REVENUE DEPARTMENT.

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Regular / Miscellaneous No. of 1

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Revenue (1898) Department.

MISCELLANEOUS SERIES.

G.O., No. 2354

DATED 2nd June

[Despatch Abstract.]

Declining to reconsider the orders that the Collr of Customs, Madras should deduct on the Invoice Cycle for pieces to form a pair in case goods were landed or shipped out of season and informing the Chamber of Commerce accordingly.

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

FURTHER PAPERS.

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

Revenue (1898) Department.

CURRENT No.

From The Secretary to the Commissioners of Salt Abkari and Separate Revenue Madras

No. No. 1077

Order

Dated 15th November 1897

Received 25-11-97

Registered 28-11-97

Enclosures 1

Spare copies

SUBJECT.

Submitting to Government, with an expression of the Board's full concurrence in the Collector's views, letter from the Collector of Sea Customs, Madras offering his remarks on the views of the Chamber of Commerce regarding the proposal to obtain Salt Petre from the Concrete and the Madras Depôt or Mandapam Tower circle for overtime Customs work at Mad

FURTHER PAPERS.

G.O.	No.	Department.	Date.

The Chamber of Commerce,

MADRAS, 21*st December*, 1897.

FROM

THE HON'BLE MR. G. G. ARBUTHNOT,

CHAIRMAN, CHAMBER OF COMMERCE,

MADRAS.

To

THE SECRETARY TO GOVERNMENT,

REVENUE DEPARTMENT,

FORT SAINT GEORGE.

SIR,

With reference to G. O., No. 829, Revenue, dated the 30th September, 1897, approving the proposal of the Board of Revenue that the Collector of Sea Customs should indent on the Ennore and the Madras Depôt or Madras Town Circle for peons to attend to overtime Customs work at Madras, I have the honour to inform you that the matter was considered at the Annual General Meeting of the Chamber held on the 14th instant, when it was unanimously resolved to represent to Government that the arrangements proposed would not work satisfactorily, and that the charges contemplated for overtime work would be excessive.

In its Resolution, Mis., No. 3,423, dated the 9th August, 1897, the Board of Revenue "suggested that a guard of peons might be obtained from the factories at Ennore in the off season," while "the Depôt or Town Circle could probably supply a guard at other seasons," this suggestion being made owing to the Collector having reported that he could not "exercise the discretionary powers vested in him owing to the sanctioned staff of tide waiters and peons being insufficient to provide a proper guard for a special case of this sort"—*i.e.*, the landing of coal ex. the s. s. *Osborne* between 6 P.M. and 8 P.M., as explained in the Chamber's letters to the Board, dated the 24th February and 6th April, 1897. With regard to this, I beg to point out that almost every passenger steamer that enters the Port is granted permission to work overtime, and no difficulty, so far as the Chamber is aware, has been experienced in obtaining the services of the necessary guards. If, then, it is possible to regularly grant facilities to passenger steamers, the Chamber is of opinion that it ought to be possible to provide equal facilities to non-passenger vessels on the rare occasions on which they would be required.

As regards the Board's suggestion that a "few hours' notice" should be given of a desire to work overtime, I beg to state that it is impossible to do this, as

Osborne—and consequently by the time the peons summoned from Ennore had arrived their services would probably not be required.

Under the above circumstances, the Chamber ventures to hope that the Government will reconsider the matter in view to the adoption of other measures which will meet the urgent and exceptional requirements of the commercial community and thereby facilitate the trade of the Port. In the opinion of the Chamber all that is required is that the Collector should, in the discretion already allowed him, administer the Rules regarding overtime Customs work with less rigidity.

I have the honour to be,

Sir,

Your most Obedient Servant,

George G. Anderson Jr.

Chairman.

MADRAS

Proceedings of the Board of Revenue

(Separate Revenue).

Dated 15th March 1898.

Mois No. 1017

Read the following letter from the Collector of Sea Customs Madras No. 1047 dated 22nd February 1898:—

"I have the honor to return the letter from the Chairman, Chamber of Commerce, Madras, dated 21st December 1897, enclosed herewith, with the Board's Resolution No. 236 (mis.) dated 22nd January 1898, and to reply as follows:—

2nd. Chairman's objection to the arrangement sanctioned in Government Order 829 (Revenue), dated 30th September 1897, for the supervision of Sea Customs work and

to the scale of fees p[illegible],
concluding with the remark
that all that is required is that
the Collector should administer
the rules regarding overtime
Customs work with less rigidity.
The Chamber seems to overlook
the fact that the Collector's
principal duty is to guard the
public revenues and that a
relaxation of rules, which
would facilitate smuggling
would be inadvisable.

2. In para 2 of his letter, the
Chairman states that almost
every passenger steamer
that enters this Port is granted
permission to work overtime,
and that no difficulty has
been experienced in obtaining
the services of the necessary guards,
and that it ought to be possible

Therefore

* Vide Rules published under Section 72 Sea Customs Act Rule 7(c) at page 46 of the Book up

Rule 7(2)

on the rare occasions on which they would be required to supervise the landing of Coal.

3. With reference to the above, I beg to explain that passenger steamers arriving at this Port are allowed under the Rules,* to land either on the Beach or at the Pier at any hour between 6 A.M and 6 P.M. Contract mail vessels being permitted to discharge at the Pier only, up to 9 P.M.

In Special Cases, the Collector is empowered to extend the time for landing goods and passengers' luggage, at the Pier only, on good cause being shown. It is perfectly true that applications for such extension of time are almost invariably granted a circumstance which conflicts with the complaint of excessive

rigidity

rules.

4. The Case of the S.S "Osborne" was quite different, since the Captain applied for permission to land Coal on the Beach from 6 P.M. to 8 P.M, a request which could not be granted under the strict letter of the rules, which restrict the landing of goods after 6 P.M. exclusively to the Pier. If, therefore, the attendance of the Customs Preventive Staff is necessary to supervise the landing of goods at the Pier, and for the prevention of Smuggling, it appears to me to be all the more imperative that an adequate Staff should be present to oversee the landing of Coal, after dark, on the Beach where opportunities for Smuggling

with Harbour premises & Completely unfenced, as at present.

5. As previously pointed out to the Board in connection with the Case of the SS "Osborne", the existing Staff of Tidewaiters and Peons is inadequate to provide a proper guard for a special case of this kind, as the extra outdoor Establishment applied for, on the introduction of the Tariff of 1894, was strictly in accordance with the requirements and conditions of the Port, regard being had to the rules regulating the time and places of landing and shipping, and to the instructions of the Government of India that the additional Establishment to be entertained was to be strictly economical. Each individual of the present staff works 8 hours a day, except two, who work 12 hours

The time for leaving work is either 5 or 6 P.M.
It is unreasonable to expect men exhausted
by a full day's work to continue for
5 or 6 hours more, of darkness, to patrol
and guard an extent of Beach for which,
during daylight, their numbers are barely
sufficient. I submit that, if landing is to
be allowed on the Beach after dark,
it is imperative that additional
guards be employed.

6. The Scale of fees fixed, is by no means
excessive, when the urgency and importance
of the work is considered. The overtime
allowance paid by the Harbour Trust Board
to its shore Employees is as follows:—
Half a day's pay from 6 P.M. to 9 P.M.,
one day's pay from 6 P.M. to 11 P.M.
and two days pay from 6 P.M. to any time
after 11 P.M., while the floating staff
(Preventive Officers) get 2 days pay
for working from 6 P.M. to 9 P.M.
Of

from Lemore and kept at work till 10 P.M.
the fees, including Railway fare,
that would be payable to them under
the Government Order No. 829 dated 30th
September 1897, would amount to less
than Rs 7, while the interests at stake,
as in the case of the "Cosborne", might
run to thousands of rupees. It seems
to me to be inconsistent on the Chamber's
part to endanger on the magisterial
of the interests involved, while objecting
to pay the small amount of fees demanded.
7. I think that the Chamber exaggerates
the difficulty of giving previous notice
of the desire to work overtime. A
train leaves Lemore at 4 P.M. If notice
be given at any time before 3 P.M.
it would be possible to get a party
of men in by the afternoon trains,
and I cannot think it would be
"impossible", as the Chamber says,
to foresee at 3 P.M. the necessity
for

8. In Conclusion I may point out that the argument drawn from the infrequency with which the rule is likely to be put in operation cuts both ways. It is just as reasonable to urge this as a ground for granting liberal fees (amounting to the large sum of Rs 6 or 7) "on the rare occasions on which these facilities will be required" as for asking tired men to continue at work for an indefinite extra time"

Resolution

The Collector's letter is submitted to Government with an expression of full concurrence in his views on the subject

(True Copy and Extract)

R. W. Thwaites

Ag Assistant Secretary

To The Secretary to Government, Revenue Department
with Collector's letter returned
" Collector of Sea Customs, Madras

Recd 21/5/98

C 21/5/98 No 1077

Read Board's Proc: No 1077 dated 15th March 1898 (C. No 247).

To Secy

In G.O. No 829 dated 30th Sept. 97 it was decided that the Collector of Customs, Madras, should indent on the Enmore Circle for persons to form a guard in case any of the vessels landed or shipped out of office hours. In his letter dated the 21st Dec. 1897 the Chamber of Commerce took exception to this arrangement on the ground that the necessity for working overtime arises suddenly, that previous notice could not therefore be given & that by the time the persons required from Enmore their services would not be required etc no difficulty is experienced in obtaining the services of the necessary guard in the case of passenger steamers, which are customarily allowed to work overtime, the Chamber was of opinion that equal facilities could be provided

to non-passenger vessels alone.
With reference to this objection
the Collector of Customs states
that non-passenger vessels
cannot be allowed to land goods
on the beach out of office hours
without danger to the revenue
unless he had an adequate staff
to supervise the landing; but
the existing staff is insufficient
for the purpose, that on the
rare occasion on which goods
are landed out of office hours,
an extra guard should be
obtained; & that notice could
be given before 3 P.M. so as to
obtain peons from Ennore by
a train which leaves it for
Madras an hour later.

2. The Chamber of Commerce
also objected to the scale of
fees sanctioned for overtime
work in the G.O. The scale
is a full day's pay for every
four hours or part of four hours
worked counting from the time
the peons leave Ennore to the
time of their return. The Coll.r
points out that it is by no means

excessive compared with
what the Harbour Trust Board
pays to its employees & that the
total fee will amount to only
Rs 6 or 7 on each occasion.

3. The Board agrees with
the Collector. In these circum-
stances it is thought that the
Chamber may be told that the
Govt. regret to be unable to
reconsider the order appealed
against

KN
16/5/98

[illegible] 21/5/98

21/5/98

To Secy

Please see the draft order put up below for
approval.

2. To prevent further correspondence on the subject
it was thought desirable to set out the reasons in
full

KN
21/5/98

B.P. Rs: 1077 dtd. 15
March 1898 C. Rs. 24

June
March 98

G. O dtd. no. 2354 dtd 2nd June 98

In the first paper read above, the Chairman, Chamber of Commerce, represented that the arrangements sanctioned in G.O. no. 829 dt 30.9.97 regarding the employment of peons from Sunnor to attend to overtime Customs work worked not work satisfactorily, and that the charges contemplated would be excessive.

2. In regard to the first point, the Chairman pointed out that as the necessity for working overtime arose suddenly, previous notice could not be given and that by the time the peons arrived from Sunnor, their services ~~would be~~ might not be required. He added that no difficul

in obtaining the services
of the necessary Guard in
the case of passenger
Steamers, which were in-
variably allowed to work
overtime, and that it ought
to be possible to provide
equal facilities in the
case of non-passenger ves-
sels also.

3. The Government has
given the matter its careful
consideration, and has
arrived at the conclusion
that the difficulty is over-
stated. It should be pos- (Para 7 of the Circular)
sible to give notice of a
desire to work overtime at
3 p.m. in which case the
Collector can obtain a Guard
from Ennore by a train
which leaves it for Madras
an hour later. There is
no analogy between pas-
senger Steamers and non-
passenger Steamers, as the (Para 3 ibid)
former under rule 7 (now)
published

45A
at page 46 of the
Book put up.

(Para 6 of Circular)

published under Rule 7
of the Sea Customs Act
are permitted to land goo
and passengers' luggage
only at the pier after
p.m.; while in the case of
the latter permission is
frequently required to
land goods at the beach
where opportunities for
smuggling are far greate
after dark, and the neces-
sity for an adequate Guar
is therefore more imperativ

4. As regards the scale
of fees sanctioned in G.O.
No: 829 dy 30.9.97, the
Government observes that
it is by no means excess-
sive compared with the
fees which the Harbour
Trust Board pays to its
employés, and that the
total fee will not exceed
Rs 6 or 7 on any occasion

5. In these circumstance
the Government regrets
to be unable to reconside
the

the order to which the
Chamber of Commerce
has taken exception.

KO
27/5/90

To the Chairman, Chamber of Commerce
" Bd: of Rev., S.R.

Depd.
7-6-98

(from Orders)

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When signed
} 189 .

REAP AGAIN G.O., No. DATED
189 ,

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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