M.R.O. 1—77,000—8-5-37.

(1) Number of pages_____

(2) Date of repair 6.7.38

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 221. Press ~~Mis.~~

93-94.

Dated 27-3- 1863.

14/15

93-94

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department, 27th March 1863.

No. 93. Read the following letter from JOHN J. FRANKLIN, Esq., Superintendent of Marine; to the Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Marine Department, Fort Saint George, dated Madras, 21st March 1863, No. 815.

I have the honor to acknowledge receipt of Proceedings of Government of the 16th instant, No. 184, and as therein directed, to offer the following remarks and explanations regarding the Marine Budget of 1863-64.

2. It is noticed in paragraph 2 of the letter from the Government of India, that under the head of Out-ports there is an increase of 9,164 Rupees over the estimate of the previous year, of which 6,020 being for contingencies are inadmissible in the absence of clear explanation.

3. I regret that it should have been necessary to increase this item in all the ports, but in consideration of financial pressure the expenses have been for the last year or two curtailed to the utmost, and repairs to boats, buoys, flagstaves and light houses must be undertaken.

4. The ports at which considerable increase may be observed are the five noted in the margin. The channels at Paumben require that a number of buoys and shore beacons be kept up. Screw piles are also suggested for marking the sides of the channels which are narrow. Cochin requires a new lantern; the port boats need repair; and a wharf for landing has to be erected. The buoys and beacons at Tuticorin likewise require overhauling; as does also the buoy at Masulipatam, at which port there were two but now reduced to one to keep under expense. Lastly the whole of the buoys at Cocanada require overhauling, and the boats repairing.

	Increase.
Paumben	800
Cochin	720
Tuticorin	550
Masulipatam	500
Cocanada	500

5. In the same way at the other ports, flagstaves require repair and signals renewing. Provision has therefore been made for these expected contingencies; but of course no expenditure will be sanctioned beyond what is absolutely necessary.

6. Passing to the item for Coal from England, the sum actually payable in India as $\frac{3}{4}$rd cost of 5,000 tons at £1-16-4 is Rupees 60,555-8-8. A margin was however left for an expected excess of shipment over demand, raising the requirement to about 65,000 Rupees. But as it was very doubtful when the ships would arrive, for the passage of a Coal ship can never be depended on, sufficient provision was made in the estimate for 1863-64 to pay for a cargo which otherwise might have formed a debit on the previous year's estimate, in which it was likewise provided for.

7. The estimate of 20,000 Rupees for Coal to be purchased out here has only been used in one instance. Depôts are kept up at Cochin and Cocanada; and to avoid the expense of freight from Madras to these places, opportunities are taken of replenishing the stocks from vessels loading there. Of this sum, only about a tenth has been spent, and no more will be required.

Rs.	A.	P.
2,126	5	10

8. I have already stated in my letter of the 18th instant, No. 791, paragraph 9, that the expenditure for Contract Coal for the current year can be met from the savings out of the Budget, without touching the 41,000 Rupees subsequently inserted when it was known that the Coal was sent out to arrive in the early part of the year; 17,500 Rupees being taken from the item 20,000 for Coal to be purchased in the country, and the remainder from the 35,000 Rupees estimated for the expenses of the Steam Tug for Paumben.

9. Before leaving this subject, I would correct an error in the supposed quantity of Coal in store at Madras, which the Controller of Marine Affairs, Bengal, sets down at 11,000 tons. Our stock at Madras is under 6,600 tons, and we have 2,200 more to receive.

10. The next inquiry is regarding the estimated expenses for the Paumben Tug. In preparing my Budget for 1863-64, and inserting the same figures for the expenses of this vessel as for the previous year, it was clear to me that an objection was certain to follow if it was not accompanied by explanation. I therefore added, in a note, that no expenses had been passed in the Marine Department against the estimate for 1862-63. This gets rid of 35,000 Rupees of the charge. The vessel has been put together by the Public Works Department, and but few charges

25,000 Rupees for putting together.
18,000 Rupees for Crew and working.

have been submitted to mine. The amount of debit for the current year will not probably exceed 4 or 5,000 Rupees. Had the vessel been ready for sea in August last, as expected, she would have been manned, victualled and worked, for which the provision of 10,000 Rupees was made; but being still in the river and not in a condition for sea no portion of this item has been touched. It has been re-inserted for 1863-64, to provide against the contingency of her being in working order during the coming year.

11. The cost of this Tug, as far as is known, was stated in my letter of the 14th November 1861, No. 3,175, at Rupees 99,326. Since this the expenses incurred may be about Rupees 28,000 making a total of Rupees 1,27,326. She was applied for by the late Marine Board, to be used in towing vessels through the Paumben channels; but having been constructed on lines affording insufficient displacement, she floated too deep to admit of the use of her paddles. When she has been delivered over in working order to my department, she will be employed in towing vessels through Paumben, and some return will be obtained; but it will not be commensurate with the outlay incurred. It will probably be my duty after a few months' experience, to recommend her employment elsewhere.

12. I proceed now to "Sundry Charges" set down at 15,000 Rupees. Up to the present time the debit to this head is only 2,538 Rupees for the current year. When the Budget system was first introduced there were many omissions under the proper heads, which were in this way guarded against. In 1860-61 the actuals were 16,500 Rupees; in 1861-62 they were 7,242 Rupees. In the current year they may be set down at 3,000 Rupees, and for the coming year I would ask that they be not reduced below 5,000 Rupees.

13. All seamen wrecked have to be supported, and if employment cannot be procured for them they have to be sent to some other port where there is a greater likelihood of employment being obtained; or to be shipped to England as distressed seamen. The large crew of the "Jason" was in this way thrown on our hands. The expenses are eventually recovered from the Board of Trade, but meanwhile provision seems necessary to meet the demand out here as it occurs.

14. The only other item that requires notice is that for landing and shipping Coal, and purchase of Gunny bags at out-ports. The actual for 1860-61 was 1,332 Rupees; for 1861-62 it was 436; and for the current year it has amounted to only 158 Rupees. Some charges have yet to be debited, but the reason of its being lower than usual is that so little Coal has been purchased, and so few shipments made at the out-port Depôts. This sum may be reduced from 2,000 Rupees to 1,500.

15. The subject of the reduction of the Marine Establishment at this Presidency has already been under consideration and report; and I need only in this place correct a slight error in setting down the salaries exhibited in paragraph 7 of the letter in review. The Assistant Superintendent of Marine receives not 500 Rupees, but 400 Rupees a month; the amount fixed by the Honorable Court of Directors in their Despatch of the 9th June 1858, No. 35. And the second Assistant Master Attendant's salary is 250 Rupees, not 400 Rupees a month.

Extract Minutes of Consultation, 10th August 1858, No. 308.

16. Referring finally to the question of the receipts and disbursements of Port Funds, I would observe that they are made to cover the entire expenses of the Light house situated at a port. There are some lights on the Coast and not at a port. For these the Government have to pay the expenses.

Santipillay. Point Divi. Armegon. Pulicat.

17. With regard to the other expenses of a port, the rule has been to debit the Government with one-third and the fund with two-thirds. The Masters Attendant and their establishments are much employed in Government work, in landing and shipping troops, treasure and cargo, and in attending to the wants of Government vessels when entering the port. This proportion has therefore been fixed as that fairly leviable on Government.

18. At Madras the charge against Government is heavier, as the Master Attendant is much more required as an Officer of Government than at an out-port. One-half the salary of himself and the establishment is debited to Government; and this cannot be considered an unfair proportion when it is borne in mind that he and his Assistants are chiefly engaged in State duties. The Port Fund bears also half the expense of the port boat, a fourth of the Catamaran establishment, which is used principally for Government heavy stores, and the whole of the Mercantile Marine Office and Diving Bell expenses. It appears to me therefore that sufficient is charged on this fund.

19. Nor would I recommend that the dues should be increased, except for some clear and certain object of improvement at a port, should it still be considered that the funds are not sufficiently taxed by bearing the whole of the Light house expenses and two-third those of the Master Attendant's establishment, their burthen might be slightly increased without raising the due.

No. 94. To the Secretary to the Government of India, Financial Department, dated Fort Saint George, 27th March 1863, No. 221.

In acknowledging the receipt of Mr. Drummond's letter of the 4th instant, No. 715, calling for explanation on certain points with reference to the Marine Estimates of the Madras Presidency for 1863-64, I am directed to submit, for the consideration of the Honorable the President in Council, the annexed copy of a letter, under date the 21st instant, from the Superintendent of Marine, furnishing the information called for.

2. The heads of charge on which explanation is called for, are:—

1st. Out-ports.
2nd. Coal.
3rd. Paumben Steam Tug.
4th. Sundry Charges.

3. In regard to the increase of Rupees 9,164 in the charge of out-ports, the Superintendent explains that an increased expenditure at several of these ports has been rendered necessary in order to the repair of buoys, beacons, port boats, flagstaves, &c., on which for the last year or two the expenditure has been restricted within the narrowest possible limits. The net expenditure chargeable to Government under this head, as entered in the Budget submitted by the Superintendent of Marine, was set down at Rupees 20,826; but this sum has been reduced by Government to Rupees 17,426. The increase therefore, as compared with the estimate of last year, is Rupees 5,764 and not Rupees 9,164.

4. Mr. Franklin's explanation with reference to the charges for Coal will be found in paragraphs 6 to 9 of his letter, and in a previous letter of the 18th instant. The latter paper shows that the two-thirds cost of Coals received during the current year and expected from England is Rupees 63,193-6-0, or allowing for some excess in the quantity sent out Rupees 65,000. Of this sum, the payment of Rupees 18,043-2 has been already sanctioned, and should no further payments be made during the current year, the sum payable in 1863-64 will be Rupees 47,000, or Rupees 7,000 in excess of that entered in the Budget. Allowing for this excess and for a small sum for the purchase of Coal at the out-ports, the sum of Rupees 20,000 estimated for Coal to be purchased in this country, may be reduced to Rupees 10,000. It will be observed that the stock of Coal has been over-estimated by the Controller of Marine Affairs. It is at present under 6,600 tons and only 2,200 more have to be received.

5. With reference to the charges for the Paumben Steam Tug, it will be seen that of the sum budgeted for under this head for the current and ensuing years, Rupees 35,000, being the entire amount of the Budget for 1862-63, may be struck out. Under the explanation furnished by Mr. Franklin, the estimate for the expenses of this Tug for the current year may be reduced to Rupees 20,000. The Superintendent of Marine does not anticipate that the returns of this Tug will be commensurate with the cost, and contemplates the probability of having to recommend its employment elsewhere.

Proceedings of the Madras Government, Financial Department,
27th March 1863.

6. The Superintendent's estimate under the head of Sundry Charges amounting to Rupees 15,000 was reduced by this Government in their Proceedings of the 24th ultimo, to Rupees 10,000. Mr. Franklin now suggests a further reduction of Rupees 5,000. These sundry charges include boat hire for attendance on Government ships; cooly hire for aiding in shipping or discharging Government stores on emergency; the cost of towing hawsers and other small incidental expenses.

7. The sum put down for landing and shipping Coal and for the purchase of Gunny bags, &c., at the out-ports Rupees 2,000, Mr. Franklin proposes to reduce to Rupees 1,500.

8. The opinion of the Governor in Council on the proposal to amalgamate the establishments of Superintendent of Marine and Master Attendant under one head has already been given in my letter of the 7th instant to the address of the Secretary to the Government of India in the Marine Department. For the reasons therein stated, he is opposed to the arrangement. Mr. Franklin points out that the salaries of the Assistant to the Superintendent of Marine and of the 2nd Assistant Master Attendant are incorrectly stated in the letter now under acknowledgment. They are Rupees 400 and Rupees 250 respectively.

	Rupees.
* Coals...	10,000
Steam Tug	15,000
Sundries.....	5,000
Landing and shipping Coal, &c.....	500
Rupees..	30,500

9. The aggregate of the reductions now proposed is Rupees 30,500,* which, added to the reduction of Rupees 18,400 made by this Government in their Proceedings of the 24th ultimo, involves a total reduction on the Marine Budget of Rupees 48,900, or Rupees 38,942 below the estimate for 1862-63.

(Signed) A. J. ARBUTHNOT,
Chief Secretary.

Exd. T. McMootry.

№ 815 6 5A

Madras
Marine Supt.ᵉ Office
21ˢᵗ March 1863

From

John F. Franklin Esqre
Superintendent of Marine

To

The Honorable A. J. Arbuthnot
Chief Secretary to Government
Marine Department
Fort Saint George

Sir

I have the honor to acknowledge receipt of Proceedings of Government of the 16th instant, № 184, and as therein directed, to offer the following remarks and explanations regarding the Marine Budget of 1863/64

2. It is noticed in para: 2 of the letter from the Government of India, that under the head of out-ports there is an increase of 9164 Rupees over the estimate of the previous year, of which 6020 being for contingencies are inadmissible in the absence of clear explanation.

I

3. I regret that it should have been necessary to increase this item in all the ports, but in consideration of financial pressure the expenses have been for the last year or two curtailed to the utmost, and repairs to boats, buoys, flagstaves and light-houses must be undertaken.

4. The ports at which considerable increase may be observed are the 5 noted in the margin. The channels at Caumben require that a number of buoys and shore beacons be kept up. Screw-piles are also suggested for marking the sides of the channels which are narrow. Cochin requires a new lantern; the pork boat need repair; and a wharf for landing has to be erected. The buoys and beacons at Tuticorin likewise require overhauling, as does also the buoy at Masulipatam, at which port there were two but now reduced to one to keep under expense. Lastly the whole of the buoys at Cocanada require overhauling, and the boats to

	increase
Caumben	800
Cochin	720
Tuticorin	550
Masulipatam	500
Cocanada	500

boats repairing.

5. In the same way at the other ports, flagstaves require repair and signals renewing. Provision has therefore been made for these expected contingencies, but of course no expenditure will be sanctioned beyond what is absolutely necessary.

6. Owing to the items for Coal from England: the sum actually payable in India as 2/3rds cost of 5500 tons at £ 1-16-4 is Rupees 60555. 8-8. A margin was however left for an expected excess of shipments over demand, raising the requirement to about 65000 Rupees. But as it was very doubtful when the ships would arrive; for the passage of a coal ship can never be depended on; sufficient provision was made in the estimate for 1863/64 to pay for a cargo which otherwise might have formed a debit on the previous years estimate, in which it was likewise provided for.

7. The estimate of 29,950 Rupees for

for coal to be purchased out here has only been used in one instance. Depots are kept up at Cochin and Cocanada, and to avoid the expense of freight from Madras to these places, opportunities are taken of replenishing the stocks from vessels loading there. So Rs. as. P.
far as can only about a tenth has been 226-5-10
spent, and no more will be required.

8. I have already stated in my letter of the 18th instant, No 791, para 9 that the expenditure for imported coal for the current year could be met from the savings of the Budget, without touching the 41000 Rupees subsequently inserted when it was known that the coal was sent out to arrive in the early part of the year; 17500 Rupees being taken from the item 20000 for coal to be purchased in the Country, and the remainder from the 35000 Rupees estimated for the expenses of the steam tug for Pamben.

9. Before leaving this subject, I would correct an error in the supposed quantity of coal in store

store at Madras, which the Controller of Marine Affairs, Bengal, sets down at 11000 tons. Our stock at Madras is under 6600 tons, and we have 2200 more to receive.

10. The next inquiry is regarding the estimated expences for the Paumben ting. In preparing my Budgets for 1863/64, and inserting the same figures for the expenses of this vessel as for the previous year,

25,000 Rupees for putting together
10,000 Rupees for Crew and working

it was clear to me that an objection was certain to follow if it was not accompanied by explanation. I therefore added in a note, that no expenses had been passed in the Marine department against the estimate for 1862/63. This gets rid of 35,000 Rupees of the charge. The vessel has been put together by the Public Works department, and but few charges have been submitted to mine. The amount of debit for the current year will not probably exceed 4 or 5000 Rupees. Had the vessel been

ready

ready for sea in August last as ex-
pected, she would have been manned,
victualled and worked, for which
the provision of 10000 Rupees was
made; but being still in the river
and not in a condition for sea
no portion of this item has been touch
ed. It has been re-inserted for 80362,
to provide against the contingency
of her being in working order during
the coming year.

11. The cost of this Tug, so
far as ~~it is known~~ was stated in my
letter of the 14th November 1861, at 2175
at Rupees 99,326. Since this the expenses
incurred may be about Rupees 28,000
making a total of Rupees 127,326.
She was applied for by the late
Marine Board, to be used in towing
vessels through the Saumben channels;
but having been constructed on lines
affording insufficient displacement,
she floated too deep to admit of the
use of her paddles. When she has
been delivered over in working order
to my department, she will be
employed

employed in towing vessels through
Saumben, and some return will be
obtained, but it will not be com-
mensurate with the outlay incurred.
It will probably be my duty after
a few months experience, to recom-
mend her employment elsewhere.

12. I proceed now to "Sundry
Charges" set down at 5000 Rupees.
Up to the present time the debit
to this head is only 2538 Rupees
for the current year. When the Bud-
get system was first introduced
there were many omissions under
the proper heads, which were in
this way guarded against. In 1860/61
the actuals were 16500 Rupees: in 1861/62
they were 7242 Rupees. In the current
year they may be set down at 3000
Rupees, and for the coming year I
would ask that they be not reduced
below 5000 Rupees.

13. All seamen wrecked
have to be supported, and if employ-
ment cannot be procured for them
they have to be sent to some other
port

port where there is a greater likeli-
hood of employment being obtained,
or to be shipped to England as distressed
seamen. The large crew of the "Jason"
was in this way thrown on our hands.
The expenses are eventually recovered
from the Board of Trade, but mean-
while provision seems necessary to
meet the demand out here as it
occurs.

14. The only other item that requires notice is that for landing and shipping coal and purchase of gunny bags at out ports. The actual for 1860/61 was 1332 Rupees: for 1861/62 it was 436: and for the current year it has amounted to only 158 Rupees. Some charges have yet to be debited, but the reason of its being lower than usual is that so little coal has been purchased, and so few shipments made at the outport depots. This sum may be reduced from 2000 Rupees to 1500.

15. The subject of the reduction of the Marine establishment at this Presidency has already been

10 13A

been under consideration and report; and I need only in this place correct a slight error in setting down the salaries exhibited in para 7 of the letter in review. The Assistant Superintendent of Marine receives not 500 Rupees, but 400 Rupees a month, the amount fixed by the Honorable Court of Directors in their dispatch of the 9th June 1858, No 35. And the Second Assistant Master Attendants salary is 250 Rupees not 400 Rupees a month.

Extract Minutes of Consultation 10th August 1858 No 208

16. Referring finally to the question of the receipts and disbursements of port funds, I would observe that they are made to cover the entire expenses of the light houses situated at a port. There are some lights on the coast and not at a port. For these the Government have to pay the expenses.

Santapillay Point-Divi Armegon Publicat.

17. With regard to the other expenses of a port, the rule has been to debit the Government with one third and the fund with two thirds

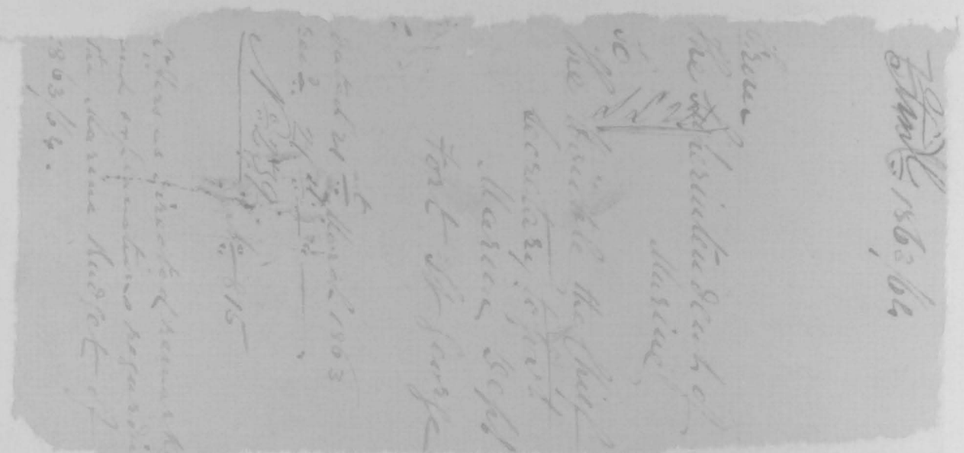
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The Masters Attendant and their establishments are much employed in Government work, in landing and shipping troops, treasure and cargo, and in attending to the wants of Government vessels when entering the port. This proportion has therefore been fixed as that fairly leviable on Government.

18. At Madras the charge against Government is heavier, as the Masters Attendant is much more required as an officer of Government than at an out-port. He daily the salary of himself and the establishment is debited to Government, and this cannot be considered an unfair proportion when it is borne in mind that he and his Assistants are chiefly engaged in State duties. The port fund bears also half the expense of the port-boat, a fourth of the Catmaran establishment, which is used principally for Government heavy stores, and the whole of the Mercantile Marine Office and diving bell expenses. It appears to me therefore that sufficient is charged on this Fund.

19. Nor would I recommend that the dues should be increased, except for some clear and certain object of improvement at a port. Should it still be considered that the Funds are not sufficiently taxed by bearing the whole of the light house expenses and 2/3rds those of the Master Attendants establishment, their burthen might be slightly increased without raising the dues.

I have the honor to be
Sir
Your most obedient servant
[signature]
Superintendent of Marine



Financial Department.

No. 221

To

The Secretary to the Government
of India.

Financial Department.

Sir,

I acknowledging the
receipt of Mr Drummond's
letter of the 4th Instant,
No. 715, calling for explanation
in reference to the Marine
Estimates of the Madras
Presidency for 1863-64;
I am directed to submit,
for the consideration of
the Honorable the President
in Council, the annexed
copy of a letter under
date the 21st Instant from
the Superintendent of
Marine

Marine furnishing the information called for.

2. The heads of charge on which explanation is called for, are,

1st Out ports
2nd Coal
3rd Paumben Steam Tug
4th Sundry charges.

3. In regard to the increase of Rs 4,000 in the charges of out ports, the Superintendent explains that an increased expenditure at several of these ports has been rendered necessary in order to the repair of buoys, beacons, port boats, flagstaves, &c., on which for the last year or two the expenditure

expenditure has been restricted within the narrowest possible limits. The net expenditure chargeable to Government under this head, as entered in the Budget submitted by the Superintendent of Marine, was set down at Rs 20,826, but this sum has been reduced by Government to Rs 17,426. The increase therefore, as compared with the Estimate of last year, is Rs 5764 and not Rs 9164.

4. Mr Franklin's explanation with reference to the charges for coal will be found in paras 6 & 9 of his letter

letter, and in a previous letter of the 18th Instant. The latter paper shows that the two thirds Cost of Coals received during the Current year and expected from England as Rs 63,193-6-11, or allowing for some excess in the quantity sent out Rs 65,000. Of this sum, the payment of Rs 18,043-2 has been already sanctioned, and should no further payments be made during the Current year, the sum payable in 1863/64 will be + Rs 47,000, or Rs 7000 in excess of that entered in the Budget. Allowing for

+ It will be observed that the stock of coal has been over estimated in the Commissariat letter of 18th ~~September~~ May. It is ~~supposed~~ 6000 tons and not 2200 more than Rs

for this excess and for a small sum for the purchase of Coal at the out ports, the sum of Rs 20,000 estimated for Coal to be purchased in this Country, may be reduced to Rs 10,000. +

5. With reference to the charges for the Rumbler Steam Tug, it will be seen that of the sum budgeted for under this head for the current and ensuing years Rs 35000, being the entire amount of the Budget for 1862/63 may be struck out. Under the explanation furnished by Mr Franklin, the Estimate for the expenses of

of this Tug for the cur-
=rent year may be re-
=duced to Rs 20,000.
The Superintendent of
Marine does not anti-
=cipate that the returns
of this Tug will be
Commensurate with the
Cost, and Contemplates
the probability of having
to recommend its employ-
=ment elsewhere.

6. The Superintendent's
Estimate under the head
of Sundry Charges amounting
to Rupees 15000 was
reduced by this Govern-
=ment in their Proceedings
of the 24th Ultimo to
Rs 10,000. Mr Franklin
now suggests a further
reduction of Rs 5000.†

The

† These sundry charges
include Boat hire for
Government Servants
Ships; Coolly hire for
hiring in Shipping or
discharging Government
Stores in emergency, the
cost of towing Lascars
and other small incidental
expenses.

7. The sum put down for
Landing and Shipping
Coal and for the purchase
of Jetty Bags &c at the
outports Rs 2,000, Mr
Franklin proposes to
reduce to Rs 1500.

8. The opinion of the
Governor in Council
on the proposal to
Amalgamate the
Establishments of the
Superintendent of
Marine and Master
Attendant under one
head has already been
given in my letter of
the 7th Instant to the
address of the Secretary
to the Govt. of India
in the Marine Dept.

For

For the reasons therein stated Govr. Grasett, he is opposed to the arrangement. Mr Franklin points out that the salaries of the Assistant to the Superintendent of Marine and of the 2d Assistant Master Attendant are incorrectly stated in the letter now under acknowledgment. They are Rs 400 & Rs 250 respectively.

9 The aggregate of the reductions now proposed is Rs 30,500, which, added to the reduction of Rs 18,400 made by this Government in their Proceedings of the

	Rs.
× Coals	10,000
Steam Tug	13,000
Sundries	5,000
Landing & Shipping Coal &c.	500.
	Rs 30,500.

the 24 Millions, involves a total reduction on the Marine Budget of Rs 48,900 or Rs 38,942 below the Estimate for 1862/63.

Fort St. George,
27 March 1863

dist of Tipperah

Fmb 1863 Depart
No 221
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To
The Secretary to the
Govt of India

D/27 March/63

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