

19/5
Public (1897) Department.

ORDINARY MS.

G.O., No. 591

Dated 17- 5- 97

105
19/5/97

[Despatch Abstract.]

Court to the British Consular Agent, Pondicherry and Karikal, Marine Dept. Por. on his letter regarding the safety among the British Shipping in obeying the Consular regulations.

19/5/97

BACK PAPERS.

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

FURTHER PAPERS.

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

for R 302 Pul 211-3 97
 127 - 3-2-97
 251 Mar 8-7-96

CURRENT No. 1745

Government (1897) of Madras.
 MARINE.



Recd.

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G.O., No. 375, 26th April 1897.

Order L. 5918/17th May 1897. APRIL.

This is communicated to the British Consular Agents Pondicherry and Karikal.

MK.
 14/5/97.

To the B. C. A. Pondicherry and Karikal (C. 100)

British Shipping at Karikal

Letter from the British Consular Agent, Pondicherry and Karikal, regarding the laxity among the — in obeying the Consular regulations, recorded with remarks.

BACK PAPERS.

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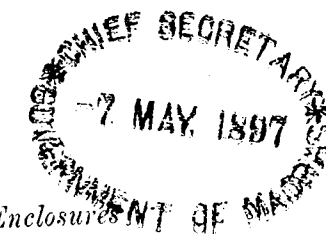
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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From Captain I. H. HAWKES, Acting British Consular Agent, Pondicherry and Karikal, to the Chief Secretary to Government, dated Pondicherry, 17th March 1897, No. 54.

With reference to G.O., R. No. 302, Public, dated 11th March 1897, I have the honour to explain that the 3rd paragraph of my letter, No. 42 of the 18th January 1897, refers to the fact that, at my inspection of the British Consular Agency at Karikal in January last, I found that during the year 1896 only sixteen documents connected with British and Indian shipping had been legalised. During the same period at Pondicherry over one hundred documents had to be legalised.

2. The trade and commerce of the two ports of Pondicherry and Karikal are about the same.

3. I therefore instituted inquiries and found that documents such as bills of health, certificates, attestations, &c., were given by the French authorities at that port, and that masters and agents of vessels did not bring them to the Consular office to be viséed.

4. In some instances this may have been through ignorance of the fact that a British Consular Agency existed at Karikal. But I am afraid in the majority of cases the motive was to avoid paying the Consular stamp fees for the visas.

5. I have the honour in this connection to remind you of my letter, Reference on Register No. 37 of the 30th January 1897, reporting the S.S. *Camorta* of the British India Steam Navigation Company for having left Karikal for the Straits Settlements with a French bill of health unviséed.

6. It is evident that at Karikal the practice is to avoid the expense of having documents legalised. But, as I had the honour to point out in the case of *Camorta* the remedy is to be found in the refusal at the ports of destination of all such documents as being incomplete. However little can be done if port officials, merchants and agents are willing to accept them uncertified.

7. As regards the graver cases which are believed to have occurred at Karikal of evading the law, both of Indian and British shipping, in hopes of escaping detection by using this small French port, I have the honour to remark that the prosecution of the ship *Carundadan Cany Vettivaloo* appears to have had the desired effect. The steamship *Dagmar* of the Singapore Cattle Trading Company proposed calling at Karikal and loading up a cargo of 300 bullocks. She was also going to carry passengers, which would have been contrary to the Act. However the agents applied to the Consular Agency for advice, with the result that the steamer did not come to the port.

No. 710, Public.

Transferred to the Marine Department with reference to G.O., No. 177, Marine, dated 2nd March 1897.

22nd March 1897.

(Signed) A. R. KNAPP,
Ag. Assistant Secretary.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 2nd April 1897, No. 498/121 G.

With reference to Marine Department memorandum No. 226 E., dated 29th March 1897 (enclosures herewith returned), I have the honour to acquaint you, for the information of Government, that the instances of inattention on the part of masters of British vessels calling at Pondicherry and Karikal to Consular requirements are doubtless due to ignorance in respect to the general cognizance which Consular authorities are required to exercise over shipping.

2. As pointed out by Captain Hawkes in his letter, No. 54, dated 17th March 1897, to the Chief Secretary, on the subject, the remedy is to be found in the refusal at ports of destination of all incomplete documents presented by the master of a British vessel which has cleared from a foreign port.

3. Under paragraph 36 of the Instructions to Consuls, Merchant Shipping and Seamen of 1888 (issued under the authority of the Secretary of State for Foreign Affairs, and referred to in the correspondence ending with G.O., No. 251, Marine, dated 8th July 1890), the masters of all British vessels—except those whose business for the time being is to carry passengers—if remaining more than forty-eight hours in a foreign port are bound to deliver certain documents to the Consul. There appears, however, to be no penalty for the non-observance of this instruction, but an offending master is to be reported by the Consul to the Registrar-General of Seamen. In what manner the Registrar-General of Seamen can act is not stated.

4. I think that the best plan is for the Consular Agent at the ports of Karikal and Pondicherry to send a notice to the master of each British vessel calling at his port to the effect that, at the expiration of forty-eight hours, the documents specified in paragraph 36 of the instructions above quoted shall be produced at the Consular office. The attention of the Consular Agent should, however, be drawn to paragraph 37 (a) of the instructions.

5. On leaving for the port of destination of a vessel, the master of which has not complied with the Consular requirements, the Consular Agent might be directed to communicate with the Port authority there on the subject, provided that the port is within British territory.

6. Should the Government consider it necessary, I will instruct the Port officials of this Presidency to draw the attention of masters of vessels leaving for a foreign port as to the documents they should produce at the British Consulate on arrival at such foreign port.

ORDER—No. 375, Marine, dated 26th April 1897.

Recorded with the remark that His Excellency the Governor in Council does not see the necessity for issuing any special orders on the subject.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer, with one book.
„ Public Department.

Exd. C. M. Thumbarwamy.

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19/5 1897

READ AGAIN G.O., No.
189

DATED

CURRENT No.

ENCLOSURES TO C. No

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH DITTO

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL

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11/17/