

(1) Number of Pages 16
(2) Date of repair 10-2-69
(3) Initials of the Referencer S. A. B.

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.
B.P. No.

649

Press
Mis.

Dated 20-5-1876 196 .

Not to be folded or roughly handled

No. 189. Read the following letter from Captain J. H. TAYLOR, Master Attendant, Administrative Department, to the Hon. D. F. CARMICHAEL, Secretary to Government, Revenue Department, Fort St. George, dated Madras, 3rd May 1876, No. 3,132:—

I HAVE the honor to submit, for such further orders as the Government may be pleased to issue, a letter from Messrs. Binny & Co. on the subject of the new rules for coasting steamers, sanctioned in G.O., No. 425, of date 27th March 1876, and also a letter received in reply to a reference made by me to the Collector of Sea Customs on Messrs. Binny & Co.'s application. Should His Grace the Governor in Council be prepared to reconsider the question, I would respectfully recommend, in the interests of steam-traffic, that Rule 12 be finally amended as proposed in my letter, No. 760, bearing date 29th January 1876, and recorded in the Proceedings of Government, No. 266, of date 23rd February 1876.

ENCLOSURE No. 1.

From Messrs. BINNY & Co., Agents, to Captain J. H. TAYLOR, Master Attendant, dated Madras, 25th April 1876.

WE have before us the order of Government prohibiting the discharge of cargo after 6 P.M. from coasting steamers.

Several points in it not being clear to us, we have the honor to request that you will favor us by explaining them, and thus prevent detention to work, and also prevent other difficulties suddenly arising from an incorrect interpretation of the order on our part.

1. The order is published under the heading "*Rules regarding Coasting Steamers.*" Are the Mail steamers of the P. and O. and Messageries Maritimes Company, other Canal steamers, and sailing ships to be permitted to discharge cargo after 6 P.M., while coasting steamers remain idle?

2. Do coasting steamers carrying Her Majesty's Mails come under the above prohibition? If so, detentions to the Mails may be frequent, as, if a steamer with only a few packages remaining on board at 6 P.M. cannot discharge them, she will require to remain till the following day to complete her discharge.

3. Does the expression "*land cargo*" refer to the putting of cargo over the vessel's side, or to the actual landing of it on the pier or beach? If the latter, the order of Government virtually puts an end to the discharge of goods from vessels at 4 P.M. into pier-boats and at 4:30 to 5 P.M. into shore-boats—an hour at which to end work for the day will seriously inconvenience the whole of the shipping interests of the port.

4. Should boats arrive along-side the pier before 6 P.M., will they, if not discharged at 6 P.M. owing to pressure of work at the pier, remain undischarged until the following day at the risk of the concerned? Such an arrangement would, we fear, militate strongly against the use of the pier, as the risk to cargo exposed all night to the swell along-side the pier would be such as neither Ships' Agents nor consignees would undertake.

5. Does the rule apply to the shipment as well as to the landing of cargo?

As we understand that you recommended to Government the insertion of a clause in Rule No. 12 regarding coasting steamers, permitting work to be carried on until 9 P.M. "*on the special sanction of the Customs and Marine authorities being obtained,*" we have the honor to request that you will kindly bring the matter again to the notice of Government, pointing out to them the serious delays to steam vessels which must necessarily result from the enforcement of the new order.

*Proceedings of the Madras Government, Revenue Department,
20th May 1876.*

To the Mail steamers of the British India Steam Navigation Company the loss by detention must be considerable, and we trust that you will do all in your power to have them exempted from the application of the order.

The case being emergent, we have the honor to request that as early a reference as possible may be made to Government.

ENCLOSURE No. 2.

From R. J. MELVILLE, Esq., Acting Collector of Sea Customs, to Captain J. H. TAYLOR, Acting Master Attendant, dated Madras, 28th April 1876, No. 729.

With reference to paragraph 2 of your letter, dated 26th April 1876, No. 2,918, I have the honor to inform you that the Custom-house Rules permit landing only between* sunrise and sunset, and the rules apply to all vessels, including P. and O. steamers.

* Page 114 of the Sea Customs Manual. Rules for landing goods; Rule 5.

† Under Section 58 of Act VI. of 1863.

2. In special cases, however, permission has been granted† to land cargo up to a late hour.

3. I do not, therefore, see any necessity for submitting the letter (herewith returned) from Messrs. Binny & Co. to Government.

No. 190.

ORDER THEREON, 20th May 1876, No. 649.

Separate Revenue, No. 22.

Customs.

THERE was no intention to treat these steamers differently from other vessels. The permission occasionally granted by the Collector of Customs for the landing

of goods and passengers after the usual hour, in cases of a special character, is unobjectionable: provided that passengers should on no account be obliged to land after 6 P.M.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Acting Master Attendant,
„ the Board of Revenue.

Exd. F. R. Bantleman.

Administrative Department.

No. 3132.

Revenue Office

3rd May 1876.

From The Master Attendant,
Administrative Department,
Madras.

To The Secretary to Government,
Revenue Department,
Fort Saint George.

Sir,

I have the honor to submit, for such further orders as the Government may be pleased to issue, a letter from Messrs. Binny & Co. on the subject of the new rules for Coasting Steamers, sanctioned in G. O. No. 425, of date 27th March 1876, and also a letter received in reply to a reference made by me to the Collector of Sea Customs on Messrs. Binny & Co's application. Should His Grace the Governor in Council be prepared to reconsider the question, I would respectfully recommend, in the interests of Steam traffic, that Rule 12 be finally amended as proposed in my letter No. 760, bearing date 29th January 1876, and recorded in the Proceedings of Government

No.

Obdt. of 11876: JY 20/76

REVENUE.

THE ACTING MASTER ATTENDANT,

do. do. do.

Dated May, 20th.

Recd.

Recd.

G.O., 20th May 1876, No. 649.

MAY.

No. 189-190.

New Rules for Coasting Steamers.—Passing remarks on letter from the Master Attendant, Madras, submitting correspondence on the subject of the —, and recommending the amendment of Rule 12.



N^o 266, of date 23rd February 1876.

I have the honor to be

Sir,

Your most Obedt^l Servant

J. Taylor

Master Attendant

Administrative Department.

Mr

649/5

d/3-5-16

It seems that he absolutely prohibit-
ing the discharge of cargo after
6 P.M. in the case of Coasting Mail
Steamers - Govt has placed
them in a worse position than
other vessels - it being competent
to the Customs Collr, by law,
to allow its being done beyond
the usual fixed hours - I will
be seen the Collr states that he
occasionally exercises his power.

Let 52. Let VI/63
on the "Consolidated
Customs Act".

It must therefore be left to him,

I presume, with the remark that
he ~~had~~ disapprove of it, except
in very special cases.

4/5 mag 7/6.

* This is what
was written

Ch 1795
 Ebenezer 1895 20 cents
 2/1
 2/1000

Wm. H. Master Attendant

Administrative Paper Spreads

Of
the Dept. to Government

Devinne R. G. and front

Fort Saint George.

Batawa^{3d} } May 1896
 Neac 5- }

Ms. A. 9. 2. 6. 49. 20 May 1876

No. 3132

Indo: 2 D.D.

Journals, correspondence
 on the subject of the
 New Rules for Conducting
 Steamers and recommends
 that Rule 12 be finally
 amended as proposed.
 In this office letter No. 760
 of date 26 January 1878.

frances

C-9: May 16: May.

As understood
it - The future rule is to
be that vessels may
discharge after hours
with the consent of the Collector
Passengers & Crew
Board with going to land
1876.

C.S. May 26 R 16, May

869
Quincy
Mo-22

No 649 R. S.

Read letter from Masters
Sept, Madras

8/3-5/6

No 3132

There was no intention to treat
these Steamers differently from other
Vessels. The permission occasionally
granted by the Collector of Customs
for the landing of goods & passengers
after the usual hour, in ~~cases~~ cases of
a special character, is unobjection-
able: - provided that passengers
should on no account be objected to
land after 6 P.M.

and copy to the Agent's Attn and
to the Board of Pass &
Immigration, 11 June

287

20 May 1876 19/5/76

Hours for Landing
Cargo.

Count

1