

Revenue (1898) Department.

MISCELLANEOUS SERIES.

G.O., No. 4832

DATED 8th December 98

[Despatch Abstract.]

Referring to the Board of Revenue
in favour of report a letter from Messrs. Walter,
Nutter & Co., London requesting that the
present system of landing iron on the beach
and leaving it there, instead of taking it direct
to the Custom godown may be altered.

BACK PAPERS.

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FURTHER PAPERS.

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C. no. 472 of 99.	641						

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Revenue (1898) Department.

CURRENT No. 8308

From

Order Edit. No. 4832 of 15 Dec 1898

Messrs. Walter Nutter and Co.
London.

Referred to the Board
of Revenue for favour of report.

No. -

Dated 15th Nov. 1898

Received 5th Dec. ..

Registered 6th Dec. ..

Enclosures 2

Spare copies.

To

The Board of Revenue (S.R.)

18.12.98

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18.12.98

18.12.98

SUBJECT.

Requesting that the present
system of landing iron on the beach
and leaving it there, instead of taking
it direct to the customers' godown,
may be altered, as their Madras
customers complain that they do
not get the same specifications of
iron that are shipped to them.

BACK PAPERS.

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FURTHER PAPERS.

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TELEGRAPHIC ADDRESS
"CHOWRINGEE"
LONDON.

A.B.C. CODE 4TH EDITION USED.

WALTER NUTTER & CO

AND AT
BOMBAY,
CALCUTTA,
KURRACHEE
RANGOON.

PETITION

0722

St. Bishopsgate Street Within.

London 15th. Novr. 1898.

The Secretary to the Government of Madras.

Sir,

We addressed the Under Secretary of State for India on the following matter, and he has asked us to write you on the subject:-

"We beg to call your attention to a matter of much importance
"to Shippers of Iron to Madras, for the last three years we have
"had continual reports that our Customers do not get the same
"specifications of Iron which we ship to them and the fault,
"after full investigation is, we think with the Custom House at
"Madras, all Iron has to pass through the Custom House before
"we can get delivery, therefore we are practically unable to have
"any control over the landing, we enclose you copy of a letter
"we received from our Madras Agents, and also one from Messrs.
"Cayzer Irvine & Co., Glasgow, whose line of Steamers carry
"nearly all of the Iron for Madras which leaves England, in this
"you will see that all other goods excepting Iron are landed
"on the Pier and taken direct to the Customers godown, whilst
"Iron is landed on the beach and left. We do not see why the
"Madras Custom House makes this exception to Iron which is a
"valuable cargo, and ought to be well under their control, and
"we shall esteem it a favor in the interests of Trade, if you
"will kindly have this looked into, and have the present system
"altered."

We are, Sir,

Your obedient Servants,

Walter Nutter & Co

TELEGRAPHIC ADDRESS
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LONDON.

A.B.C. CODE 4TH EDITION USED.

WALTER NUTTER & CO
AND AT
BOMBAY,
CALCUTTA,
KURRACHEE
&
RANGOON.

84, Bishopsgate Street, London.

London. 3rd. October 1898.

Messrs.

Dear Sirs,

We beg to hand you an extract from our Madras Letter dated 1st. inst., as we think this is a matter of interest concerning the trade, we think it ought to be looked into and altered; as things are at present business is being stopped through the difficulties which are encountered in Madras.

Yours faithfully,

"Weight on iron" The position is that by the terms of the "B/Lading, the steamer is not responsible for weight, or sizes, "but only for the number of bars. Moreover, if you will per- "use the B/Lading you will see that the ship is not responsible "for obliteration of marks. As a matter of fact, no attempt "is made to deliver according to mark. To begin with, we un- "derstand that only about 10% of the bars are marked, and as "this is done by paint the marks are frequently obliterated by "the time the bars are landed. The procedure at this port is "that all the various shipments of iron are mixed in landing, "no attempt being made to keep each parcel separate, the iron is "then supposed to be sorted according to size by the Harbour "Trust authorities, and deliveries are professedly made in ac- "cordance with specifications to the different consigners, in "the presence of a representative of the ship's agent. The "trouble arises through wrong deliveries at the customs yard, "and or through Calcutta iron being landed here, or Madras iron "being over-carried to Calcutta. We have all along urged that "each parcel should be landed separately, but the steamer agents "maintain that this is impracticable, and the consequence is "that we can never depend on getting our own iron, or the in- "voice weight. The agents of the line, Messrs. "shelter themselves behind the terms of the B/Lading, and appar- "ently do not care whether importers get their right weight or "not, and altogether the position is so unsatisfactory and losses "in weight are so frequent, we have pretty well made up our minds "that unless you can get the ship to sign for weight, it will "not be worth our while going on with the business."

GLASGOW.

27th September, 1898.

Messrs. Walter Gutter & Co.

54, Bishopsgate Street Within,

London, E. C.

Dear Sir:-

We are in receipt of yours of the 26th instant giving us extract from your Madras friend's letter with reference to the landing and delivery of iron from our steamers at that port for which we are obliged. In stowing the different parcels of iron the greatest care is taken to separate them and our officers can discharge them separately at Madras, but the system in vogue there in connection with the landing of iron seems to be so primitive that the boatmen simply rush the iron on shore and leave it on the beach, where it is dealt with by the Customs people immediately, or at leisure, as the case may be; the only mode of separating different parcels being to check the specification or invoices. We shall write to our Agents to give this matter their attention with a view to organising some better system and we think importers of iron should also consult with the Customs as to some better mode of dealing with this description of cargo on landing. Other descriptions of cargo are landed on the pier and taken to the Customs godown and we see no reason why iron should not be similarly treated.

We thank you for drawing our attention to the matter and you may rely on our doing our best to have this state of affairs remedied.

Yours faithfully,

(Signed) GAYZER, IRVINE & CO.

1898
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10. 10. 1898

When given for copying _____
 When copied _____
 When examined _____
 When signed _____

189

READ AGAIN G.O., No.
 188

DATED

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT

STATEMENT WITH DITTO

PAPERS NOT FILLED UP, BEING WANT FOR DISPATCH
 IN ORIGINAL

N.B.—

A = Copy in full.
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1899
 REVENUE DEPT.
 Encl. No. 6
 C. O. No. 244