(1) Number of pages 24

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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

REVENUE DEPARTMENT

G.O. No. / ~~B.P. No.~~	1497	Press. / Mis.
Dated	13-9-1878	197

Not to be folded or roughly handled

Archives I—5,806—24-2-78.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

13th September 1878, No. 1,497.

Read the following papers:—

No. 152. Proceedings of the Board of Revenue, dated 12th August 1878, No. 2,245.

Read the following letter from H. W. BLISS, Esq., Commissioner of Salt Revenue, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Madras, 2nd August 1878, No. 882:—

Writes directing the Kistna Salt Deputy Collector to ship the stock of salt at Addalapara to Bimlipatam as already reported in my letter recorded in the Board's Proceedings, No. 1,932, 12th July 1878,

* No. 553, dated 6th July 1878. I wrote out and sent him detailed instructions* as to how the shipment was to be conducted, a copy of which I have the honor to enclose for the Board's information.

2. Among these instructions was one that while the salt was being shipped a responsible officer of the department should be on board the ship and should not leave it, even at night, until the loading was completed.

3. It must be perfectly clear to every one acquainted with the subject that some such arrangement is absolutely necessary in the interest of the public revenue when salt is being shipped. It is also in strict accordance with the Board's Standing Order No. 202-1 (paragraph 6).

4. The enclosed copy of the Kistna Salt Deputy Collector's letter, No. 124, dated 19th July 1878, will show that he has entirely neglected to obey my orders upon this point.

5. I have called for a list of the names of the clerks who refused to go on board ship, &c., and on receipt thereof shall punish them as seems necessary with reference to the fact that they must clearly have received encouragement to disobedience from the weakness of the Deputy Collector. He is certainly the person most to blame. I have not the least doubt that if he had been firm he could have procured obedience to orders. As it is, he says he was "encouraging" his subordinates to obey orders. But the whole tone of his letter, of which they were all, no doubt, perfectly cognizant, was a direct "encouragement" to them not to obey. I cannot punish the Deputy Collector myself, and therefore report his conduct for such notice as the Board may think it requires.

6. I also enclose a copy of another letter from the same officer which shows, first, that he is greatly wanting in common sense, and, secondly, that by the way he had the bags filled he made it utterly impossible for him to check a certain percentage of dhun, according to my instructions, with the scales and weights he had. It is hopeless to expect to get things done accurately with men of this sort as one's local agents.

No. 138, dated 19th July 1878.

7. I take this opportunity to report that this year as last this Deputy Collector has failed to keep a correct tally corresponding with that kept by the Ship Captain of the number of bags shipped. It is clear therefore that in this matter also he must have failed to follow my instructions under which no such mistake could possibly have occurred.

ENCLOSURE No. 1.

Proceedings of the Commissioner of Salt Revenue, dated 6th July 1878, No. 553.

Read the following telegram from the Salt Deputy Collector of the Kistna District, dated 5th July 1878:—

Ship *Typeddie* offers to carry Addalapara salt, 5 Rupees per ton. Shall I ship? If so, telegraph sanction. Place two thousand five hundred Rupees at my disposal for expenses here.

The following telegram has been despatched in reply:—

"Ship salt to Bimlipatam at Rupees 5. Use best bags procurable and all same size. Telegraph *probable* date of sailing to Vizagapatam Salt Deputy. Take funds required from Salt Treasuries."

2. The Salt Deputy Collector will be so good as to forward copy of the charter party without delay and to report where the freight is payable.

3. The salt should be put into the best bags procurable so that no confusion as to numbers of bags or quantity of salt may arise from the bags breaking; and to facilitate counting all the bags should contain the *same quantity* of salt which it will be best to weigh out with cup scale if any are available.

4. While the salt is being shipped a responsible officer of the department should be on board the ship and should not leave it, even at night, until the loading is completed.

5. A peon should be sent off with each boat-load and should take with him a boat note in duplicate, one copy whereof he will deliver to the master or other officer of the ship in charge of the stowing of the cargo, bringing the other back with him for delivery to the Deputy Collector after obtaining to it the signature of the master or other officer of the ship as aforesaid in token that the right number of bags have been delivered in good condition. This also will prevent the doubts which arose last year in the case of the consignment from Nizampatam as to the number of bags and quantity of salt shipped.

6. The Deputy Collector will *remain* at the spot until the shipment is concluded, and will use his utmost endeavors to conduct it as rapidly, accurately, and economically as possible. He will be especially careful personally to reweigh a sufficient percentage (say 8 to 10) of the bags to enable him to make quite certain that they have all been filled with equal weights of salt.

7. On the completion of the operation he will submit a report to this office showing the progress of the work from day to day and its total cost, funds for which he will draw from his sale Treasuries as he thinks advisable. It is, however, of the greatest importance that the sums so may thus be drawn will not be exhibited in the accounts of any particular division, but will be separately accounted for by a bill to be submitted with vouchers from the office of the Deputy Collector himself.

8. The Salt Deputy Collector should arrange with the Superintendent of Police for the withdrawal of the Police guard as soon as their services can be dispensed with.

9. The Commissioner hopes that with care and strict attention to these instructions this shipment may be conducted more satisfactorily than last year's.

(Signed) H. W. BLISS,
Commissioner of Salt Revenue.

ENCLOSURE No. 2.

From P. V. NARASIMHA ROW PUNTULU, Deputy Collector in charge of Salt Department, Kistna, to H. W. BLISS, Esq., Commissioner of Salt Revenue, dated Peddapatnam, 10th July 1878, No. 124.

In acknowledging receipt of your Proceedings, dated 6th instant, No. 553, I have the honor to report that how it would be possible to carry out the instructions contained in paragraph 4.

2. Natives who are accustomed to sedentary habits are generally unseafaring.

3. One of the clerks in Pandalgo went on board the ship *Typeddie* to watch the shipment of salt, but returned ill of giddiness and vomiting before all the cargo boats went alongside. No other boat was available to send over another clerk in his stead.

4. Besides he and the other clerks say that they are quite unaccustomed to the task, and that they cannot therefore remain on board the ship, especially during the night.

5. I do not know what I am to do in this respect, and I am however encouraging them to comply with a strict observance to your instructions.

(True Copy.)

(Signed) H. W. BLISS,
Commissioner of Salt Revenue.

ENCLOSURE No. 3.

From the same Officer, dated Peddapatnam, 19th July 1878, No. 128.

REFERRING to paragraph 3 of your Proceedings, dated 6th instant, No. 553, I have the honor to report that it is impossible to reweigh any bags with Indian Maunds 2-cup scale as each bag has to contain Indian Maunds 2 lbs. 7½ or 13 bags per ton under the terms of the charter party.

2. It would be hardly possible to expect that each bag contains one and the same quantity as equal to 2 maunds 7½ lbs. as it is not seperately weighed out except on an average.

3. Twenty-seven maunds are weighed out at a time on three platform machines of 9 maunds each and the same is filled up in 13 bags and then one maund is again weighed out and the same is divided into nine equal parts, two of which are added to the contents of every 13 bags to complete a ton.

4. If the addition is not thus made and 13 bags of 2 maunds each are to be counted as equal to a ton as per charter party, there is a loss of about Annas 3-7 freight in every ton.

5. Moreover, if the salt ones weighed out and bagged up at the rate of two maunds and upwards a bag is reweighed there might be a further wastage but will never be equal to 2 maunds 7½ lbs. as it is always the case with regard to salt.

6. It is also to be reweighed and stored afresh at the place of landing, so as to ascertain the wastage resulting in its transport. Consequently, I have reweighed a certain number of bags so as to satisfy myself that on an average 13 bags might be equal to maunds 27½ or one ton.

(True Copy.)

(Signed) H. W. BLISS,
Commissioner of Salt Revenue.

SUBMITTED for the orders of Government.

2. As Mr. Bliss truly remarks it is hopeless to look for satisfactory results when local agents show such supine indifference to orders as Deputy Collector Narasimha Row Puntulu has done.

(True Copies and Extract.)

(Signed) C. A. GALTON,
Acting Secretary.

No. 163. Proceedings of the Board of Revenue, dated 20th August 1878, No. 2,351.

Read the following letter from H. W. BLISS, Esq., Commissioner of Salt Revenue, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Madras, 14th August 1878, No. 992:—

IN continuation of my letter, No. 883, dated 2nd August 1878, and in further illustration of Vencata Narasimha Row's want of will or of capacity to carry out what must be called the ordinary operations of the Salt Department, I have the honor to enclose for the information of Government an extract from the diary of the Vizagapatam Salt Deputy Collector, who received at Bimlipatam the salt sent up from Addalapara.

2. Vencata Narasimha Row has himself reported that he paid the Captain Rupees 400 for four days' demurrage. I do not, therefore, understand Mr. Sharkey's report as to two days' demurrage being claimed. Explanations have been called for, and a report will be submitted on their receipt. In the meantime I have called on Vencata Narasimha Row to show cause why he should not himself pay whatever demurrage is ultimately found due. He made his own arrangements and agreed to ship at the rate of 60 tons per diem, and it is quite clear to me from his own reports that the only obstacle to his carrying out this remarkably easy undertaking was his want of foresight in not making proper arrangements.

ENCLOSURE No. 1.

Extract from the Diary of the Ennagaston Salt Deputy Collector for the Week ending 4th August 1878.

On Monday the 29th at 4 P.M. the Barque *Speedie* anchored in the Bimlipatam roads. On the following morning I went on board and was surprised to see salt scattered all over in the ship's hold. Several of the bags had burst and were quite wet. The Captain of the ship by way of explanation stated that the bags were received on board in that condition, that he received them under protest, and that he had personally represented the bad state of affairs to the Kotna Salt Deputy, who promised to send in fresh bags to replace the torn ones, but failed to do so. This I observe from his endorsement on bill of lading. The Master Attendant, Captain Meats, was present at the time, and was of opinion that the bags were very old and worn out, and there is no doubt that a great majority of them are so old that they could not stand ordinary usage, especially those that were closely filled with salt. I observed several bags burst when taken from boats and thrown on the bench.

The Captain retained 100 bags of salt, claiming demurrage for two days at port of shipment.

(True Extract.)

(Signed) H. W. BLISS,
Commissioner of Salt Revenue.

SUBMITTED to Government in continuation of Board's Proceedings, dated 12th August 1878, No. 2,243.

2. The further report promised is awaited.

(A true Copy and Extract.)

(Signed) C. A. GALTON,
Acting Secretary.

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164. ORDER THEREON, 13th September 1878, No. 1,497.

Separate Revenue, No. 15.
Salt.

THE information before Government is not sufficient for a final decision in the matter. It is necessary that they should receive a full report on the whole transaction; the terms of the charter party; the facilities for checking the weight of bags; the result of the delivery including outturn of cargo as compared with shipment; and the result of the claim for demurrage.

2. The Board will accordingly call upon the Salt Commissioner to supply the deficiency.

(True Extract.)

(Signed) L. A. CAMPBELL,
Under Secretary to Government.

To the Board of Revenue.

Exd. C. Howarth.

No. 2,243.

PROCEEDINGS OF THE BOARD OF REVENUE dated 12th August 1878.

Read the following letter from B. W. BLISS, Esq., Commissioner of Salt Revenue, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Madras, 2nd August 1878, No. 882:—

WITH directing the Kistna Salt Deputy Collector to ship the stock of salt at Addalapara to Bindipatam as already reported in my letter recorded in the Board's Proceedings, No. 1,932, 12th July 1878.

* No. 553, dated 6th July 1878.

I wrote out and sent him detailed instructions* as to how the shipment was to be conducted, a copy of which I have the honor to enclose for the Board's information.

2. Among those instructions was one that while the salt was being shipped a responsible officer of the department should be on board the ship and should not leave it, even at night, until the loading was completed.

3. It must be perfectly clear to every one acquainted with the subject that some such arrangement is absolutely necessary in the interest of the public revenue when salt is being shipped. It is also in strict accordance with the Board's Standing Order No. 202-I (paragraph 5).

4. The enclosed copy of the Kistna Salt Deputy Collector's letter, No. 134, dated 19th July 1878, will show that he has entirely neglected to obey my orders upon this point.

5. I have called for a list of the names of the clerks who refused to go on board ship, &c., and on receipt thereof shall punish them as seems necessary with reference to the fact that they must clearly have received encouragement to disobedience from the weakness of the Deputy Collector. He is certainly the person most to blame. I have not the least doubt that if he had been firm he could have procured obedience to orders. As it is, he says he was "encouraging" his subordinates to obey orders. But the whole tone of his letter, of which they were all, no doubt, perfectly cognizant, was a direct "encouragement" to them not to obey. I cannot punish the Deputy Collector myself, and therefore report his conduct for such notice as the Board may think it requires.

6. I also enclose a copy of another letter from the same officer which shows, first, that he is greatly wanting in common sense, and, secondly, that by the way he had the bags filled he made it utterly impossible for him to check a certain percentage of them, according to my instructions, with the scales and weights he had. It is hopeless to expect to get things done presently with men of this sort as one's local agents.

7. I take this opportunity to report that this year as last the Deputy Collector has failed to keep a correct tally corresponding with that kept by the Ship Gauger of the number of bags shipped. It is clear therefore that in this matter also he must have failed to follow my instructions under which no such mistake could possibly have occurred.

ENCLOSURE No. 1.

Proceedings of the Commissioner of Salt Revenue, dated 6th July 1878, No. 553.

Read the following telegram from the Salt Deputy Collector of the Kistna District, dated 5th July 1878:—

Ship *Tyneside* offers to carry Addalapara salt, 3 Rupees per ton. Shall I ship? If so, telegraph sanction. Place two thousand five hundred Rupees at my disposal for expenses here.

The following telegram has been despatched in reply:—

"Ship salt to Bimilpatam at Rupees 5. Use best bags procurable and all same size. Telegraph probable date of sailing to Vizagapatam Salt Deputy. Take funds required from Salt Treasuries."

2. The Salt Deputy Collector will be so good as to forward copy of the charter party without delay and to report where the freight is payable.

3. The salt should be put into the best bags procurable so that no confusion as to numbers of bags or quantity of salt may arise from the bags breaking; and to facilitate counting all the bags should contain the same quantity of salt which it will be best to weigh out with cup scales if any are available.

4. While the salt is being shipped a responsible officer of the department should be on board the ship and should not leave it, even at night, until the loading is completed.

5. A peon should be sent off with each boat-load and should take with him a boat note in duplicate, one copy whereof he will deliver to the master or other officer of the ship in charge of the stowing of the cargo, bringing the other back with him for delivery to the Deputy Collector after obtaining to it the signature of the master or other officer of the ship as aforesaid in token that the right number of bags have been delivered in good condition. This also will prevent the doubts which arose last year in the case of the consignment from Nizampatam as to the number of bags and quantity of salt shipped.

6. The Deputy Collector will remain at the spot until the shipment is concluded, and will use his utmost endeavors to conduct it as rapidly, accurately, and economically as possible. He will be especially careful personally to reweigh a sufficient percentage (say 8 to 10) of the bags to enable him to make quite certain that they have all been filled with equal weights of salt.

7. On the completion of the operation he will submit a report to this office showing the progress of the work from day to day and its total cost. Funds for which he will draw from his Salt Treasuries as he thinks advisable. The details, however, of the expenditure of such lump sums as may thus be drawn will not be exhibited in the accounts of any particular division, but will be separately accounted for by a bill to be submitted with vouchers from the office of the Deputy Collector himself.

8. The Salt Deputy Collector should arrange with the Superintendent of Police for the withdrawal of the Police guard as soon as their services can be dispensed with.

9. The Commissioner hopes that with care and strict attention to these instructions this shipment may be conducted more satisfactorily than last year's.

(Signed) H. W. BLISS.
Commissioner of Salt Revenue.

Enclosure No. 2.

From P. V. NARASIMHA ROW, PANTULU, Deputy Collector in charge of Salt Department, Kistna, to H. W. BLISS, Esqr., Commissioner of Salt Revenue, dated Peddapuram, 16th July 1878, No. 124.

In acknowledging receipt of your Proceedings, dated 6th instant, No. 553, I have the honor to report that how it would be possible to carry out the instructions contained in paragraph 4.

2. Natives who are accustomed to sedentary habits are generally unenduring.

3. One of the clerks in Pandraka went on board the ship *Theodore* to watch the shipment of salt but returned ill of giddiness and vomiting before all the cargo boats were alongside. No other boat was available to send over another clerk in his stead.

4. Besides he and the other clerks say that they are quite unaccustomed to the task, and that they cannot therefore remain on board the ship especially during the night.

5. I do not know what I am to do in this respect, and I am however encouraging them to comply with a strict observance to your instructions.

(True Copy.)

(Signed) H. W. BLISS.
Commissioner of Salt Revenue.

Enclosure No. 3.

From the same Officer, dated Peddapuram, 16th July 1878, No. 108.

In response to paragraph 3 of your Proceedings, dated 6th instant, No. 553, I have the honor to report that it is impossible to reweigh any bags with Indian Maunds 2 can scale as such long and to contain Indian Maunds 2 lbs. 7½ or 13 bags (or 6½ each) the terms of the charter party.

2. It would be hardly possible to expect that each bag contains one and the same quantity as equal to 2 maunds 7½ lbs. as it is not separately weighed out except on an average.

3. Twenty-seven maunds are weighed out at a time on three platform machines at 9 maunds each and the same is filled up in 13 bags and then one maund is again weighed out and the same is divided into nine equal parts, two of which are added to the contents of every 13 bags to complete a ton.

4. If the addition is not thus made and 13 bags of 2 maunds each are to be counted as equal to a ton as per charter party, there is a loss of about Annas 3-7 freight in every ton.

5. Moreover, if the salt once weighed out and bagged up at the rate of two maunds and upwards a bag is reweighed there might be a further wastage but will never be equal to 2 maunds 7½ lbs. as it is always the case with regard to salt.

6. It is also to be reweighed and stored afresh at the place of loading, so as to ascertain the wastage resulting in its transport. Consequently, I have reweighed a certain number of bags so as to satisfy myself that on an average 13 bags might be equal to maunds 27½ or one ton.

(True Copy.)

(Signed) H. W. BLISS.
Commissioner of Salt Revenue.

SUBMITTED for the orders of Government.

2. As Mr. Bliss truly remarks it is hopeless to look for satisfactory results when local agents show such supine indifference to orders as Deputy Collector Narasimha Row Pantulu has done.

(True Copies and Extract.)

Acting Secretary.

To the Secretary to Government, Revenue Department.

Copy to the Commissioner of Salt Revenue.

Encl. W. J. Lewis.

Revenue Department

No. 163 No. 2307. 1497

Proceedings of the Board of Revenue
Dated 20 Aug 1870.

Read the following.

No. 992

From
F. W. Bliss Esqr
Commissioner of Salt
Revenue

To
C. A. Galton Esqr
Secretary to the
Board of Revenue

Sir,

In continuation of my letter No. 882 dated 2 August 1870 and in further illustration of [illegible] want of will or of capacity to carry out what must be called the ordinary operations of the Salt Department, I have the honor to enclose for the Board's perusal an extract from

Revenue 1878 Sept
No. 3701.
1878.
Board of Revenue,
MADRAS.

To
The SECRETARY to GOVT.
REVENUE DEPARTMENT

Dated August 12th.
Printed 17th.
Recd. [illegible]

Proceedings, 12th August 1878, No. 2,243.

AUGUST.
No. 2,243.

Narasimha Row Pantulu, Deputy Collector in charge of Salt Department in Kistna District.—Submitting to Government letter from Commissioner of Salt Revenue reporting on the conduct of — with regard to shipments of Addalapara salt to Bimlipatam.

No. 162

since the doing of the Ingrafteen
Act Duty Collector who Died
at Dinapore the 14th
inst. from a dislocation
of the [illegible]

Sir I have the honour to report
that the Post of Captain Pu-
rien 400 for 4 days Conveyance.
Old and Cripple unclaimed
Cap Khetry 1 for 2 to 2
days Conveyance being claimed.
The Conveyance have been called
for, and a Report will be made
thereon on their Receipt. Of
the undermentioned Three called
for Lascars Khansamah Pun
Wallah Cannot only be claimed
as Three Days Khetry Conveyance
Coolies Cill manded Ten are re-
quired to be sent to the
Head Quarters of the Regiment

clear and I do not consider my
self responsible for any delay
which may occur in the
making proper arrangements
for the conveyance of the
Effects of the Corps
the Collector 33 Regt N.I. Cantt
Cawnpore
29th Dec 1870.

Commg 33rd Regt Native Infantry

Submitted to your
in continuation of
Proceedings dated 12th August
1870.
2. The further report
forwarded is awaited
by Lieut Col Stewart

Capt
Regt Native Infantry
Brigade Major to
Cawnpore Field Force
with Copy of Proceedings.

Extract from the diary of the Vigia Pedam Salt Depot, Colerado for the week ending 4th August 1878.

On Monday the 29th at 4 P.M. the barque "Tyneside" anchored in the Bimlipatam roads. On the following morning I went on board and was surprised to see salt scattered all over the deck. Several of the bags had burst, and were quite wet. The Captain of the ship, on my explanation stated that the bags were received on board in that condition, that he received them under protest, and that he had personally represented the bad state of affairs to the Customs Salt Depot, even proceeded to send on shore the bags to replace the torn ones, but failed to do so. This I observed from his endorsement on the Bill of Lading. The Invoice & Manifest were signed at the time

and I was of opinion that the bags were very old and worn out, and there is no doubt that a great majority of them are so old that they could not stand ordinary usage, especially those that were closely filled with salt. I observed several burst when taken from boats and thrown on the beach.

The Captain reclaimed 100 bags of salt claiming demurrage for two days at port of shipment.

I have &c.

(Signed) H. H. Blue

Commissioner of Salt Revenue

True Copy

Secretary

Revenue Department.

Nos 2701 & 3674. 1497

From Board of Revenue

Dated 12th and 20th August 1878.

FOR ORDERS.

Memorandum to Surveyor

Memorandum for shipping a cargo of salt to Rangoon from the Pottan district

I am directed by the Board of Revenue to request that you will be pleased to report on the following complaint made by the Captain of the Barque [illegible] now lying in the Madras Roads, viz. that 100 bags of salt out of a cargo of 1000 bags shipped on board the vessel at Pottan were found to be damaged on the voyage to Rangoon, and that he has in consequence been obliged to claim demurrage for two days at that port.

2. The Board understand that the Captain has already represented the matter to you, and that you have reported that the bags were old and worn out, and that a great majority of them were so old that they could not stand ordinary usage, especially those that were closely filled with salt, and that several burst when taken from boats and thrown on the beach.

3. The Board would be glad to receive your further report on the following points:

1st. Whether you have any reason to suppose that the bags were not sound when they were delivered to the Salt Department at Pottan.

2nd. Whether you have any reason to suppose that the Salt Department at Pottan failed to exercise due care in packing the bags.

3rd. Whether you have any reason to suppose that the bags were not properly handled on board the vessel.

4th. Whether you have any reason to suppose that the bags were not properly stowed on board the vessel.

5th. Whether you have any reason to suppose that the vessel encountered any unusually bad weather during the voyage.

6th. Whether you have any reason to suppose that the vessel was not properly navigated during the voyage.

7th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Madras.

8th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

9th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

10th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

11th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

12th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

13th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

14th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

15th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

16th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

17th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

18th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

19th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

20th. Whether you have any reason to suppose that the vessel was not properly handled on her arrival at Rangoon.

The second paper shows that
many of the bags used were
rotten and that in consequence
the salt was scattered all over
the ships through the rottenness
some were to use the least bags.
The Boss thereby shew a further
illustration of Irishmen's
regard for well or efficiently to
carry out the ordinary obser-
vance of business engagements
How ever also a observe for the
average was struck before further
report was required.
The Boss then we observe
official communication between
himself many strongly about
their shortcomings duty: Collector.

FOR ORDERS.

Revenue Department

Proceedings of the Madras Government

Under date the 13th September 1870

Read the following

Proceedings of the Board of

Revenue dated 12th and 20th

August 1870 Nos. 2248 & 2357

The information before

Govt. is not sufficient for a

final decision on the matter.

It is necessary that the

Board should procure a further re-

port on the whole transac-

tion, the terms of the

Lease

Charter party; the facilities
for ascertaining the weight of
cargo; the result of the
delivery including outturn
of cargo as compared with
shipments; and the result
of the claims for dammage.

2. The Board will
accordingly call upon the
said Commissioner to
carefully the depositions