

- (1) பக்கங்களின் எண்ணிக்கை 4
 (2) புதுக்கித் திருப்பிய நாள் 25-8-89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/8

தமிழ்நாடு ஆவணக் காப்பகம்.

(25)

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	982	அச்சகம் பலவகை
நாள் :	5-4-1889	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

2. sheets

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18TH MARCH 1889, No. 102, MARINE.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

READ—the following paper :—

From Lieutenant-Colonel E. COLLEN, Secretary to the Government of India, Marine Department, to the Chief Secretary to the Government of Madras, dated Fort William, 6th March 1889, No. 262.

In continuation of my telegram, No. 255, dated the 4th March 1889, I am directed to forward, for the information of the Governor in Council, a copy of the papers marginally noted, and to explain that the British India Steam Navigation Company can legally claim contract rates for the conveyance of all Government passengers, but that they have waived this right and have agreed to carry Government passengers at ordinary present rates, except in the cases of convicts and of passengers, such as troops, for whom special accommodation should be requisitioned.

2. Messrs. Mackinnon, Mackenzie and Co. have represented that passengers, cargo, &c., requiring conveyance at the public expense in the Bay of Bengal, are not always sent by their vessels. As this practice is opposed to the conditions of the contract, I am to ask that instructions may, under the orders of His Excellency in Council, be issued, to ensure that they are so sent in all cases except when Indian Marine or hired or chartered vessels are employed.

ENCLOSURES.

From the Director of the Indian Marine, Bombay, to the Managing Agents, British India Steam Navigation Company, Calcutta, dated 10th May 1888, No. 593.

There appears to be some misapprehension on the point of passages required by Government under the new contract dated the 17th February 1888 and how the passages should be paid for.

2. In the discussions between Mr. Mackay and myself and all the communications which took place between us, the higher rates were agreed to on the ground that reserved accommodation was asked for and it would be prejudicial to the Company to have to shut out coolies, &c., to make room for troops, and this was indeed the main point of the agreement. I maintain that for Government coolies, for whom reserved space is not requisitioned and for whom no privileges other than those of ordinary deck passengers are asked, only regular rates charged to the public should be paid; on the other hand, for all enlisted soldiers (in any case) or for any other class for whom reserved space is demanded, the schedule rates should be charged.

3. I would be glad if you would refer this to your head office as soon as possible, and if it would in any way facilitate matters, I would meet Mr. Mackay in London.

4. I take this course as, if matters can be settled at once, it would render my bothering Government with a reference unnecessary.

5. I have asked that the deck passages for followers and coolies for whom reserved accommodation is not asked be paid for under protest.

My address in London is—United Service Club, Pall Mall.

From Captain J. HEXT, R.N., Director of the Indian Marine, to the Secretary to the Government of India, Military Department, dated Plymouth, 3rd October 1888.

I have the honor to enclose a demi-official letter from Mr. Mackinnon, the Chairman of the British India Steam Navigation Company.

Before leaving India on May 11th, the question as to the rates of payment for Government coolies and followers had arisen, and I made a point of going to Scotland to see Mr. Mackinnon on the subject after I arrived in England; he pointed out to me that the Company, in considering the conditions of the contract, based their calculations on the increased rates for Government passengers agreed to in the schedule, which I on the contrary, as taking a prominent part in framing the contract on the Government side, suggested, was never intended to apply to deck passages for which reserved accommodation was not asked.

I have no doubt that the contract does give the British India the right to the scheduled rates, but Mr. Mackinnon though putting stress on this point informed me he would gladly meet the wishes of Government, and hence his present letter.

With reference to paragraph 4 of Mr. Mackinnon's letter, if Government passengers have been sent, as he suggests, by any other line, it appears to me a direct breach of the contract, and I presume it must have been done by some official outside the Quartermaster-General's or Marine Departments who probably was unaware of the terms of the contract. I would ask Government to issue such orders as they think fit to prevent any future question on this point.

Mr. Mackinnon's courtesy and evident wish to meet Government on any and every point when he could do so with justice to the Company he represents, impressed me very much; he, however, laid great stress on the fact, that it must be of an immense advantage to Government to have a Company so strong, and with such a number and class of the best of ships, ready and available for Government requirements at the shortest notice, and of this Government has had such ample proof that I did not argue the point with him.

DEAR SIR,

BALINAKILL, CLACHAN, ARGYLLSHIRE,
9th August 1888.

With reference to our interview on the subject of the charge for conveyance of deck passengers between Calcutta and Rangoon, and *vice versa*, by the British India Steam Navigation Company's steamers, I have now the pleasure to communicate to you the result of the further consideration given to the subject.

2. Although the Directors of the British India Steam Navigation Company are of opinion that the contract with Government provides for the application of the schedule rates to all passengers carried at the public expense, and although it was on this understanding on their part that the Company entered into the contract, viewing the higher rates as the form in which it was to receive the remuneration, not merely for the specific accommodation given to Government passengers, but for the other onerous conditions of a more general character, yet, in consideration of the different intention on your part as now explained, I am prepared to concede in respect of coolies other than those attached to regiments, hospital corps, &c., for whom the Government does not desire more space and conveniences than are given to ordinary deck passengers, that such coolies shall be paid for at the current rates charged to the public and they will travel as ordinary deck passengers.

3. In making this concession, however, I desire to stipulate that the rate of passage for these coolies shall at no time during the currency of our contract be less than it is at present, viz., Rs. 10 per head for deck passages without diet, and that Government will strictly adhere to the conditions of the contract as to sending all passengers, cargo, &c., transported at the public expense in the Bay of Bengal by the Company's steamers.

4. In thus giving a fresh practical proof of the Company's desire on all occasions to meet the wishes of Government, I may be permitted to draw your attention to the fact that some batches of Government coolies and convicts have recently been sent from Rangoon to Calcutta by steamers of another Company, in direct contravention of the terms of the contract existing between the Government and the British India Steam Navigation Company, which provide that all Government passengers, cargo, &c., transported in the Bay of Bengal by other than Government vessels, hired transports and troop freight ships, shall be sent by the British India Steam Navigation Company's vessels, and I consider the Company has a fair claim under the contract against the Government of India for the passage-money of the Government coolies and convicts above referred to, although I shall waive it in respect of what has gone.

I would request that you will ask the authorities in India to see that the terms of the contract on this point are strictly adhered to.

The conveyance of passengers, &c., to and from the Andaman Islands is, of course, understood to be outside this agreement, that being at present entirely in the hands of the Asiatic Company.

I am, &c.,
(Signed) W. MACKINNON.

To Captain J. Hext, R.N.

ORDER—dated 18th March 1889, No. 102, Marine.

Communicated to the Presidency Port Officer, the Departments of the Secretariat, and all Heads of Departments, for information and guidance.

(True Extract.)

Admission
Chief Secretary.

To the Departments of the Secretariat.
„ all Heads of Departments.
„ the Presidency Port Officer.

Exd. A. Raitt.

20 V.C.

1093 W 7 11/4/88
1312 W 7 25/5/86

1700 K 30/7/88
Govt. of (1889) Madras.

MARINE.

Communicated
to officers of the
Dept. for information
& guidance in con-
tinuation of G.O. No.

1093 W 7 11 April 1888
1093 W 7 11 April 1888

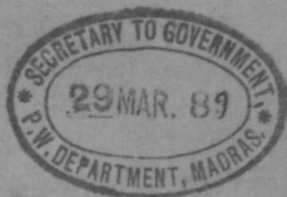
Issued

Recd.

Encl.

G.O., 18th March 1889, No. 102.

MARCH.



Contract with the B. I. S. N. Company.

Communicating to the Presidency Port Officer, and to the departments indicated, letter from the Government of India stating that the Company have agreed to carry Government passengers at ordinary present rates, except in the cases of convicts and troops.

Ch. E. for Sum ✓
C. E. for Pys ✓
Suply Angles ✓
C. H. to Govt ✓
Ex. B. B. A. ✓
resps to 100 ✓
MSA 3/4 6/4/89