

Revenue (1898) Department.

PRESS SERIES.

G.O., No. 341

DATED 14th June 1898

[Despatch Abstract.]

Ordering that the Rt. Honourable
the Secretary of State for India be addressed
on the subject of the loss of a case of
Stamps ex S.S. "Mombassa".

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

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
C. no. 6664998 - G.O. 45 10.1.99							
~~C. no. 2274999~~							

No. 159E, d. 12-3-98 CURRENT No. ²⁰⁸⁰~~285~~

Forwarded to the
Revenue Department From
with reference to Endorse-
Order ment in that Depart-
ment No 797 Mis. dated
16 February 1898.

The Presidency Court Office
Madras

No. 894.

No. 894

Dated 3^d March 1898

C. W. Wharton
Under Secretary
to Government.

Received

Registered

Enclosures 2 3

Spare copies

To The Revenue Depart.
ment with G.O. 197 Marine
dated 11 May 1889. To be
returned.

No.	Date.
159	12-2-88
105	28 15.2-88
107	28 16-2-88
96	28 15.2-88
501	mar 4-88
50.197	mar 11-5
50.297	mar 7-7
u 41	mar 25-1
C. no. 797	mar Dec. 16.2.9

No.

1. The Landing Contractor should not take delivery of any private packages or goods addressed to a consignee by name unless specially instructed to do so by this office, or any packages addressed to local societies. If in doubt as to the status of the consignee let the package go into the Custom House and report.

2 The Landing Contractor will apply at this office for the Tonnage Accounts of stores expected from England; and if explosives or other dangerous goods are expected, he will estimate the number of boats required and supply such number of boats as will prevent delay to the ship. When the number of boats required is not in excess of 20, the full number of boats should be engaged, so that the moment the last boat's cargo is loaded, the steamer can come inside of the harbour.

3. On sending boats to a steamer to land cargo, the Landing Contractor will hand over to the Chief Officer a list showing the number of the boats engaged by him and also furnish this office with a copy. Each boat while so engaged will fly the flag Pendant G of the Commercial Code supplied until the work is completed.

4. The Landing Contractor will try to arrange that all small packages such as stamp cases are landed by Masula boats and brought directly opposite the godown of the Agent for Government Consignments. He will also have a sufficient number of coolies in readiness to carry these packages at once to the godown, and will be held responsible that they are placed there as soon as landed.

5 When casks containing spirits, oil, tar, or other liquids are to be landed the Landing Contractor will take notice of their *situation in the hold of the ship, and whether goods of a heavy nature* have been stored on top of them, in which case intimation should at once be sent to this office.

6. When the Landing Contractor is requested to arrange for the landing of heavy weights, he will, when the arrangements are complete, report to the Agent for Government Consignments.

7. The Landing Contractor will submit reports of damage to cargo as soon as possible after it leaves the ship's side; as a rule the report should be sent by the same boat as takes the stores, and the time at which the report was made over to the tindal should be noted on it. No remarks can be accepted after a receipt has been granted to the ship. Such remarks should state exactly the causes of the damage and nothing else.

8. The Landing Contractor will arrange that, when packages are put over the side of a vessel in a damaged condition and the tally clerk is unable to decipher the number, a chalk mark is to be made on the packages so that it can be identified at the time of survey. The mark is to be made on the packages so that it can be identified at the time of survey. The attention of the Preventive Officers is also to be called to the damage. He will also arrange that, in cases of damage by wet (whether by rain or salt water) if it has occurred before taking delivery from the ship a large chalk mark 'X' is placed on the packages whether the numbers are taken or not. This course should be followed with all packages.

9. When packages have fallen in the sea and have been recovered, the Landing Contractor will have them kept separate and report the matter to this office immediately after they are landed to enable the undersigned to call a survey on them.

10. *Very important.*—The particular attention of the Landing Contractor is drawn to the necessity of clearing all packages from the sling by hand; should the packages fall into the sea when dragging the sling from underneath by the ship's winch the Landing Contractor will be responsible for the loss.

Should the people belonging to the vessel be desirous of clearing the sling in this manner they must take all risk, and the boatmen should be cautioned never to give the word to "heave up" and only to hook on the sling when all packages have been cleared away to a safe position.

In the opinion of the Government Solicitor those employed to take delivery alongside are not bound to consider the ship in the matter of time, and the Contractor will therefore first secure the safety of the goods and afterwards consider the question of expediting landing.

Acids are always to be landed in separate
boats.

11. The Landing contractor will arrange that, all packages of Ordnance stores landed on the Pier and weighing 6 cwts. and under, are sent to the north shed of the Ordnance Department to enable that department to unload and place them in store without the aid of the Harbour Trust Board's crane.

12. The Landing Contractor will understand that the responsibility for stores handed over to a consignee on the beach rests with him and not with this office. It is his duty to see that a receipt from the person sent to receive them is obtained, and if any objection is taken to the condition of stores, such must be stated at time of delivery; and if the department concerned refuse to receive stores without such remarks, the stores *should not be delivered* but the attention of the undersigned is to be called to the fact, a memo. of the circumstances being made then and there and put into this Office Letter Box if the office is closed.

13. The Landing Contractor will arrange to remove into the godowns packages containing iron machinery. Such as could be handled without the use of a crane and which from the nature of their contents are liable to damage from exposure, ~~the~~ can be stacked in the marine godowns if the other godowns are full. If stored on the beach they are to be raised from the ground and covered with tarpaulins.

14. The tarpaulins are not provided by this office to be laid on the wet ground, but to cover the stores, for which purpose ten large tarpaulins are ample. Planks or flat stones should be laid underneath clothing and other perishable packages. Packages containing articles not liable to damage from wet may also be laid on the ground and others on top. Three or four tarpaulins properly spread will protect a large consignment in this way.

15. The Contractor will understand that, as Landing and Cooly Contractor, he is responsible for the delivery in good order at the Government godown or to the consignee at the beach of all stores. If goods are damaged in transit along the Pier, he must recover from the Pier Contractor. The concipillays of this department will not tally stores landed except on delivery at the beach or delivery to the consignee on the beach or at inner end of the Pier. In cases of damage on the Pier the contractor should call the attention of the Preventive Officer.

16. The Landing Contractor will, before 10th of each month present his bills for landing and cooly charges without fail. On the 20th March all bills up to date for that month to be submitted and then day by day for each steamer until the end of the month so as to close the yearly accounts.

* With reference to the latter portion of this rule Ordnance stores or stores which are placed under shelter in Departmental sheds to, await survey are excepted.

OFFICE OF AGENT FOR
GOVERNMENT CONSIGNMENTS,
Madras, 1st April 189 .

H. B. Baddeley

Agent for Government Consignments.

17. The fact of a package being missing is to be brought to the notice of the Agent for Govt consignments at once

No precautions are possible under the conditions prevailing by which Stamp Cases are shipped as ordinary cargo, { 1 are discharged in the same manner by day and by night.

2. This office has instructed the landing Contractor to report casualties immediately, also to use Masula boats for landing the cases and to carry them quickly to the godown.

3. Masula boats are not allowed to ply after 6 p.m., so the missing case was landed in a lighter with other cases. It was supposed that the case was overcarried, a not uncommon occurrence.

4. A loss of this kind was contemplated years ago, and Government were addressed regarding the desirability of imposing restrictions on the landing of valuable packages after dark; but they refused to make any change. Subsequently currency notes were shipped under special rates of freight, and are now landed in charge of Police. For many years they were carried as ordinary cargo. Until this procedure is adopted in the case of Stamps, no precautions can be taken, as there can be no segregation of the packages, and consequently they are distributed in various boats as they come to hand, a number of Police would have to be in attendance day and night, though possibly the packages might not be put out until the following day.

5. In the present instance some of the boats containing Stamp cases had to be alongside the pier all night, and the Contractor had a watchman. The Contractor was in fault in not reporting the loss at once; but he thought the case was on board the ship. The cases have been satisfactorily landed in this manner for many years without loss. It is most improbable that the missing case was stolen. The object of treating these packages as general cargo has been to save freight, and I always make a point of treating them in the same manner when landed, because to call attention to certain packages as valuable without possessing adequate means of guarding them is merely to invite theft.

6. I would also point out that I have no legal control over any package until handed over by the Contractor who alone is responsible by day and night.

Quab / 25/5/92

1898

2080

7. Obviously the only real precaution is, that these Consignments should be shipped and landed under the same conditions as Currency Notes, i.e. payment of special freight, and delivery made to a Police Guard. Personally I should be only too glad if this arrangement could be made as it would relieve me from much anxiety. Before deciding on this course, it will be as well to consider the very large extra cost involved, the previous immunity from any loss, and whether the adoption of a few simple rules may not still further reduce the risk of loss by theft, the principal one to be guarded against.

8. The freight paid during the last ten years amounted approximately to £ 3,600 or £ 1. 12. 6 per ton of 40 c.ft. Had the stores been shipped and landed under the same conditions as Currency Notes now are, the freight would have been £ 14,360 or £ 6. 10. per ton, an increase of over £ 1000 per annum or about Rs.16,500 p.a.

9. To avoid this heavy extra charge I would suggest the following changes:-

(a) Stamp & Stationery Packing Accounts to be despatched by the India Office if possible so as to reach this office a few days after the expected arrival of the Steamer.

(b) These Packing Accounts to be in a sealed cover, and to be handed over to the Department after the stores are delivered.

(c) No distinction to be made in Bills of Lading between Stamp and Stationery packages. All (as at present) to be addressed Superintendent of Stationery, and to be numbered consecutively without marking on any package the nature of its contents.

(d) Each of these packages to be enclosed in outer cases of exactly similar pattern. If the smaller boxes now in use are still required several could be enclosed in a large outer case similar to the other Stamp & Stationery packages.

(e) All these packages to be of such a size as to weigh not less than 3 cwt. These precautions seem to me to supply full security against any loss by theft otherwise than by a carefully organized robbery.

10. It is probable that Steam ship Companies might agree to discharge a portion of their cargo between certain hours e.g.

7 a.m. to 3 p.m. on payment of a small addition to freight provided that no detention to Steamer was caused thereby, and that if likely to be so caused the Steamer to proceed to Calcutta, and land the cases on her return voyage.

11. This would make it necessary to employ only the vessels of the B.I. Company for Stationery & Stamp cargo as this is the only line having a regular service out & home; but as these vessels rarely have cargo to discharge here on their homeward voyage, the matter might be arranged. A Police Guard could also be supplied as the time of discharge would then be known.

12. At present Stamps though taken in under careful supervision by the Ship's Officer's are stowed with other cargo; freight is paid as for General cargo, & this office has no control over the times of landing.

H. B. Barclay

Agent for Government Consignments.

No. 89 *g*

Presidency Port Office,
Madras, *32* March, 1898.

From

Commander H.A. Street, R.I.M.,
Presidency Port Officer,
Madras,

To

The Secretary to Government,
Marine Department,
Chepak.

Sir,

With reference to Marine Department, Endorsement Order, No.105 E, dated 19th February 1898, respecting the information required by the Secretary of State for India in para 2 of his letter No.1, Financial (Stores) dated 20th January 1898, I have the honour to acquaint you that I ^{am} informed by the Agent for Government Consignments that Postage Stamps and other valuable cargo, with the exception of specie and currency notes, are landed under the same conditions as ordinary Government Consignments for they are shipped as such; are not separately stowed on board and generally are mixed up with the ordinary cargo of the ship; that is to say, the packages are supposed to be landed in boats sent specially for Government Consignments by the Landing Contractor in accordance with the terms of his Contract, but it occasionally happens, especially at night, that, Government packages are discharged into boats other than those sent by the Landing Contractor, and it has been found impracticable to prevent this occurring.

2. The cases containing Postage Stamps are addressed to the Superintendent of Stationery and have no special distinguishing mark. Specie and Currency notes on the other hand are shipped and landed under special conditions, and for these articles high rates of freight

*File 2
Mar 28/98*

1898.

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10. 2080

are charged. Such packages are stowed apart from the ordinary cargo of the ship, and are not discharged until a Police guard arrives on board to take charge of them.

3. I attach a copy of the Standing Orders of the Agent for Government Consignments to the Landing Contractor.

4. The difficulty attending the regulating of the discharge and landing of Government Consignments after dark was brought to the notice of Government by me in my letter, No.G/152, dated 10th April 1889, and the Government in their order, No.197, dated 11th May 1889 directed, for reasons therein given, that the Agent for Government Consignments must make arrangements for taking delivery of Government Stores similar to those made by private consignees, and at like times. I would beg to draw special attention to para 8 of the letter above quoted as it refers to the landing of Stamps after dark.

5. I submit herewith a memo. by the Agent for Government Consignments on the subject of the loss of the cases of Stamps, and giving expression to his views as to the best way of guaranteeing in future the safety of such valuable cargo. In these views I concur.

I have the honour to be,

Sir,

Your Obedient Servant,

H. H. H. H.

Commander, R.I.M.,

Presidency Port Officer.

Telephonic message.

From

The Registrar
Revenue Secretariat

To

The Agent
for Government consignments

The instruction that the landing contractor should report *casualties* immediately referred to in para 2 of your memo on the subject of the ^{regent} loss of a case of stamps is not embodied in the standing orders intended for the guidance of the landing contractor of which a copy was furnished to Government by the Presidency Port Officer. Will you kindly say whether there are any other instructions issued to the landing contractor besides those contained in the copy of the standing orders referred to and if so to request that a copy of the same may be furnished at an early date.

G.P.
29 March 98.

of freight
of freight

[Illegible handwritten signature]

The undersigned, being a resident of the State of New York, do hereby certify that the within and foregoing is a true and correct copy of the original as the same appears from the records of the said State.

100

124 *unhappy*

18-2-1974

INDIAN TELEGRAPHS. *Monthly Number.*

Code	Class
------	-------

To

(Office)

Words.

Day.

Notr.

Minute

Official

Instructions.

To

(Person

Register
~~See 6-5-11~~ Rev. A. J. A.
Goulet

From

(Person)

Agent - J. O. Heath
Consignment

34 Word Form.

Your telephone message of yesterday's
 date, the instruction that the Landing
 Contractor should report casualties
 immediately was issued subsequent
 to loss of stores case and will be
 added at para 17 in the standing
 orders for the guidance of Landing
 Contractor. The new contract provides
 for distinguishing flags and lights being
 used in boats employed for landing
 God stores. The contractor is also to furnish
 this office and the Commanders of Vessels
 with a list of boats engaged by him for
 landing God stores. A copy of the new contract
 can be obtained from the Presidency Port Office
 if required.

Read. for

L.N.

Sent to _____

30-13-78

Telegraph Master.

44

Mrs.

Wts. by..

11

1244

1999

Q Q P No 204 T 288 03

2nd meeting

INDIAN

TELEGRAPHS. *Monthly*
Number. }

Code
Class.

OT
(0500)

From
(Office)

Words.

Day.

Hour.

Minute.

Official
Instructions

To

(Person.

From

(Person)

44 Word Form.

Recd. from

LN

Sent to

LN

Telegraph-M...

CU P-No. 531T-24-7-25-20.00000.

Acti

Telegraphic message.

From

The Second Asst.

Per Secretariat

To

The Second Asst.

Marine Dept.

Kindly say whether the Secretary
of State has been addressed
subsequent to 1884 (L.O. 41 7251
84) with a view to any alteration
in or addition to the terms of a
freight agreement being made
and if so to send a copy of the
L.O. and the despatch.

Kindly send also a copy of
the latest L.O. containing
the terms of the freight agree-
ment.

(Ed). V. P.
29.3.98

no reply yet received.

(C).
5/4/98.

Read again G.O. 797 d/ 16-2-93.

Read also Endt. from the Marine Dept.

No. 159E d/ 12-3-93. (C. No. 2030 of '93).

Secy.

Referring to the telegrams re-
porting the loss ~~of the India Office stamps~~ in
Octr. 1897 of a case of Service Postage
^{ex ss. "Mombassa"}
Stamps, the Secy of State requests (1)
that he may be furnished with a full re-
port on the circumstances attending the
loss and the steps taken for its recovery
(2)
and that he may (2) also be informed of
the regulations in force at Madras for
securing the safe delivery ex ship of
Postage Stamps and other valuable cargo
and for securing that any loss shall at
once be reported to the proper authori-
ties.

2. The facts are these:-

^{sixty-three} 63 packages of stamps were shipped
by the India Office per S.S. "Mombassa"
in Septr. last, and were discharged
with other cargo into the
acti

G.O. 797 d/ 16-2-93.

Para 2 of the Secy's letter
in G.O. 6192.
2.12.97

18/5/98.
15/5/98.

contractor's boats about 7 P.M. on the 3rd Octr. which was a Sunday. Some of the boats containing stamp cases were alongside the pier all night and the contractor had a watchman.

The packages were removed into the godowns of the Agent for Govt. consignments apparently on the 4th morning. On the 6th idem, the Agent wrote a letter to the Supt. of Stamps informing him that 63 cases have been landed ex: S.S. "Mombassa" from London and requesting him to send a proper person to remove them at once. The cases seem to have been removed accordingly. On the following day (i.e. the 7th Octr.) the Supt. wrote to the Agent to say "that only 62 cases have been received" by him and that "case No. 5669 containing Service Postage Stamps of 2 annas and 4 annas value has not yet been received" and requested him "to cause the necessary enquiries to be made about the missing case

early date."

Para 1 of the Presy Pol. Memo
first letter under No. 2592 dated 17-1-97

Para 5 of the Agents' Memo
in the current.

vide enclosure (1) in No. 6192
2-12-97

This shows that the Agent had not
counted the cases carefully - perhaps
had not counted them at all. He is
basically responsible.

As
17/5/98
19.5.98

Enclosure (2) in No. 6192
2-12-97

The Agent thereupon made enquiries and wrote the following replies to the Supt. of Stamps:-

(1) ,, dated 8-10-97.

"Adverting to your letter No. 2016

"dated 7th instant, I have the honour to

"state that according to the landing

"statement submitted by this office con-

"tractor, only 62 cases of stamps have

"been landed ex: S.S. Mombassa, one case

"appears to have been over carried to

"Calcutta by the same vessel. The Manag-

"ing Agents, B.I.S.N. Co. at Calcutta have

"been requested by wire to make a careful

"search for the missing case and report

"the result."

(2) ,, dated 11-10-97.

"I have the honour to inform you that

"notwithstanding a careful search the mis-

"sing stamp case cannot be found. I am of

"opinion that it is still on Board the

"steamer and will be found while discharg-

"g cargo at Calcutta. I have communicat-

"ed with the Police here".....

The Supt. of Stamps

fact;

Enclosure 4

4
ed the Agent to ascertain by wire if the
missing case of stamps has been found on
board the S.S. "Mombassa" at Calcutta and
"if not to obtain and forward to me any
"explanation which may be forthcoming in
"respect thereof, more especially as a re-
"ceipt appears to have been granted by
"your Dept. for the missing case."

In reply to the above communication,
the Agent wrote the following reply:-----
"..... all endeavours since to trace the
"package here, at Calcutta and on board the
"S.S. "Mombassa" have proved fruitless. The
"landing of Govt. stores is carried on by
"contract at this port and the contractor
"is solely responsible for the missing
62 "case if it is not forthcoming inasmuch as
th "he granted a receipt to the ship for the
Pos "consignment of stamp cases in full. From
val "the documents in possession of this office
ques "and from enquiries made, it is found that
quir "when unloading one of the boats contain-
"ing Govt. stores, one package was found
"g....." The Agent's communications
istent. Did he on

on the 4th Octr. receive into his godowns
63 cases of stamps from the landing con-
tractor or did he receive only 62? If the
former, the landing contractor's liabili-
ty ceases. If the latter, why did he not
institute inquiries at once in regard to
the missing case and why did he write to
the Supt. of Stamps on the 6th Octr. that
63 cases had been landed? Again in his
letter of the 8th Octr. he reported that
according to the landing statement sub-
mitted by the office contractor only 62
cases of stamps were landed and that "one
"case appears to have been over carried
"to Calcutta" but when the Supt. of Stamps
drew his attention to the fact that a re-
ceipt was granted by his Dept. for the
missing case, he answered that the land-
ing contractor was solely responsible
for the missing case if it should not
be forthcoming, because he (the contrac-
tor) granted a receipt to the ship for
the consignment of stamp cases in full--
avoiding the question whether th

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number of cases or not,

The point seems to require some notice.

One of the orders to the Landing Contractor is that he should arrange that all small packages such as stamp cases are landed by masula boats and brought directly opposite the godown of the Agent for Govt. consignments. But masula boats are not allowed to ply after 6 P.M. and the stamp cases in question were landed in lighters with other cases. They were taken over the pier and it is reported that the officers of the Harbour Trust Board have not tallied the particular case now missing.

The fact that the Landing Contractor has given a receipt to the master of the ship or its agent for the full number of cases prevents him from repudiating his responsibility in the matter, but it does not in itself seem to indicate conclusively

that the case was actually discharged

the boat, for it appears that when

are discharged into the boats

*Para 4 of the standing order
in the guidance of the
Landing Contractor (see
to the current).*

*Para 2 of the Agents' memo
in the current.*

*Para 2 of the R.P. in No. 970
24.2.98*

*Para 2 of the Agents'
letter in No. 970
24.2.98*

*vide L. I. letter No. 5554
in No. 81
25.12.97*

boats only their number is counted and noted but that the ~~disturbing mark~~ ^{distinguishing mark} ~~is not noted~~.

on each case ~~is~~ ^{are} not noted; that mistakes often occur and that cases which according to boats' accounts would appear to have been landed, are still on board.

In the present instance therefore either the case was over carried or if landed, fell overboard. It is most improbable that the case was stolen and even if stolen it would be of no use to anybody as it contained only Service Postage Stamps. But as soon as the loss of the case was discovered, the Agents of the steamer, Agent for Govt. consignments, Calcutta, Commander of the steamer, Collectors of Customs, Colombo and west coast customs officers were promptly communicated with about the case, the local Police was asked to make necessary enquiries and careful searches were made by the port divers in the vicinity of the pier. The other local Govts. and Administrations were also informed

act;

loss but all attempts to trace the missing case have so far proved fruitless. The conclusion finally arrived at by the Agent for Govt. consignments is that the case must have fallen overboard and that the fact escaped notice as the packages were landed at night.

As the Landing contractor was responsible for the loss, the intrinsic value of the stamps lost (namely, Rs. 332) was ordered to be recovered from him subject however to his contingent liability for any loss that may subsequently arise as if for example, it should prove that the stamps or any of them were really made away with and disposed of to the public and the Govt. should suffer loss in consequence. The face value of the stamps lost is Rs. 99,000.

3. As regards ^{para 2 of the Despatch,} (C), it is reported that "Postage Stamps and other valuable cargo,

"with the exception of specie and currency notes, are landed under the same conditions as ordinary Govt. consignments for they

*Para 2 of A.C. in
No. 970
24-2-97*

*No. 970
24-2-97*

*Para 1 of the Despatch with letter
under G.O. 6192 dt 2-12-97*

*Para 2 of the Despatch
vide Presidency Port
office's letter in the
current.*

"they are shipped as such; are not separately stowed on board; and are generally mixed up with the ordinary cargo of the ship, that is to say, ~~among~~ the packages are supposed to be loaded in boats sent specially for Govt. consignments by the Landing contractor in accordance with the terms of his contract, but it occasionally happens, especially at night, that Govt. packages are discharged into boats other than those sent by the Landing contractor and it has been found impracticable to prevent this occurring. The cases containing postage stamps and stamps are addressed to the Supt. of Stationery and have no special distinguishing mark. Specie and currency notes on the other hand are shipped and landed under special conditions and for these articles high rates of freight are charged. Such packages are stowed apart from the ordinary cargo of the ship and are not discharged until a Police guard arrives on the board to take them.

practi

The Agent states that he would be only too glad if the consignments of stamps should be shipped and landed under the same conditions as currency notes, as *such an arrangement* would relieve him from much anxiety; but before deciding on this course, he remarks, "it will be as well to consider

- " the very large extra cost involved, the
- " previous immunity from any loss and
- " whether the adoption of a few simple
- " rules may not still further reduce the
- " risk of loss by theft, the principal one
- " to be guarded against."

It appears that during the last ten years the freight paid (on packages of stamps) amounted approximately to £3,600 or £. 1-12-6 per ton of 40 cubic feet but ^{that} if the stores had been shipped and landed under the same conditions as currency notes now are, the freight would have been £. 14,360 or £ 6-10-0 per ton ^{per annum} an increase of over £ 1,000. To avoid

this heavy extra charge and at the same notes, ^{with the} similar losses in future, ordinary Govt.

Para 7 of the memo.

Para 8 of the memo.

future, the Agent suggests the following changes:-

(a) stamp and stationery packing accounts to be despatched by the India Office if possible so as to reach the Agent's office a few days after the expected arrival of the steamer:

(b) the packing accounts to be in a sealed cover and to be handed over to the Dept. after the stores are delivered:

(c) no distinction to be made in Bills of Lading between stamp and stationery packages, all being addressed to the Supt. of Stationery, and numbered consecutively without marking on any package the nature of its contents.

(d) Each of the packages to be enclosed in outer cases of exactly similar pattern the smaller boxes now in use being, if still required, enclosed in a larger outer case similar to the other stamp and stationery packages;

(e) all packages to be of such a size as to weigh not less than

practically

(f) this portion of cargo (i.e. stamp and stationery packages) to be arranged to be discharged between certain fixed hours -- 7 A.M. & 3 P.M. on payment of a small addition to freight provided that no detention to steamer is caused thereby and if such detention is likely to be caused, the steamer to proceed to Calcutta and land the cases on her return voyage.

(g) A Police guard to be employed at the time of discharge, ~~and to be known~~.

The Presidency Port Officer considers that the above proposals would guarantee the safety of ^{the} cargo.

The Board recommends that the following may be suggested to the Secy. of State.

(1) That the packing accounts should be sent direct to the Supt. of Stamps instead of through the Agent for Govt. consignments as is done at present so that they can be kept unopened by the Supt. of Stamps or his Assistant until the arrival of the steamer, thereby preventing the two offices from

Para 3 of the P.O. in
No 970
24-2-98

from knowing the contents of the packages)

(2) that no distinction should be made in the bill of lading between stamp and stationery packages and that all should be addressed ^{as} at present to the Supt. of Stationery and should be numbered consecutively. This precaution combined with ^{number} (1) ~~the Board observes,~~ would prevent anyone but the officers concerned with the despatch and receipt of the cases from knowing which of them contains stamps and which do not;

(3) that all stamp and stationery packages should, as far as possible, be of uniform size. This would tend to the same end. It is stated that at present every boatman in the harbour knows ~~it~~ which is stamps and which stationery,

(4) that all packages containing stationery or stamps should be landed between 6 A.M. & 6 P.M. and

(5) that the landing of stamp and stationery packages should be under guard.

These proposals

is practi

those of the Agent for Govt. consignments and if approved they will certainly tend to prevent the recurrence of a similar loss without much additional cost. In regard to suggestion No. (4) however it is observed that the Secy of State was addressed in 1884 to bring under the terms of the freight agreement a similar condition but that the Secy of State was of opinion that a special provision relative to the discharge of Govt stores at Madras should not be inserted in conditions which have a general application and

"that increased rates of freight would be

"the certain result of the insertion of

"any special *clauses* ~~clauses~~ ^{and it} was ~~added~~ added

"that there was more difficulty in obtaining freight for Madras than for Calcutta

"or Bombay and there was therefore less

"probability of an unfavourable result being counteracted by competition which was

by no means keen for the conveyance of

vide no. $\frac{41}{25-1-84}$

vide page 1 of no. $\frac{297}{7-7-84}$

Paras of the Presidency Port-officer's letter in no. $\frac{197}{11-5-89}$ *marine* attached to the current

ing the discharge and landing of Govt. consignments after dark and suggested that valuable cargo such as stamps &c. should be discharged only during daylight and in time to enable them to be landed and placed under cover before dark. The Govt. however was not prepared to accept the suggestion and directed that the Agent for Govt. consignments must make arrangements for taking delivery of Govt. stores similar to those made by private consignees and at like times. The Agent for Govt. consignments recognises that the suggestion that the cargo shall be landed only between certain hours will not only entail a small addition to freight ~~and~~ but would also make it necessary to employ only the vessels of the B.I. Company for stamp & stationery cargo as that is the only line having a regular service out and home but he thinks the matter might be arranged.

no. $\frac{137}{11-5-89}$ *marine* attached to the current

Para 11 of the *marine* in the current

Orders are rec^d *As* ^{pract} the *marine* suggestions, e

Madras.
inary
residency Port Officer
difficulty attend-

(4), may be ^{recommended} ~~submitted~~ to the Secy of State. It is submitted the Marine Dept. may be requested to state whether it sees any objection to the proposals.

CP.
5 Apr 98

Has Marine Dept any observations to offer.

8/2 25/4/98

Marine would visit (4) because it is half unworkable & has already been disallowed by the Secy of State. Wherefore the proposals seem sound & are in accordance with the views of the Secy of State.

W.B. 26.4.98

Have draft omitting need for modification no. 4.

28 Apr 98

will be submitted below

for on C. no. 2080/98

Encl. of the Govt. of India, no: 2193 S.R., dt 13th May 1898 (C. no. 3639).

To Secretary:

a draft order is put up as directed on the back of the current.

2. In this connection it is submitted that with reference to the H.M.'s remarks on page 2 of the Office Note below concurred in by His Excellency the following may be added as para 2 to the order on C. no. 2080:-

"It is clear that the Agent for Government consignments did not count the stamp packages carefully, as he reported that 63 cases had been landed while the correct number was only 62. The Agent should be informed that he

incurred the severe dis-
pleasure of Govt, and
the Govt. considers that
his conduct was repre-
hensible. *YGS* *8/9* *21/5/98*

5000
21/5/98

Very 'Guns'!
C.P. 502
25/5/98

Represent (as below) of the
drafts with Marine Dept.
note if they concur

Mar. Dept. as *13/5/98*

Print necessary
21/5/98

H. H. the premier

11-5-98

*These are for
the report
sheet. and add*
17/5/98

*Subscribed on p. 2 of the
office note* *20* *21/5/98*

Revenue Department.

Read again G.O.No. 970 MIs, dated

24th February 1898.

Read also Endorsement of the

Marine Department, No. 159 E dated 12"

March 1898. (C.No.2080 of 98).

G. O. Press, No. 341 of 14th June 1898.

Ordered that the following

despatch be addressed to the Right Ho-

nourable the Secretary of State for In-

dia.

To the Board of Revenue

(Separate Revenue)

To the Marine Deptt with G. O. No.

197 Marine, d/11th May 1889 (returned)

40/3

Despatch.

To the

Right Honourable the Secy. of

State 389 the P.

My Lord,

We have the honour to reply

with reference

with standing orders
issued by the Agent
for Govt. Consign-
ments - (see
para 4 of the Despatch)

despatch No. 1 Financial (Stores), dated
20th January 1898 requesting ~~me~~ to be
furnished with a full report of the
circumstances attending the loss of a
case of stamps ex S.S. Mombassa in Octo-
ber last and of the steps taken for
its recovery and ~~also~~ ^{also} to be informed of
the regulations in force at Madras for
securing the safe delivery ex ship of
Postage stamps and other valuable cargo
and for securing that any loss shall at
once be reported to the proper authorities.

~~We have the honour to state as follows:~~

2. The packages of stamps shipped per
S.S. "Mombassa" in September last were dis-
charged ~~here~~ ^{at the port of Madras} with other cargo into the

landing contractor's boats at about 7.P.M.

on the 3rd October, and some of the boats
containing the ~~stamps~~ ^{cases of packages} were alongside

the pier all night under the supervision

of a watchman employed by the landing con-

tractor. The ~~packages~~ ^{packages} were ~~placed~~ ^{placed} the next day.

godowns of the Agent for Government

~~hence they were removed~~
hence they were removed
the next day and thence by

Ex. 797
16.2.98

Para 2 of the Supdt's letter
in Ex. 6192
2.12.97

Para 1 of the Privy Coun-
cil's first letter under
Ex. 2608 17.1.98

Para 5 of the Agent's
memo in the current

Ex. 6192
2.12.97

Ex. 6192 (3) in - do -

Para 2 of the Agent's
letter in Ex. 970
26.2.98

the Superintendent of Stamps on the 6th
October. On the ~~following day~~ ^{7th} the Supdt
of Stamps informed the Agent for Govt.
Consignments that case No. 5669 contain-
~~ing~~ ^{invoiced to} Service Postage stamps, ~~of 2 annas~~
and ~~4 annas~~ ^{2 annas} had not been received
and requested to ~~make~~ ^{him make} the necessary en-
quiries ~~to be made~~ ^{without delay} ~~about the missing~~
~~case at an early date~~. As the landing
statement submitted by the Contractor
showed that only 62 cases of stamps had
~~been landed~~ ^{delivered} ex S.S. "Mombassa," the Agent
for Government Consignments thought that
the missing case must have been over-
carried to Calcutta by the same vessel
and accordingly wired to the managing
Agents ~~of the~~ ^{of the} B. I. S. N. Co. at Calcutta to
make a careful search for the missing
case, ~~and to report the result~~. The Com-
mander of the Steamer, the Agent for
Govt. Consignments, Calcutta, the Collec-
tor of Customs, Colombo, and the West
Coast Customs officers were also prompt-
ly communicated with about the case.

missing case, the local Police was

asked to make the necessary enquiries

and careful searches were made by the

port divers in the vicinity of the pier.

The other Local Governments and Administra-

tions were also informed of the loss but

~~all attempts to trace~~ the missing case

~~was discovered~~. The Officers of

the Harbour Trust Board had not

tallied the particular case now missing,

and the conclusion finally arrived at by

the Agent for Govt. consignments is that the

case must have fallen overboard and that the

fact escaped notice as the packages were landed

at night. The landing contractor ~~being~~ res-

ponsible for the loss inasmuch as he granted

S.S. ~~except to the Master of the Ship for the~~

consignment ~~of stamps~~ in full and the

intrinsic value of the stamps lost, ~~namely~~

~~Rs. 332~~ ~~was therefore ordered to be re-~~

covered from him subject, however, to his

contingent liability for any loss that may

subsequently arise as if, for example, it

should prove that the stamps or ~~any portion~~ of them

made away with and disposed of

agents,

to

no record
L. J. letter in l.p. 2-1-72

Para 2 of the P.C.M.
E.O. 970
24-2-90

~~we issued orders that issued by the port that~~
E.O. 970
24-2-90

Para 1 & 2 of the Provisional
Govt. officers letter in l.p.
current.

with regard to the regulations
in force at Madras because
the safe delivery of

we would
explain that these

to the public, and the Government should
suffer loss in consequence.

3. ~~Postage stamps and other valuable~~
cargo ~~(with the exception of specie and~~

~~currency notes)~~ are landed under the
same conditions as ordinary Government

consignments. The packages are landed
in boats ~~sent~~ specially ~~engaged for~~

~~the purpose~~ by the landing Contractor
in accordance with the terms of his

contract, but it occasionally happens,
especially at night, that Government

packages are discharged into boats,
other than those sent by the landing

contractor. The ~~cases~~ containing po-
age stamps are addressed to the Supdt.

of Stationery and have no distinguishing
mark, while ~~specie and currency notes~~

for which high rates of freight are
charged, are shipped and landed under

special conditions. These packages are
stowed apart from the ordinary cargo of

the ship and are not discharged until
a Police Guard arrives on board

charge of them. A similar

in the case of consignments of stamps

would remove all causes for anxiety but

considering the very large extra cost

by this arrangement
involved and the previous immunity from

in respect of similar consignments are considered
any loss, ~~the Board of Revenue recommends~~

that
~~the adoption of~~ the following measures ~~will be sufficient to secure the object in view.~~

(1) That the packing accounts should be

sent direct to the Supdt. of Stamps instead

as at present
of through the Agent for Govt. Consignments,

the accounts being
~~as is done at present so that they can be~~

kept unopened by the Supdt. of Stamps ~~or his~~

~~Assistant~~ until the arrival of the Steamer,

thereby preventing the subordinates of the

two offices from knowing the contents of

particular
the packages;

(2) that no distinction should be made

in the bill of lading between stamp and

stationery packages and that all should

be addressed as at present to the Supdt.

of Stationery and should be numbered

consecutively. This precaution combined

with No.(1) is intended to prevent any

one but the officers concerned with the

subsh and receipt of the cases from

should each of them contain stamps and

which

Para 37 to C.P.
in No. 970
24.2.98

which do not.

(3) that all stamp and stationery

packages should, as far as possible,

be of uniform size. ~~This would tend~~

~~to the same end.~~ It would appear that

at present every boatman in the Harbour

the difference between the packages
knows ~~which~~ containing stamps and ~~which~~ *those containing*

stationery; and

(4) that the landing of stamp and sta-

tionery packages should be *carried out*
under a

Police guard.

As these measures ~~were~~ *will* certainly

tend to prevent the recurrence of *such*

cases as the present & with without any serious
~~similar loss without such additional~~

recommend their adoption
cost, we ~~request that they may be adopt~~

4. We forward a copy of the Standing

orders issued by the Agent for Govt.

consignments for the guidance of the

landing contractor. Rules 7 and 17 re-

quire that ~~any~~ loss should at once be

reported to that officer. The former

rule not having been properly under-

stood by the landing contractor, the

vide second telephonic
message from
the Agent for Govt.
consignments

latter was recently added.

Ch. 5/5/88.
M. S. V. 8/2
11/5/88

h. B. S. 11
16.5.90

20
2

ent to Press

in p

in p

in p

FORT SAINT GEORGE.

REVENUE (1898) DEPARTMENT.

LETTER to the Right Honourable the Secretary of State
for India.

No. 2 , dated 16th June 1898.

FORWARDING a full report of the circumstances attending the loss of a case of
stamps ex S.S. "Mombassa" in October last and of the steps taken for recovery.

REVENUE DEPARTMENT.

To
THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to reply to your Lordship's Despatch No. 1, Financial (Stores), dated 20th January 1898, requesting to be furnished with a full report of the circumstances attending the loss of a case of stamps *ex* S.S. "Mombassa" in October last and of the steps taken for its recovery, and also to be informed of the regulations in force at Madras for securing the safe delivery *ex* ship of postage stamps and other valuable cargo and for securing that any loss shall at once be reported to the proper authorities.

2. The packages of stamps shipped per S.S. "Mombassa" in September last were discharged at the port of Madras with other cargo into the landing contractor's boats at about 7 P.M. on the 3rd October. Some of the boats containing the packages were alongside the pier all night under the supervision of a watchman employed by the landing contractor. The packages were placed the next day in the godowns of the Agent for Government Consignments, whence they were removed by the Superintendent of Stamps on the 6th October. On the 7th October the Superintendent of Stamps informed the Agent for Government Consignments that case No. 5669 invoiced to contain 2-anna and 4-anna service postage stamps had not been received and requested him to make the necessary enquiries without delay. As the landing statement submitted by the contractor showed that only 62 cases of stamps had been delivered *ex* S.S. "Mombassa," the Agent for Government Consignments thought that the missing case must have been overcarried to Calcutta by the same vessel and accordingly wired to the managing Agents of the British India Steam Navigation Company at Calcutta to make a careful search for the missing case. The Commander of the Steamer, the Agent for Government Consignments, Calcutta, the Collector of Customs, Colombo, and the West Coast Customs officers were also promptly communicated with, the local police was asked to make the necessary enquiries and careful searches were made by the port divers in the vicinity of the pier. The other Local Governments and Administrations were also informed of the loss, but no trace of the missing case was discovered. The officers of the Harbour Trust Board had not tallied the particular case now missing, and the conclusion finally arrived at by the Agent for Government

Consignments is that the case must have fallen overboard and that the fact escaped notice as the packages were landed at night. The landing contractor being responsible for the loss inasmuch as he granted a receipt to the Master of the ship for the consignment in full, we issued orders that the intrinsic value of the stamps lost, Rs. 332, should be recovered from him subject, however, to his contingent liability for any loss that may subsequently arise as if, for example, it should prove that the stamps or any portion of them were really made away with and disposed of to the public.

3. With regard to the regulations in force at Madras to ensure the safe delivery of postage stamps and other valuable cargo with the exception of specie and currency notes we would explain that these are landed under the same conditions as ordinary Government consignments. The packages are landed in boats specially engaged for the purpose by the landing contractor in accordance with the terms of his contract; but it occasionally happens, especially at night, that Government packages are discharged into boats other than those sent by the landing contractor. The cases containing postage stamps are addressed to the Superintendent of Stationery and have no distinguishing mark, while packages of specie and currency notes, for which high rates of freight are charged, are shipped and landed under special conditions. These packages are stowed apart from the ordinary cargo of the ship and are not discharged until a Police guard arrives on board to take charge of them. A similar arrangement in the case of consignments of stamps would remove all causes for anxiety; but considering the very large extra cost involved by this arrangement and the previous immunity from any loss in respect of similar consignments, we consider that the following measures will be sufficient to secure the object in view:—

(1) That the packing accounts should be sent direct to the Superintendent of Stamps instead of, as at present, through the Agent for Government Consignments, the accounts being kept unopened by the Superintendent of Stamps until the arrival of the steamer, thereby preventing the subordinates of the two offices from knowing the contents of particular packages;

(2) that no distinction should be made in the bill of lading between stamp and stationery packages and that all should be addressed as at present to the Superintendent of Stationery and should be numbered consecutively. This precaution combined with No. (1) is intended to prevent any one but the officers concerned with the despatch and receipt of the cases from knowing which of them contain stamps and which do not;

(3) that all stamp and stationery packages should, as far as possible, be of uniform size. It would appear that at present every boatman in the harbour knows the difference between the packages containing stamps and those containing stationery; and

(4) that the landing of stamp and stationery packages should be carried out under a police guard.

As these measures will certainly tend to prevent the recurrence of such cases as the present and will not entail any serious additional cost, we recommend their adoption.

4. We forward a copy of the standing orders issued by the Agent for Government Consignments for the guidance of the landing contractor. Rules 7 and 17 require that any loss should at once be reported to that officer. The former rule not having been properly understood by the landing contractor, the latter was recently added.

We have the honour to be,
My Lord,
Your Lordship's most obedient, humble servants,

OOTACAMUND,
1898.

nt to Press

signature.

in print.

No.

Government {1898} of Madras. REVENUE.

Recd.

Regd.

1898.

Enclosures

Spare copies

G.O., No. 341, 14th June 1898.

JUNE.

Exd. P. Seetharam,

Loss of a Case of Stamps.

Ordering that the Right Honourable the Secretary of State for India be addressed on the subject of the — ex S.S. "Mombassa".

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—again the following G.O., Mis. No. 797, Revenue, dated 16th February 1898:—

Read—also the following despatch from the Right Honourable Lord GEORGE HAMILTON, Her Majesty's Secretary of State for India, to His Excellency the Hon'ble the Governor in Council, Fort St. George, dated India Office, London, 20th January 1898, No. 1 Financial (Stores):—

With reference to the telegrams marginally-noted, I request that I may be furnished with a full report on the circumstances attending the loss of a case of stamps *ex* S.S. "Mombassa" in October last, and on the steps taken for its recovery.

From the Governor of Madras, to the Secretary of State, dated 18th December 1897.

From the Secretary of State, to the Governor of Madras, dated 22nd December 1897.

From the Governor of Madras, to the Secretary of State, dated 6th January 1898.

2. I shall also be glad to be informed what are the regulations in force at Madras for securing the safe delivery *ex* ship of postage stamps and other valuable cargo, and for securing that any loss shall

at once be reported to the proper authorities.

Order—Mis. No. 797, Revenue, dated 16th February 1898.

Paragraph 2 of the despatch will be referred to the Presidency Port Officer, Madras, for a full and early report.

(True Extract.)

(Signed) G. S. FORBES,
Ag. Secretary to Government.

To the Presidency Port Officer, Madras,
through the Marine Department.

Read—again the following G.O., Mis. No. 970, Revenue, dated 24th February 1898:—

Read—again the following G.O., Mis. No. 260, Revenue, dated 17th January 1898:—

Read—the following G.O., No. 1, Marine, dated 4th January 1898:—

Read—the following letter from the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 7th December 1897, No. 430 G.:—

I have the honour to acquaint you, for the information of Government, that a case said to contain service postage labels addressed to the Superintendent of Stationery which was discharged with other cargo from the S.S. "Mombassa" into one of the landing contractor's boats about 7 P.M. on the 3rd October last was found missing on the contents of the boat being landed at the pier.

2. The case does not appear to have been marked with a description of its contents, and was addressed, as is usual, to the Superintendent of Stationery.

3. The landing contractor did not report to the Agent for Government Consignments the fact of the case being missing till the 8th October, his excuse being that he thought it was still on board of the ship.

nt to Press.

signature.

in print.

No.

4. It is customary for any damage, &c., to Government cargo to be reported to the Agent for Government Consignments without delay.

5. Every means has been taken to ascertain what has become of the missing case but without success. The Agent for Government Consignments is of opinion that it may have fallen overboard while in transit and if so, that it has gone to the bottom. Being after dark this might have happened without any one being any the wiser.

6. The landing contractor is liable for the value of the contents of the case as his tally clerk gave a receipt for it.

7. The face value is stated to be Rs. 99,000, but I think that only the intrinsic value of the labels should be recovered from the contractor. What the value is I have not been yet officially informed but it is, I hear, about Rs. 350.

Read—also the following letter from the Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 11th December 1897, No. 439 G.:—

In continuation of this office letter No. 430 G., dated 7th December 1897, I have the honour to inform you that the Superintendent of Stamps, Madras, has since reported to this office that the intrinsic value of the case of service stamps found missing per S.S. "Mombassa" is Rs. 332, and its face value Rs. 99,000.

Order—No. 1, Marine, dated 4th January 1898.

The liability of the landing contractor for the loss should be enforced. The value to be recovered will be decided in the Revenue Department.

(True Extract.)

(Signed) S. B. MURRAY,
Ag. Under Secy. to Government.

To the Presidency Port Officer.
" Revenue Department.

Order—Mis. No. 260, Revenue, dated 17th January 1898.

Referred to the Board of Revenue for report in continuation of paragraph 2 of G.O., No. 81, dated 7th January 1898.

(True Extract.)

(Signed) G. S. FORBES,
Ag. Secretary to Government.

To the Board of Revenue (Separate Revenue).

Read—the following Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 308, dated 26th January 1898:—

Read—letter from the Superintendent of Stamps, Madras, dated 3rd December 1897, No. 2488.

ABSTRACT.—Submitting further report of the loss of a package of service postage stamps consigned from England per S.S. "Mombassa" in September 1897 and Board's Reference thereon, dated 8th December 1897, requesting the Superintendent of Stamps to give reasons for certain precautions proposed by him in connection with the shipment and landing of stamps.

Read—letter from the same officer, dated 6th January 1898, No. 5.

ABSTRACT.—Submitting reasons for precautions proposed in respect of stamps shipped from England.

Read—G.O., Mis. No. 260, Revenue, dated 17th January 1898 :—

Resolution—Mis. No. 308, dated 26th January 1898.

With reference to paragraph 2 of G.O., No. 81, Revenue, dated 7th January 1898, and in continuation of Board's Proceedings, Mis. No. 4941, dated 12th November 1897, the Board begs to submit the further report therein referred to in regard to the missing package of stamps.

2. The Superintendent of Stamps reports that the Agent for Government Consignments has attempted to trace the missing case in all directions but in vain. His final opinion is that it must have fallen overboard and that the fact escaped notice as the packages were landed at night. He is confirmed in this by the fact that, though the contractor entrusted with the landing of the packages had given a receipt for the whole consignment, the officers of the Harbour Trust Board have not tallied this case; but the port diver has been unable to find any trace of the package.

3. To prevent similar losses in future the Superintendent of Stamps and the Agent for Government Consignments make certain suggestions of which the Board would recommend that the following may be submitted to the Secretary of State :—

(a) That the packing accounts should be sent direct to the Superintendent of Stamps instead of through the Agent for Government Consignments as is done at present so that they can be kept unopened by the Superintendent of Stamps or his assistant until the arrival of the steamer, thereby preventing the subordinates of the two offices from knowing the contents of the packages;

(b) That no distinction should be made in the bill of lading between stamp and stationery packages and that all should be addressed as at present to the Superintendent of Stationery and should be numbered consecutively. This precaution combined with (a) would prevent any one but the officers concerned with the despatch and receipt of the cases from knowing which of them contain stamps and which do not;

(c) That all stamp and stationery packages should be, as far as possible, of uniform size. This would tend to the same end. It is stated that at present every boatman in the harbour knows which is stamps and which stationery;

(d) That all packages containing stationery or stamps should be landed between 6 A.M. and 6 P.M.; and lastly

(e) That the landing of stamp and stationery packages should be done under a police guard. The object of these last two proposals is obvious.

4. Another alternative would be to land packages containing stamps under the same precautions as are adopted in the case of packages containing currency notes, but the expense of this course would probably be regarded as prohibitive.

5. With reference to G.O., Mis. No. 260, dated 17th January 1898, the Board begs to submit that it concurs * in the proposal of the Presidency Port Officer to recover the intrinsic value of the case, viz., Rs. 332, from the landing contractor.

* *Vide* last paragraph of Board's Proceedings, Mis. No. 4941, dated 12th November 1897.

(True Extract.)

(Signed) A. KRISTNASAMI IYENGAR,
Acting Assistant Secretary.

To the Secretary to Government, Revenue Department,
with enclosures in original.

Copy to the Superintendent of Stamps.

nt to Press.

Signature.

in print.

No.

Read—also the following letter from H. D. BADDELEY, Esq., Agent for Government Consignments, to the Secretary to Government, Marine Department, dated Madras, 16th February 1898, No. 404 :—

With reference to your telephone message of yesterday's, I have the honour to forward herewith the copy of contract for the year 1895-96 for landing and removing Government stores as the terms of contract and parties are identical with those of the current year, the only change being in the schedule of rates.

2. The Contractor P. Devarajulu Nayudu has deposited Rs. 1,000 in promissory note for the fulfilment of his contract.

Endorsement thereon of the Marine Department No. 101-E.

Transferred to the Revenue Department with reference to telephone message from that department of the 15th instant.

(Signed) S. B. MURRAY,
16th February 1898. Ag. Under Secretary to Government.

Order—Mis. No. 970, Revenue, dated 24th February 1898.

The Government approves the proposal that only the intrinsic value of the stamps lost, namely, Rs. 332, should be recovered from the landing contractor, subject, however, to his contingent liability for any loss that may subsequently arise, as if, for example, it should prove that the stamps or any of them were really made away with and disposed of to the public, and the Government should suffer loss in consequence. The necessary steps will be taken by the Presidency Port Officer.

2. The Board's suggestions as to the shipment and landing of stamp cases in future will be considered on receipt of the report called for in G.O., No. 797, dated 16th February 1898, from the Presidency Port Officer.

(True Extract.)

(Signed) G. S. FORBES,
Ag. Secretary to Government.

To the Marine Department, with an enclosure.

„ Board of Revenue (Separate Revenue),
with copy of G.O., No. 797, dated 16th February 1898.

Read—also the following letter from H. A. STREET, Commander, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 3rd March 1898, No. 89-G. :—

With reference to Marine Department endorsement order, No. 105-E., dated 19th February 1898, respecting the information required by the Secretary of State for India in paragraph 2 of his letter, No. 1, Financial (Stores), dated 20th January 1898, I have the honour to acquaint you that I am informed by the Agent for Government Consignments that postage stamps and other valuable cargo, with the exception of specie and currency notes, are landed under the same conditions as ordinary Government consignments, for they are shipped as such, are not separately stowed on board and generally are mixed up with the ordinary cargo of the ship; that is to say, the packages are supposed to be landed in boats sent specially for Government consignments by the landing contractor in accordance with the terms of his contract, but it occasionally happens, especially at night, that Government packages are discharged into boats other than those sent by the landing contractor, and it has been found impracticable to prevent this occurring.

2. The cases containing postage stamps are addressed to the Superintendent of Stationery and have no special distinguishing mark. Specie and currency notes, on the other hand, are shipped and landed under special conditions, and for these articles high rates of freight are charged. Such packages are stowed apart from the ordinary cargo of the ship, and are not discharged until a Police guard arrives on board to take charge of them.

3. I attach a copy of the Standing Orders of the Agent for Government Consignments to the landing contractor.

4. The difficulty attending the regulating of the discharge and landing of Government consignments after dark was brought to the notice of Government by me in my letter, No. 152-G., dated 10th April 1889, and the Government in their Order, No. 197, dated 11th May 1889, directed, for reasons therein given, that the Agent for Government Consignments must make arrangements for taking delivery of Government stores similar to those made by private consignees, and at like times. I would beg to draw special attention to paragraph 8 of the letter above quoted as it refers to the landing of stamps after dark.

5. I submit herewith a memorandum by the Agent for Government Consignments on the subject of the loss of the cases of stamps, and giving expression to his views as to the best way of guaranteeing in future the safety of such valuable cargo. In these views I concur.

ENCLOSURES.

Standing Orders of the Agent for Government Consignments, Madras, for guidance of the Landing Contractor.

1. The Landing Contractor should not take delivery of any private packages or goods addressed to a consignee by name unless specially instructed to do so by this office, or any packages addressed to local societies. If in doubt as to the status of the consignee, let the package go into the Custom House and report.

2. The Landing Contractor will apply at this office for the Tonnage Accounts of stores expected from England; and if explosives or other dangerous goods are expected, he will estimate the number of boats required and supply such number of boats as will prevent delay to the ship. When the number of boats required is not in excess of 20, the full number of boats should be engaged, so that the moment the last boat's cargo is loaded, the steamer can come inside of the harbour.

3. On sending boats to a steamer to land cargo, the Landing Contractor will hand over to the Chief Officer a list showing the number of the boats engaged by him and also furnish this office with a copy. Each boat while so engaged will fly the flag Pendant G of the Commercial Code supplied until the work is completed.

4. The Landing Contractor will try to arrange that all small packages such as stamp cases are landed by masula boats and brought directly opposite the godown of the Agent for Government Consignments. He will also have a sufficient number of coolies in readiness to carry these packages at once to the godown, and will be held responsible that they are placed there as soon as landed.

5. When casks containing spirits, oil, tar, or other liquids are to be landed, the Landing Contractor will take notice of their situation in the hold of the ship, and whether goods of a heavy nature have been stored on top of them, in which case intimation should at once be sent to this office.

6. When the Landing Contractor is requested to arrange for the landing of heavy weights, he will, when the arrangements are complete, report to the Agent for Government Consignments.

7. The Landing Contractor will submit reports of damage to cargo as soon as possible after it leaves the ship's side; as a rule the report should be sent by the same boat as takes the stores, and the time at which the report was made over to the tindal should be noted on it. No remarks can be accepted after a receipt has been granted to the ship. Such remarks should state exactly the causes of the damage and nothing else.

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8. The Landing Contractor will arrange that, when packages are put over the side of a vessel in a damaged condition and the tally clerk is unable to decipher the number, a chalk mark is to be made on the packages so that it can be identified at the time of survey. The attention of the Preventive Officer is also to be called to the damage. He will also arrange that, in cases of damage by wet (whether by rain or salt water) if it has occurred before taking delivery from the ship a large chalk mark X is placed on the packages whether the numbers are taken or not. This course should be followed with all packages.

9. When packages have fallen in the sea and have been recovered, the Landing Contractor will have them kept separate and report the matter to this office immediately after they are landed to enable the undersigned to call a survey on them.

10. *Very important.*—The particular attention of the Landing Contractor is drawn to the necessity of clearing all packages from the sling by hand; should the packages fall into the sea when dragging the sling from underneath by the ship's winch the Landing Contractor will be responsible for the loss.

Should the people belonging to the vessel be desirous of clearing the sling in this manner they must take all risk, and the boatmen should be cautioned never to give the word to "heave up" and only to hook on the sling when all packages have been cleared away to a safe position.

In the opinion of the Government Solicitor those employed to take delivery alongside are not bound to consider the ship in the matter of time, and the Contractor will therefore first secure the safety of the goods and afterwards consider the question of expediting landing.

Acids are always to be landed in separate boats.

11. The Landing Contractor will arrange that all packages of Ordnance stores landed on the pier and weighing 6 cwts. and under are sent to the north shed of the Ordnance Department to enable that department to unload and place them in store without the aid of the Harbour Trust Board's crane.

12. The Landing Contractor will understand that the responsibility for stores handed over to a consignee on the beach rests with him and not with this office. It is his duty to see that a receipt from the person sent to receive them is obtained, and if any objection is taken to the condition of stores, such must be stated at time of delivery; and if the department concerned refuse to receive stores without such remarks, the stores *should not be delivered*, but the attention of the undersigned is to be called to the fact, a memorandum of the circumstances being made then and there and put into this Office Letter Box if the office is closed.

13. The Landing Contractor will arrange to remove into the godowns packages containing iron machinery. Such as could be handled without the use of a crane and which from the nature of their contents are liable to damage from exposure, can be stacked in the marine godowns if the other godowns are full. If stored on the beach they are to be raised from the ground and covered with tarpaulins.

14. The tarpaulins are not provided by this office to be laid on the wet ground, but to cover the stores, for which purpose ten large tarpaulins are ample. Planks or flat stones should be laid underneath clothing and other perishable packages. Packages containing articles not liable to damage from wet may also be laid on the ground and others on top. Three or four tarpaulins properly spread will protect a large consignment in this way.

15. The Contractor will understand that, as Landing and Cooly Contractor, he is responsible for the delivery in good order at the Government godown or to the consignee at the beach of all stores. If goods are damaged in transit along the pier, he must recover from the Pier Contractor. The conicopillays of this department will not tally stores landed except on delivery at the beach or delivery to the consignee on the beach or at inner end of the pier. In cases of damage on the pier, the contractor should call the attention of the Preventive Officer.

16. The Landing Contractor will, before 10th of each month, present his bills for landing and cooly charges without fail. On the 20th March all bills up to date for that month to be submitted and then day by day for each steamer until the end of the month so as to close the yearly accounts.

17. The fact of a package being missing is to be brought to the notice of the Agent for Government Consignments at once.

* With reference to the latter portion of this rule Ordnance stores or stores which are placed under shelter in departmental sheds to await survey are excepted.

Memorandum.

No precautions are possible under the conditions prevailing by which stamp cases are shipped as ordinary cargo, and are discharged in the same manner by day and by night.

2. This office has instructed the landing contractor to report casualties immediately, also to use Masula boats for landing the cases and to carry them quickly to the godown.

3. Masula boats are not allowed to ply after 6 P.M., so the missing case was landed in a lighter with other cases. It was supposed that the case was overcarried, a not uncommon occurrence.

4. A loss of this kind was contemplated years ago, and Government were addressed regarding the desirability of imposing restrictions on the landing of valuable packages after dark; but they refused to make any change. Subsequently currency notes were shipped under special rates of freight, and are now landed in charge of police. For many years they were carried as ordinary cargo. Until this procedure is adopted in the case of stamps, no precautions can be taken, as there can be no segregation of the packages, and consequently they are distributed in various boats as they come to hand, and a number of police would have to be in attendance day and night, though possibly the packages might not be put out until the following day.

5. In the present instance some of the boats containing stamp cases had to be alongside the pier all night, and the contractor had a watchman. The contractor was in fault in not reporting the loss at once; but he thought the case was on board the ship. The cases have been satisfactorily landed in this manner for many years without loss. It is most improbable that the missing case was stolen. The object of treating these packages as general cargo has been to save freight, and I always make a point of treating them in the same manner when landed; because to call attention to certain packages as valuable without possessing adequate means of guarding them is merely to invite theft.

6. I would also point out that I have no legal control over any package until handed over by the contractor who alone is responsible by day and night.

7. Obviously the only real precaution is, that these consignments should be shipped and landed under the same conditions as currency notes, i.e., payment of special freight, and delivery made to a police guard. Personally I should be only too glad if this arrangement could be made as it would relieve me from much anxiety. Before deciding on this course, it will be as well to consider the very large extra cost involved, the previous immunity from any loss, and whether the adoption of a few simple rules may not still further reduce the risk of loss by theft, the principal one to be guarded against.

8. The freight paid during the last ten years amounted approximately to £3,600 or £1-12-6 per ton of 40 cubic feet. Had the stores been shipped and landed under the same conditions as currency notes now are, the freight would have been £14,360 or £6-10-0 per ton, an increase of over £1,000 per annum or about Rs. 16,500 per annum.

9. To avoid this heavy extra charge I would suggest the following changes:—

(a) Stamp and stationery packing accounts to be despatched by the India Office, if possible, so as to reach this office a few days after the expected arrival of the steamer.

(b) These packing accounts to be in a sealed cover, and to be handed over to the department after the stores are delivered.

(c) No distinction to be made in bills of lading between stamp and Stationery packages. All (as at present) to be addressed Superintendent of Stationery, and to be numbered consecutively without marking on any package the nature of its contents.

(d) Each of these packages to be enclosed in outer cases of exactly similar pattern. If the smaller boxes now in use are still required several could be enclosed in a large outer case similar to the other stamp and stationery packages.

(e) All these packages to be of such a size as to weigh not less than 3 cwt. These precautions seem to me to supply full security against any loss by theft otherwise than by a carefully organised robbery.

10. It is probable that steamship companies might agree to discharge this portion of their cargo between certain hours, e.g., 7 A.M. to 3 P.M., on payment of a small addition to freight provided that no detention to steamer was caused thereby, and that if likely to be so caused the steamer to proceed to Calcutta, and land the cases on her return voyage.

11. This would make it necessary to employ only the vessels of the British India Company for stationery and stamp cargo, as this is the only line having a regular service out and home; but as these vessels rarely have cargo to discharge here on their homeward voyage, the matter might be arranged. A police guard could also be supplied as the time of discharge would then be known.

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12. At present stamps though taken in under careful supervision by the ship's officers are stowed with other cargo; freight is paid as for general cargo, and this office has no control over the times of landing.

(Signed) H. D. BADDELEY,
Agent for Government Consignments.

Endorsement thereon of the Marine Department, No. 159-E.

Forwarded to the Revenue Department with reference to endorsement in that department, Mis. No. 797, dated 16th February 1898.

12th March 1898.

(Signed) C. H. B. BURLTON,
Under Secretary to Government.

To the Revenue Department, with G.O., No. 197, Marine,
dated 11th May 1889, to be returned.

ORDER—No. 341, Revenue, dated 14th June 1898.

Miscellaneous.

Ordered that the following despatch be addressed to the Right Honourable the Secretary of State for India.

2. It is clear that the Agent for Government Consignments did not count the stamp packages carefully, as he reported that 63 cases had been landed, while the correct number was only 62. The Agent should be informed that he has incurred the severe displeasure of Government.

(True Extract.)

(Signed) G. S. FORBES,
Secretary to Government.

To the Board of Revenue (Separate Revenue).

the Marine Department, with G.O., No. 197, Marine,
dated 11th May 1889 (returned).

Erd. C. M. Thambuswamy.

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