co., Managing Agents
of the British India Steam Navigation Company, for the conveyance of troops, stores,
&c., on the various lines of the Company in the Bay of Bengal.

Copy, with copies of the contract, forwarded to—

The Home Department.
The Department of Finance and Commerce.
The Department of Revenue and Agriculture.
The Public Works Department.
The Chief Secretary to the Government of Madras.
The Chief Commissioner, Burma.
The Quartermaster-General in India.
The Director-General of Ordnance in India.
The Commissary-General-in-Chief.
The Surgeon-General, Her Majesty's Forces, Bengal.
The Surgeon-General with the Government of India.
Messrs. Mackinnon, Mackenzie and Co.
The Superintendent and Agent for Army Clothing, Bengal.
The Controller of Military Accounts, Bengal.
The Accountant-General, Military Department.

(By Order.)

(Signed) E. G. BARROW,
Asst. Secy. to the Govt. of India.

To the Chief Secretary to the Government of Madras.

ENCLOSURE.

THIS INDENTURE made the seventeenth day of February one thousand eight hundred and eighty-
eight BETWEEN THE BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED being a joint stock
company with limited liability registered under the provisions of the Act of Parliament made
and passed in the twenty-fifth and twenty-sixth years of the reign of Queen Victoria intituled
"An Act for the incorporation regulation and winding up of Trading Companies and other
Associations" of the one part and THE SECRETARY OF STATE FOR INDIA IN COUNCIL of the other
part WITNESSETH that the British India Steam Navigation Company Limited (hereinafter called
the said Company) do for themselves and their successors covenant and agree with the said
Secretary of State for India in Council his successors and assigns in manner following that is to
say :—

1. That for the purposes of this contract the Director of the Indian Marine the Govern-
ment of India the Governor of Madras the Lieutenant-Governor of Bengal and the Chief
Commissioner of British Burma shall for the time being be considered the Government so far
as questions touching the departures or detentions of vessels or the receipt conveyance landing
or delivery of passengers troops animals and stores are concerned PROVIDED ALWAYS that the said
Company shall not be liable to any penalty for any infringement of the contract already entered

into by the said Company with Government for the conveyance of the mails which may arise from or be caused by the exercise of the power hereby given to Government. In general matters the Director of the Indian Marine shall represent the Government.

2. That the said Company shall and will at all times during the continuance of this contract provide maintain keep seaworthy and in complete repair and readiness for the purpose of conveying passengers troops animals and stores for or on behalf of Government as hereinafter mentioned on their various lines in the Bay of Bengal a sufficient number of good and efficient steam vessels of at least one thousand and five hundred tons (gross) and fitted with engines of at least one hundred and eighty horse-power (nominal) PROVIDED ALWAYS that the said Company shall be at liberty as at present to use smaller steamers than those herein provided for on the coasting line between Calcutta Arracan and Rangoon and also between Rangoon and Moulmein.

3. That all the vessels to be employed under this contract shall be always supplied and furnished with all necessary and proper machinery engines apparel furniture magazines for ammunition fittings stores tackle boats fuel oil tallow provisions anchors cables fire-pumps and other proper means for extinguishing fire charts chronometers proper nautical instruments and whatever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient and also manned and provided with competent officers with appropriate certificates granted pursuant to the Act or Acts in force at the date of this contract or for the time being relative to the granting of certificates to officers in the merchant service and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men to be in all respects as to vessels engines equipments engineers officers and crew subject in the first instance and from time to time and at all times afterwards to the approval of the Government of India on behalf of the Secretary of State for India in Council.

4. That the said Company shall at all times during the continuance of this contract have in constant readiness vessels of equal tonnage and efficiency to those hereby stipulated to be provided and shall in every case of any of the said vessels becoming disabled immediately at their own cost and charge replace the same by another equally good and efficient vessel.

5. That should it be deemed by the Government requisite for the public service that any vessel employed under this contract should delay her departure from any place the Government shall have power and be at liberty to order such delay not however exceeding twenty-four hours by letter addressed to the master of any such vessel or person acting as such and it shall be deemed a sufficient authority for such detention.

6. That during the continuance of this contract the said vessels shall carry all passengers troops animals and stores which by the Government shall be required to be conveyed between the places aforesaid and the said passengers troops animals and stores shall be duly and safely and with all possible despatch received conveyed landed and delivered by the said Company's servants at each of the places to which the said vessels are to proceed in the performance of this contract. The said Company shall in all cases and in all matters give all Government shipments a preference over private cargo.

7. That the said Company and all commanding and other officers of the vessels to be employed in the performance of this contract and all agents seamen and servants of the said Company shall at all times during the continuance of this contract punctually attend to the orders and directions of the Government as to the receiving conveying landing and delivering of the said passengers troops animals and stores.

8. That if the said Company shall at any time fail to provide an efficient vessel in accordance with the terms of this contract ready to put to sea from any one of the places of departure on and at the duly appointed day hour or time then and in each case and as often as the same shall happen the said Company shall forfeit and pay unto the said Secretary of State for India in Council his successors and assigns as and by way of liquidated damages the sum of rupees five hundred for each and every successive twenty-four hours up to the seventh day inclusive which shall elapse from and after the duly appointed hour until such vessel shall actually proceed to sea on her voyage in the due performance of this contract and in calculating such delay any fraction of a day shall reckon as a complete twenty-four hours but nevertheless so that the said Company shall not in any case be liable to any penalties under this clause if the default be proved to the satisfaction of the Government of India (which shall be notified in writing to the said Company by one of the Secretaries to the Government of India or by the Director of the Indian Marine) to have arisen from circumstances over which the said Company and their servants had not and could not have had any control.

9. That all notices and directions which the said Secretary of State for India in Council or the Government are by these presents authorised and empowered to give to the said Company their officers servants or agents may as respects places other than Calcutta be either delivered to the master of any of the said vessels or other officer or agent of the said Company in the charge or management of any vessel employed in the performance of this contract or may be left for the said Company at their last known office or place of business in India and that as respects Calcutta all such notices shall be so left for the said Company at their last known office or place of business in Calcutta.

10. That the said Company shall and will on receiving timely notice provide on all the vessels employed under this contract approved accommodation for first and second class passengers and troops and shall guarantee the reservation of first and second class accommodation by each vessel. The said Company shall on previous notice of at least a week being given at the port of embarkation provide space on each vessel for approved accommodation for European troops Native troops and invalids such accommodation being distinct and separate from the portions of the vessel occupied by other passengers. The said Company shall provide for each passenger soldier or invalid the space to which he is entitled under the Marine Regulations India Vol. II Hired Transports and shall provide separate quarters for European and Native troops whenever they are carried in the same vessel. The said Company shall if required and when the accommodation is available provide second class accommodation for invalid soldiers. The said Company shall reserve on each vessel carrying troops a suitable and sufficient space on deck for the use of the troops in proportion to the number carried. The superficial area of the said reserved space shall be agreed upon between the said Company and the said Secretary of State at the time of the inspection of such vessel by the Government inspecting officers but shall not be in excess of that laid down in the Transport Regulations. The said Company shall also provide proper accommodation for chargers belonging to officers who are entitled to conveyance for horses at the public expense and shall further provide free conveyance back to the ports of shipment for all horse-boxes supplied by Government.

11. AND THIS INDENTURE FURTHER WITNESSETH that in consideration of the premises and of the due and faithful performance by the said Company of all the conditions of this contract to be performed by them the said Secretary of State for India in Council for himself his successors in office and assigns doth hereby covenant that there shall be paid to the said Company their successors and assigns so long as they perform the said contract in the manner and with such vessels as herein provided on the fifteenth day of each month and after production of proper bills vouchers and receipts for the same the amount of the passage-money and freight of all such passengers troops animals and stores as shall have been carried and conveyed by the said Company on behalf of the said Secretary of State during the previous month. The rates of passage shall be those specified in the Schedule A hereunder written. The rates of freight shall be the market rates then ruling for similar stores and specie.

12. That this contract shall commence on the first day of December one thousand eight hundred and eighty-seven or such subsequent date as the said Government may fix and shall continue in force up to the thirtieth day of April one thousand eight hundred and ninety-four and shall then terminate if either the said Secretary of State for India in Council or the said Company shall have given notice in writing to the other party on or before the thirtieth day of April one thousand eight hundred and ninety-three of his or their intention to put an end to the contract and in the absence of such notice shall continue in force until the expiration of twelve calendar months from the time when such notice shall have been or may be given.

13. That as long as the said Company shall perform this contract in the manner and with such vessels as herein provided for the said Secretary of State will send by the vessels of the said Company all Government passengers European and Native troops animals specie and stores except such passengers troops animals specie and stores as are conveyed in Government and hired transports and chartered troop freight vessels. Provided always that troop freight vessels shall be understood to mean such vessels as are allowed to carry private cargo of a non-offensive nature in the lower holds but the whole between-deck accommodation of which is chartered by Government for the conveyance of troops animals and stores.

14. That without the consent of the said Secretary of State signified in writing under the hand of one of the Secretaries for the time being to the Government of India this contract shall not nor shall any part thereof be assigned underlet or disposed of and in case of the same or any part thereof being assigned underlet or otherwise disposed of without the consent signified as aforesaid or of any great and habitual breach of this agreement on the part of the said Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any such breach it shall be lawful for the Secretary of State for India in Council if he shall think fit by writing under his hand or under the hand of one of the Secretaries for the time being to the Government of India to determine this contract without any previous notice to the Company or their Agents nor shall the said Company be entitled to any compensation in respect of such determination. On the determination by the said Secretary of State of this contract in consequence of such breach of contract as aforesaid by or the failure or insolvency of the said Company the said Company their successors or assigns shall pay to the said Secretary of State his successors or assigns the sum of rupees one hundred thousand the payment of which said sum by the said Company their successors or assigns is secured by the bond of the said Company of even date herewith hereto annexed and marked A.

15. That if on the termination of this contract by effluxion of time or otherwise any vessel or vessels have started or shall start in conformity with this contract such voyage or voyages shall be continued or performed and completed as if this agreement had remained in force with respect to any such vessels and this agreement shall be considered as having terminated when

such vessels shall have reached their port or place of destination and passage-money and freight shall accrue and be paid on the voyage or voyages so completed.

16. That if at any time during the continuance of this contract or after the determination thereof any dispute shall arise between the parties hereto their successors or assigns respectively concerning any breach or alleged breach by or on the part of the said Company of this contract or the sufficiency of any such breach to justify the Secretary of State for India in Council in putting an end to the same or concerning any of the covenants matters or things herein contained or in any way relating thereto and notwithstanding the power herein contained to determine this agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen by the Government of India and the other by the said Company and if such arbitrators shall at any time or times not agree in the matter or question referred to them then such question or difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

17. That every sum of money payable by the said Company to the said Secretary of State may be deducted by the said Secretary of State out of any moneys then payable or which may thereafter become payable to the said Company without prejudice to the right of the said Secretary of State to take legal proceedings for the recovery thereof.

IN WITNESS whereof the said British India Steam Navigation Company "Limited" have hereunto affixed their seal and one of the Secretaries to Government in the Military (Marine) Department by order of the Right Hon'ble the Viceroy and Governor-General of India in Council acting for and on behalf of the Secretary of State in Council has hereunto set his hand and seal the day and year first above written.

SIGNED SEALED and DELIVERED by the British India Steam Navigation Company "Limited" by their Attorneys JAS. L. MACKAY and E. D. WYLIE in the presence of—

(Sd.) J. MURRAY, *Chief Clerk,*
Witness.

The British India Steam Navigation Company "Limited" by their Attorneys—

(Sd.) JAS. L. MACKAY.

(Sd.) E. D. WYLIE.

(Sd.) EDWIN H. H. COLLEN,
Secy. to the Govt. of India,
Mily. (Marine) Dept.

SIGNED SEALED and DELIVERED by Lieutenant-Colonel E. H. H. COLLEN, Secretary to the Government of India in the Military (Marine) Department for and on behalf of the Governor-General of India in Council acting in the premises for and on behalf of the Secretary of State for India in Council in the presence of—

(Sd.) J. MURRAY, *Chief Clerk,*
Witness.

SCHEDULE A.

Ports.	Exclusive of food and attendance.				1st class.	2nd class, No. 1.	2nd class, No. 2.	3rd class, No. 1.	3rd class, No. 2.	Freight on cargo, stores, and specie.	
	Horses.	Ponies.	Bullocks.	Sheep or goats.							
From	To				Including table, bedding, linen, cabin furniture, but not wines or liquors.	Warrant officers, Native hospital assistants, and others.	Soldiers invalided or others.	Soldiers and others.	Accommodation on deck under double awnings and curtains, diet according to Government scale.	Accommodation on deck under double awnings and curtains, without diet.	
or vice versa.											
Calcutta	..	Chittagong	Rs. 40	Rs. 27	Rs. 3	Rs. 72	Rs. 40	Rs. 32	Rs. 18-8	Rs. 13	Rs. 12
	..	Akyab	60	40	4	40	32	32	18-8	13	12
Chittagong	..	Kyauk Phyo	60	40	4	80	46	34	18-8	13	12
	..	Sandaway	60	40	4	96	56	46	19-8	20	16
Akyab	..	Rangoon	60	40	4	96	56	46	26	21	18
	..	Moulmein	60	40	4	112	68	56	26	21	18
Kyauk Phyo	..	Akyab	30	20	2	32	20	15	32	23-8	20
	..	Kyauk Phyo	40	27	3	44	24	18-8	8-8	7	6
Sandaway	..	Sandaway	40	27	3	60	36	29	10-8	8	7-8
	..	Rangoon	60	40	4	96	56	46	16-8	13	11
Rangoon	..	Moulmein	60	40	4	112	64	52	26	21	18
	..	Kyauk Phyo	30	20	2	28	12	9-8	30	23	20
Moulmein	..	Sandaway	60	40	4	28	20	15	8-8	5	4-8
	..	Rangoon	60	40	4	64	40	32	8-8	7	6
Sandaway	..	Moulmein	30	20	2	80	48	38	13-8	13	12
	..	Sandaway	30	20	2	16	12	9-8	21	16	14
Rangoon	..	Rangoon	60	40	4	88	40	32	5-8	4-8	3
	..	Moulmein	60	40	4	112	48	38	18-8	13	12
Moulmein	..	Sandaway	60	40	4	72	40	32	21-8	16	14
	..	Rangoon	60	40	4	96	48	38	18-8	13	12
Madras	..	Moulmein	30	20	2	24	16	13-8	8	4-8	3-8
	..	Cocanada	40	27	3	31	14	9-8	5-8	7-8	4
Vizagapatam	..	Vizagapatam	40	27	3	38	21	14	4	6	5
	..		40	27	3	42	26	17-8	10-8	13-8	7-8

SCHEDULE A—continued.

From	To	Exclusive of food and attendance.					1st class.	2nd class, No. 1.		2nd class, No. 2.		3rd class, No. 1.		3rd class, No. 2.		Freight on cargo, stores, and specie.				
		Horses.	Ponies.	Bullocks.	Sheep or goats.	Including table, bedding, linen, cabin furniture, but not wines or liquors.		28 S. Ft.	22 S. Ft.	Men in health.		Europeans.	Natives.	Europeans.	Natives.		Accommodation on deck under double awnings and curtains, diet according to Government scale.	Soldiers and others.	Accommodation on deck under double awnings and curtains, without diet.	Natives.
										Invalids.	Europeans.									
or vice versa.																				
Madras—cont.	Bimlipatam ..	40	27	20	3	45	29	29	19-8	11-8	15-8	8	15-8	8	6	6	6	6	6	
	Calingapatam ..	60	40	30	4	52	28	28	22-8	12-8	10-8	8-8	10-8	8-8	7	7	7	7	7	
	Barwah ..	60	40	30	4	52	28	28	22-8	12-8	10-8	8-8	10-8	8-8	7	7	7	7	7	
	Gopaulpore ..	60	40	30	4	80	44	44	35	20	21	16-8	36	21-8	15	15	15	15	15	
Masulipatam	Rangoon ..	80	54	40	6	84	74	74	49	30	42	24	42	24	20	20	20	20	20	
	Moulmein ..	80	54	40	6	100	86	86	59	36	4	1-8	4	1-8	1-8	1-8	1-8	1-8	1-8	
	Cocanada ..	30	20	15	2	21	7	7	4-8	3	3	3-8	3	3-8	2-8	2-8	2-8	2-8	2-8	
	Vizagapatam ..	30	20	15	2	31	12	12	8	6	6	4	6	4	4	4	4	4	4	
Cocanada ..	Bimlipatam ..	30	20	15	2	35	15	15	10	6	8	8	10-8	8	7	7	7	7	7	
	Calingapatam ..	40	27	20	3	40	21-8	21-8	17-8	10	10-8	8	10-8	8	8	8	8	8	8	
	Barwah ..	40	27	20	3	40	21-8	21-8	17-8	10	10-8	8	10-8	8	7	7	7	7	7	
	Gopaulpore ..	40	27	20	3	80	44	44	35	20	20	15-8	15-8	12-8	11	11	11	11	11	
Vizagapatam	Rangoon ..	60	40	30	4	77	66	66	44	28	33	18-8	33	18-8	17	17	17	17	17	
	Moulmein ..	60	40	30	4	93	74	74	50	32	35	21-8	35	21-8	19	19	19	19	19	
	Cocanada ..	30	20	15	2	17-8	6	6	4	2-8	3-8	1-8	3-8	1-8	1-8	1-8	1-8	1-8	1-8	
	Vizagapatam ..	30	20	15	2	21	9	9	6	3	3	2	4-8	2	2	2	2	2	2	
Cocanada ..	Bimlipatam ..	30	20	15	2	24	13	13	10-8	6	6	6	8	6	6	6	6	6	6	
	Calingapatam ..	40	27	20	3	24	13	13	10-8	6	6	6	8	6	6	6	6	6	6	
	Barwah ..	40	27	20	3	24	13	13	10-8	6	6	6	8	6	6	6	6	6	6	
	Gopaulpore ..	40	27	20	3	60	33	33	26	15	11	18-8	31	18-8	16	16	16	16	16	
Vizagapatam	Rangoon ..	60	40	30	4	70	60	60	40	26	26	21-8	34-8	21-8	18	18	18	18	18	
	Moulmein ..	60	40	30	4	86	68	68	46	28-8	28-8	1-8	2	1-8	1	1	1	1	1	
	Cocanada ..	30	20	15	2	7	4	4	2-8	5	5	3-8	2	3-8	3	3	3	3	3	
	Vizagapatam ..	30	20	15	2	20	10	10	8	8	8	3-8	5	3-8	3	3	3	3	3	

		Horses.	Ponies.	Bullocks.	Sheep or goats.	Including table, bedding, linen, cabin furniture, but not wines or liquors.	28 S. Ft.	22 S. Ft.	Men in health.		Europeans.	Natives.	Europeans.	Natives.	Accommodation on deck under double awnings and curtains, diet according to Government scale.	Natives.	Accommodation on deck under double awnings and curtains, without dict.	Soldiers and others.
Market rates.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bimlipatam	Gopaulpore..	30	20	15	2	24	15	15	12	7	12	37	27	30-8	6-8	17	15-8	15-8
	Rangoon..	60	40	30	4	70	56	56	43	24	26-8	26-8	30-8	20	2-8	2-8	2-8	2-8
	Moulmein..	60	40	30	4	86	64	64	43	24	26-8	26-8	30-8	20	2-8	2-8	2-8	2-8
	Calingapatam..	30	20	15	2	16	9	9	7	4	4	4	3-8	3-8	2-8	2-8	2-8	2-8
	Barwah..	30	20	15	2	16	9	9	7	4	4	4	3-8	3-8	2-8	2-8	2-8	2-8
	Gopaulpore..	30	20	15	2	24	15	15	12	7	12	37	27	30-8	6-8	17	15-8	15-8
	Rangoon..	60	40	30	4	70	56	56	43	24	26-8	26-8	30-8	20	2-8	2-8	2-8	2-8
	Moulmein..	60	40	30	4	86	64	64	43	24	26-8	26-8	30-8	20	2-8	2-8	2-8	2-8
	Cocanada..	30	20	15	2	16	9	9	7	4	4	4	3-8	3-8	2-8	2-8	2-8	2-8
	Vizagapatam..	30	20	15	2	24	15	15	12	7	12	37	27	30-8	6-8	17	15-8	15-8
	Bimlipatam..	30	20	15	2	24	15	15	12	7	12	37	27	30-8	6-8	17	15-8	15-8
	Calingapatam..	40	27	20	3	24	15	15	12	7	12	37	27	30-8	6-8	17	15-8	15-8
	Barwah..	40	27	20	3	24	15	15	12	7	12	37	27	30-8	6-8	17	15-8	15-8
	Gopaulpore..	40	27	20	3	60	33	33	26	15	11	18-8	31	18-8	16	16	16	16
	Rangoon..	60	40	30	4	70	60	60	40	26	26	21-8	34-8	21-8	18	18	18	18
	Moulmein..	60	40	30	4	86	68	68	46	28-8	28-8	1-8	2	1-8	1	1	1	1
	Cocanada..	30	20	15	2	7	4	4	2-8	5	5	3-8	2	3-8	3	3	3	3
	Vizagapatam..	30	20	15	2	20	10	10	8	8	8	3-8	5	3-8	3	3	3	3
	Bimlipatam..	30	20	15	2	20	10	10	8	8	8	3-8	5	3-8	3	3	3	3
	Calingapatam..	30	20	15	2	20	10	10	8	8	8	3-8	5	3-8	3	3	3	3
	Barwah..	30	20	15	2	20	10	10	8	8	8	3-8	5	3-8	3	3	3	3

SCHEDULE A.—continued.

8

13TH MARCH 1888, No. 79, MARINE.

Port.		Exclusive of food and attendance.					1st class, No. 1.	2nd class, No. 2.	2nd class, No. 1.		3rd class, No. 2.
From	To or vice versa.	Horses.	Ponies.	Bullocks.	Sheep or goats.	Including table, bedding, but not wines or liquors.	Accommodation in forward cabin or tween decks, messengers, or ship's engineers.	Warrant officers, Hospital assistants, and others, European and Native.	Soldiers invalided or others.	Soldiers and others.	Soldiers and others.
Freight on cargo, stores, and specie.											
Market rates.											
6 S. Ft.											
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SCHEDULE A.—continued.

Ports.		Exclusive of food and attendance.					1st class.	2nd class, No. 1.	2nd class, No. 2.	3rd class, No. 1.	3rd class, No. 2.	Market rates.	
From	To	Horses.	Ponies.	Bullocks.	Sheep or goats.	Including table, bedding, linen, cabin furniture, but not wines or liquors.	Warrant officers, Native officers, Hospital assistants, and others. European and Native.	Soldiers invalided or others.	Soldiers and others.	Accommodation on deck under double awnings and curtains, diet according to Government scale.	Accommodation on deck under double awnings and curtains, without diet.		
									Men in health.				
									Invalids.	Europeans.	Natives.		
									22 S. Ft.	10½ S. Ft.	6 S. Ft.	6 S. Ft.	
							Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Yperpollam—cont. Madras ..	Galle ..	60	40	30	4	88	48	48	38	21-8	23-8	19	17-8
	Colombo ..	60	40	30	4	96	53	53	42	24	24	19	17-8
	Pondicherry ..	30	20	15	2	20	11	11	9	5	4-8	3-8	3
	Cuddalore ..	30	20	15	2	22	12	12	10	5-8	5-8	4-8	4
Pondicherry ..	Negapatam ..	30	20	15	2	28	15	15	12	7	6-8	4-8	6
	Galle ..	60	40	30	4	64	35	35	28	16	16	13	12
	Colombo ..	60	40	30	4	64	35	35	28	16	16-8	13	12
	Cuddalore ..	30	20	15	2	12	7	7	6	3-8	4-8	3-8	3
Cuddalore ..	Negapatam ..	60	40	30	4	60	33	33	26	15	5-8	4-8	4
	Galle ..	60	40	30	4	60	33	33	26	15	15-8	12-8	12
	Colombo ..	60	40	30	4	60	33	33	26	15	16	13	12
	Negapatam ..	30	20	15	2	16	9	9	7	4	5-8	4-8	4
Negapatam ..	Galle ..	60	40	30	4	60	33	33	26	15	15-8	12-8	12
	Colombo ..	60	40	30	4	60	33	33	26	15	16	13	12
	Cuddalore ..	60	40	30	4	48	26	26	21	12	10-8	8-8	8
	Negapatam ..	30	20	15	2	24	13	13	10-8	5-8	4-8	4	4

(c) Staff Sergeants (2nd class, No. 2) are entitled to screened berths 6 X 2½ feet = 15 superficial feet, the charge for which will be obtained by adding together the appropriate figures under "2nd class, No. 1," and "2nd class, No. 2, Europeans," and dividing the product by 2. Thus the fare for a Staff Sergeant proceeding from Calcutta to Rangoon would be $56 + 46 = 102$ Rs. 51.

(d) When the system of watches is impracticable, and all the troops are between decks at the same time, the European men in health (2nd class, No. 2) shall have a space per man of 12 superficial feet instead of 10½ superficial feet, a proportionate increase of charge being made.

(e) The wives of British soldiers are entitled to the same accommodation as Staff Sergeants at the same charge. The children of British soldiers from 2 to 10 years old are entitled each to 7½ superficial feet under "2nd class, No. 2," the charge for which will be half of that made for European women; children above 10 years old are charged the same as adults.

(f) The wives of Native soldiers receive the same scale of accommodation as their husbands; one child 10 years old, or two children under that age, being reckoned as one adult.

(g) Government can command the provision of any additional space it may require, a proportionate increase of charge being made.

ORDER—dated 13th March 1888, No. 79, Marine.

Communicated to the undermentioned departments and officers for information and guidance:—

The Revenue Department.
 „ Military Department.
 „ Public Works Department.
 „ Board of Revenue.
 „ Port Officer, Madras.
 „ Collectors of East Coast districts.
 „ Accountant-General.

(True Extract.)

H. E. STOKES,
 Chief Secretary.

To the Revenue Department.
 „ Military Department.
 „ Public Works Department.
 „ Board of Revenue.
 „ Port Officer, Madras.
 „ Collectors of East Coast districts.
 „ Accountant-General.

Exd. T. O'Connor.

Eastern India

No. 1093 W. of 11th April
1888

Communicated to
Superintending Engineers
for information

1 Edy for
W.

Gobt. of (1888) Madras.
MARINE.

Issued

Recd.

Encl.

G.O., 13th March 1888, No. 79.

No. 1093 W. of 11th April
1888

MARCH.

British India Steam Navigation
Company.

Communicating to departments and officers
concerned communication from the Government
of India forwarding copies of contract with the
— for the conveyance of troops, stores, &c., in the
Bay of Bengal.

With orders.

Suply Engne

C. A. to Govt

Ch. Engne for Linn

Consig. Engne for Rys

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