Revenue (1898) Department.

MISCELLANEOUS SERIES.

G.O., No. 2718-19

DATED 28th June.

[Despatch Abstract.]

Agreeing with the Director of C. P. in considering that ~~[illegible]~~ the present style of packing petroleum oil in large barrels may be continued and ~~[illegible]~~ addressing the Director General of Stores accordingly

Letter

Informing that the present style of packing petroleum oil in large barrels may be ordered, and requesting that this ~~[illegible]~~ may be informed by telegram the date of shipment and price per ton of the oil ~~[illegible]~~ when contracts have been made.

BACK PAPERS.

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. 439/4

From W. M. Standen Esqr.
Director, Govt Cinchona Plantations
Nilgiris

Order

No. 28

Dated
Received 7 June 1898
Registered 22
Enclosures Three
Spare copies

SUBJECT.

Linseed oil

Suggests on grounds of economy that the present mode of packing be adhered to, and asks that the Director General of Stores be asked to give probable date of shipment of the quantity indented for, as if the oil arrives in time, it will be possible to turn out the quantity of Quinine required to be manufactured under orders of India.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

LEADENHALL STREET,
LONDON, E. C.
30th April 1898.

To the Director General of Stores,
India Office,
Whitehall, S. W.

Dear Sir,

We are favored with your letter of the 29th inst. with Enclosures which we have carefully considered.

In reply we beg to state that it is our opinion that the package referred to, namely tins and cases, would enhance the price of fusel oil by quite 20 % over the price for casks, as the Distilleries would have to get the tins and cases specially and the labour involved would be much greater than for simply letting the oil run direct from the Stills into big casks which the Distilleries have always handy.

If we may be allowed to suggest from our experience, we would consider barrels of 3-4 cwt the most convenient package at an extra cost of about £2.15. p.ton for delivery f.o.b. London or Ports on the Continent. For deliveries c.i.f. Madras the extra charge would be higher especially if freight is payable by measurement.

Barrels no doubt stand the transport much better than large packages and can also be handled very easily.

We shall be happy to supply any further information or suggestions in our power.

We remain &c.,

(Sd) Chas. Windschuegl.

CORN EXCHANGE BUILDINGS,
15 SEETHING LANE,
LONDON, E. C. May 3rd 1898.

To
The Director General of Stores,
India Office,
Whitehall.

Sir,

In reply to your favour of 29th ult. Ref.S.4459 relative to the packing of Fusel oil for India,

We beg to quote

for Cases, each to contain 2 x 4 gallon Tins Fusel oil @ 35/- per Case f.o.b. London or Antwerp, packages included or

Packed into 75 gallon Lead coated Iron Drums each weighing about 5 cwt. net. @ £42. per ton net. f.o.b. London or Antwerp or £47 per ton net. c.i.f. Madras, iron Drums included.

We remain &c.,

(Sd) Stein Bros.

We may say, that small Iron drums of 5 cwt. each ought, to our opinion, to be the best package for the oil.

6

It is requested that in any further communication on this subject the under-mentioned letter and number may be quoted, and the reply addressed to

The Director General of Stores,
India Office,
Whitehall,
London, S.W.

S.4459.

India Office,
Whitehall,
London, S.W.

13th May 1898.

Sir,

With reference to your letter No: 1584 of 5th April 1898, I have the honour to enclose for your information, copies of letters from Messrs Stein Bros: and Messrs. Windschuegl & Co.

Eight gallons of fusel oil weigh about 67 lbs: and Messrs Stein Bros': price for the oil in cases each containing two 4 gallon tins would therefore be about £58.10s. per ton f.o.b. in London or Antwerp.

Their price in March last for fusel oil in the usual wooden casks was £35 per ton delivered at Madras.

It is thought that the smaller barrels suggested by Messrs Windschuegl & Co. would be most likely to meet your requirements and it is considered that their extra cost including freight to Madras would be about from £4. to £5. per ton net.

Packing in tins in casks would no doubt enable a lower rate of freight to be obtained for the oil, but the total measurement would be increased, so that probably the total cost of the freight would be about the same as for the oil in casks as hitherto.

I have the honour to be, Sir,
Your obedient Servant,
Thomas Burke
Director General of Stores.

The Secretary to Government,
Revenue Department,
Madras.

Y 29187. 4 cols.—10,96. 1.1798.

No 28

DIRECTOR'S OFFICE,

OOTACAMUND, 20th June 1898.

From

W. M. STANDEN, ESQ.,

DIRECTOR OF THE GOVERNMENT

CINCHONA PLANTATIONS,

Nilgiris.

To

The Secretary to Government
Revenue Department
Ootacamund.

SIR,

With reference to your Endorsement, &
Misc, No 2484 dated 11 June, forwarding
Copies of letters from the Director General
of Stores and Messrs Stein Brothers and
Messrs Windschiegab &c regarding the price
of Fuel oil, it is evident that I was mistaken
in supposing that it would be an economy
to have the oil packed in tins and Cases.
and I have, therefore, the honor to suggest that
that the present style of package, i.e. large
barrels, should be adhered to. Economy
is the first Consideration, and if the oil
is cheaper in large Casks than in smaller
ones, there is no necessity for change.

2. In view of the importance of early
Compliance with my Indent for Fuel oil
forwarded

forwarded with my letter No 22 dated 16th May 1898, I have the honor to request that the Director-General of Stores may be asked to wire, as soon as Contracts have been made, the probable date of shipment, and price paid per ton. If the oil arrives in time, there will be no difficulty in manufacturing the 10,000 tb of Quinine required by the Government of India, but any break in the Continuity of manufacture will make it impossible to turn out the prescribed quantity before the end of the year.

I have the honor to be
Sir
Your most obedt Servant
W Standen
Director

To Goby Smarrono
mail
28/6/98

From Director of S. C.P. No 288-206

G.O. mine No. 2718 of 28th June '98.
The Govt agrees with the Director.
2. The Goby letter with A addressed to the Director Genl of Stores Indian Office London.

27.7.98

To the Director G.C.P.
Letter No. 2712
To the D.G. of Stores
Indian Office
London

Sir
With reference to your letter No S.4459 of 13 ultimo I am directed to state that, as it appears from the enclosures to your letter that the cost of fuel oil will be enhanced by having it packed in small tins or casks, the present style of packing in large barrels

ordered to.

I am to take this opportunity of to again to mention the great importance of securing the supply of the fuel oil already indented for as early as possible. I am further to request that you will be so good as to intimate by telegram, as soon as contracts have been made, the probable date of shipment & period per ton of the fuel oil applied for in the indents which accompanied my letter No ~~2826~~ 43 & 23-6-98 of the H.M.S. of State for India.

Yours
27.6.98

Pulp.

When given for copying ——
When copied ——
When examined ——
When signed ——
} 189 .

READ 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.							

N.B.—
A = Copy in full.
B = Not to be copied.
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