Financial (1895) Department.

ORDINARY PRINTED.

G.O., No. 586.

DATED 13th August 1895.

INDEXED. 39/40

[Despatch Abstract.]

DREDGER "WENLOCK".-

Redistributing the charges incurred in connection with the -----and directing the Presidency Port Officer to submit, at an early date, a statement showing the effect of the re-distribution.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
C	2447		95				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
C	1105		96				
C	1369		96				

13th August 1895, No. 586, Financial.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—again the following paper:—
G.O., dated 10th April 1895, R. No. 307, Financial.

Read—the following G.O., dated 13th March 1895, No. 79, Marine:—

Order—dated 13th March 1895, No. 79, Marine.

* * * * *

3. Orders will issue in the Financial Department in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues fund.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

Order—dated 10th April 1895, R. No. 307, Financial.

The Presidency Port Officer will be requested to furnish a statement, in the accompanying form, showing the details of the expenditure on the Dredger "Wenlock" up to date with full particulars under *Contingencies* and *Supplies and Services.*

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

Read—also the following papers:—

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 3rd May 1895, No. 112-G.

I have the honour to forward herewith the statement showing details of expenditure of the Dredger "Wenlock" from 1891–92 to 1894–95, called for in G.O., R. No. 307, Financial, dated 10th April 1895, and to state that the expenditure shown for the year 1894–95 includes only charges accounted for by the Accountant-General up to February 1895. The accounts for March 1895 have not as yet been closed.

Memorandum—dated 22nd May 1895, No. 1107.

The Presidency Port Officer is requested to complete the statement by including the actuals of March 1895, and to furnish full explanations for the fluctuations in expenditure under—

Establishments.	Provisions for crew.
Machinery, &c.	Labour.
Docking charges.	Coal, wood, &c.

2. The grant for 1895–96 should be distributed under the several heads specified in the first column, the number and rate of pay of the existing establishment being stated.

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 12th June 1895, No. 695—150-G.

With reference to memorandum of Government in the Financial Department, No. 1107, dated 22nd May 1895, I have the honour to forward herewith a statement of charges of the Dredger "Wenlock" including the actuals for March 1895, and to explain below the fluctuations in expenditure under the heads specified in the memorandum under reference.

Establishment.—The full complement of the dredger's establishment was maintained only for a few months in the year 1891–92 when she was working at Pámban. The pay of gunner was only Rs. 70 per mensem in 1891–92, and this was Rs. 150 in subsequent years. During the years 1893–94 and 1894–95 the dredger was docked and the full complement was not kept up for many months during these years.

Machinery, &c.—A sum of Rs. 5,409 was charged for by the Government Dockyard in 1892–93 on account of duplicate parts of machinery supplied, and in 1893–94 cost of spare gear and other materials supplied amounted to Rs. 3,667, the balance representing cost of ordinary materials supplied.

Docking charges.—Charges under this head during 1893–94 and 1894–95 were more than those of the years 1892–93, as the repairs done to the vessel during these years were of a more extensive nature.

Provision for crew.—During the year 1892–93 the full complement of the dredger establishment was kept up for a longer period than in the other years. Hence a large increase.

Labour.—Charges under this head in 1892–93 represent cost of emptying mud punts while at Cocanada.

Coal, wood, &c.—In the year 1891–92 a large sum of Rs. 7,750 was charged on account of cost of 310 tons coal supplied by a firm in Colombo (G.Os., Nos. 132 and 248, Marine, dated 6th April and 5th June 1891, respectively), and also of 66 tons sanctioned in G.O., No. 383, dated 28th August 1891, which amounted to Rs. 990.

2. The sanctioned grants for 1895–96 for the charges specified in the first column are noted in the column of "estimate, 1895–96."

3. The number and rate of pay of the establishment of the Dredger "Wenlock" when at work are detailed below :—

	RS.
1 Engineer and Dredge Superintendent	250
Dredging allowance	50
1 Gunner	150
1 Engine-driver	70
1 Sukani	25
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
8 Crabmen at do.	120
1 Stoker syrang	30
1 Greaser	24
3 Stockers at Rs. 20 each	60
1 General servant	12
1 Cook	10
1 Topaz	12
Total	928

At present the "Wenlock" is laying up at Tuticorin, the actual crew on board consisting only of—

	RS.
1 Engineer	300
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
1 Stoker syrang	30
1 Greaser	24
3 Stokers at Rs. 20 each	60
1 Cook	10
1 General servant	12
Total	551

This complement will still further be reduced on 2nd July next by—

	RS.
1 Stoker syrang	30
1 Greaser	24
Total	54

Enclosure.

Statement showing the Receipts and Expenditure on account of the Dredger "Wenlock" from 1891–92 to 1894–95.

—		Actuals.				Estimate, 1895–96.
		1891–92.	1892–93.	1893–94.	1894–95.	
Initial Cost.		RS.	RS.	RS.	RS.	RS.
Contribution from Provincial revenues		1,00,000	..	..	..	..
Loan from the Tinnevelly Port fund		70,200	..	..	..	..
Surplus of the Madura Port fund		24,476	..	..	..	..
Current Revenue Pámban Pilotage fund		4,482	..	..	..	..
Total		1,99,158	..	..	..	..
Working Expenses.						
Establishment—						
1 Engineer and Dredge Superintendent	250	6,112	9,852	6,108	5,839	10,000
Allowance	50					
1 Gunner and Carpenter	150					
1 Engine-driver	70					
2 Sukani and Lascar tindal	25					
6 Laskars	15					
6 Crabmen	15					
1 Stoker syrang	30					
1 Greaser	24					
3 Stokers	20					
1 General servant	12					
1 Cook	10					
1 Topaz	12					
Supplies and Services.						
Machinery and other materials		4,844	8,002	9,243	2,970	6,000
Repairs to machinery		..	..	..	..	..
Towing charges		..	..	3,000	..	..
Docking ,,		..	5,532	8,718	6,570	3,000
Provisions for crew		1,780	3,684	1,150	1,090	1,500
Fresh-water for boiler and drinking		557	936	142	33	750
Overtime to crew		..	255	337	..	750
Labour		..	3,441	..	..	..
Coal, wood and other		10,325	1,724	801	1,076	2,000
Other stores in detail—						
Oil		241	390	71	15	1,000
Petty stores		..	14	..	1,918	
Contingencies—						
Freight on stores		117	278	65	103	..
Travelling allowance of crew and officers		857	80	1,025	657	1,000
Minor contingencies		391	469	639	1,020	1,000
Total		25,224	34,657	31,299	21,291	27,000

Order—dated 13th August 1895, No. 586, Financial.

In order to arrive at a decision on the question raised in the papers read above, a brief account of the circumstances under which the Dredger "Wenlock" was procured and of the past outlay on the vessel will be of assistance.

G.O., dated 29th April 1890, Nos. 162, 163, Marine.

2. Early in 1890 the urgent need for dredging the Pámban channel, which had become quite impassable owing to an accumulation of 227,000 tons of silt, was urged upon the Government, both by the mercantile community of the Presidency and the Administration of Ceylon. It had also been reported that very large quantities of silt had accumulated in the neighbourhood of other important ports of the Presidency, more specially at Cocanada and Mangalore, and it was apprehended that much injury to trade and navigation would be caused unless remedial measures were promptly adopted. The Right Hon'ble the Secretary of State for India was accordingly requested to procure a suitable dredger. The vessel arrived in August 1891, was named the "Wenlock" and was finally taken over by the Port Officer, Pámban, in November 1891. It was decided that the dredger should be considered as belonging to the Pámban Pilotage Fund and that this fund should be debited with the entire expenditure and credited with any recoveries that might be effected from other ports.

Marine despatches, dated 15th April 1890, No. 3, and 9th May 1890, No. 5.

G.O 233 Mar
d 30-6-92
flag Z

G.O., dated 31st August 1891, No. 392, Marine.

3. The initial cost of the dredger was Rs. 1,99,158, which was mainly met by (i) a contribution of one lakh from Provincial revenues, (ii) a contribution of ·25 lakh from the Madura Port Fund, and (iii) a loan of ·70 lakh from the Tinnevelly Port Fund. The contribution from Provincial revenues was made in consideration of the fact that a sum of Rs. 87,894, representing the surpluses of the Pámban Pilotage Fund between 1875–76 and 1880–81, had been credited in the *Provincial* accounts. The second item represented a repayment of contributions which had previously been made by the Pámban Pilotage Fund to cover deficits in the Madura Port Fund.

G.O., dated 15th August 1893, No. 778, Finl.

The amount advanced by the Tinnevelly Port Fund had subsequently to be repaid as it was required in connection with the construction of the new pier at Tuticorin, and in order to enable the Pámban Pilotage Fund to liquidate this loan a further contribution of Rs. 70,000 from Provincial revenues was sanctioned.

4. During 1891–92 and 1892–93 the vessel worked for 130 days at Pámban dredging 140,050 tons of spoil. In 1892–93 she worked for 157 days at Cocanada and was a short time at Tuticorin, dredging 118,580 tons at the former place. The Pámban Pilotage Fund recovered sums of Rs. 21,210 and Rs. 744, respectively, from the last two ports, but the working expenses and docking charges of the vessel amounted on the average in 1892–93 and 1893–94 to Rs. 2,500 *per mensem* and the consequent deficit of Rs. 30,746 has been adjusted from Provincial revenues. The bulk of the actual expenditure in 1894–95, amounting to Rs. 21,291, still remains unadjusted.

5. The total expenditure up to the end of 1894–95, including initial cost and working expenses, aggregates Rs. 3,11,629 and has been debited as shown below :—

Sources.	Initial cost.	Working expenses.	Total.
	RS.	RS.	RS.
Provincial Revenues	1,70,000	30,746	2,00,746
Madura Port Fund	24,476	..	24,476
Pámban Pilotage Fund	4,682	59,771	64,453
Cocanada Landing and Shipping Dues	..	21,210	21,210
Tinnevelly Port Fund	..	744	744
Total ..	1,99,158	1,12,471	3,11,629

6. His Excellency the Governor in Council is not satisfied as to the correctness of the principle on which the apportionment of the charges in connection with the dredger has hitherto been determined. The vessel was obtained for general use and no particular ports or funds should be burdened with the cost; nor is there any reason why any portion of it should be borne by Provincial revenues. The charges should be debited rateably to all ports. The fairest course will be to redistribute the charges *ab initio* as follows :—

(i) The sum of Rs. 87,894 credited to Provincial revenues and referred to in paragraph 3 *supra* will be deducted from the Provincial contributions, and the balance, viz., Rs. 1,12,852, will be retransferred to the credit of Provincial funds.

(ii) The dredger having actually worked at Pámban, Cocanada and Tuticorin, the amounts contributed by those funds need not be repaid.

(iii) The above balance of Rs. 1,12,852 will be distributed among the undermentioned funds in proportion to their opening balances on the 1st April 1895, and treated as general charges of the several groups, respectively :—

(1) Port Funds Act X of 1889, Eastern Group.
(2) Do. do. Western Group.
(3) Do. do. Madras.

(iv) The expenditure of future years will be likewise distributed.

(v) Amounts recovered in future years from other sources, *e.g.*, Pilotage funds Landing and Shipping dues, Harbour Trust funds, &c., for work actually performed, will be credited to Port Funds (Act X of 1889) in the same proportion as the charges. The cost of the *Wenlock* will thus be a general charge on Port Funds, and any port which needs the services of the vessel will be entitled to them without special charge. This appears to be the most equitable arrangement.

7. The Presidency Port Officer will, at an early date, submit a statement showing the effect of the redistribution carried out on the above lines.

8. The estimate for 1895–96 is out of all proportion to previous actuals and the Presidency Port Officer should, without delay, submit a revised estimate based strictly on actual requirements together with explanations of the more conspicuous of the increases in the various items.

(True Extract.)

Chief Secretary.

To the Presidency Port Officer.
" Accountant-General.
" Marine Department.

Exd. A. Raitt.

Govt. of {1895} Madras.

FINANCIAL.

Issued

Recd. Encl.

G.O., 13th August 1895, No. 586.

AUGUST.

Dredger "Wenlock."

Redistributing the charges incurred in connection with the —; and directing the Presidency Port Officer to submit, at an early date, a statement showing the effect of the redistribution.

Financial Dept

Telephone

To

The Presidency Port
Officer.

Please furnish ~~—~~ me immediately with ~~reports at once~~ statements showing what the "Wenlock" has done ~~(and what she has cost)~~ since she was built — ~~and~~ also a detailed statement of the receipts and charges of the dredger up to date — These should reach me by Monday morning at latest

30/11/94

CS
30.11

Sent
1-12-94
11/10

Returns after despatch

30/11

Receipts and [illegible].

Year	Work done by the Dredger "Wenlock": Port	No. of days worked	Tons of spoil dredged	Receipts.	Charges: Initial Cost of Dredger.	Charges: Establishment	Charges: Stores and Contingencies	Charges: Docking charges.	Total.	Remarks.
1891-92	Pamban	96	99650	" " "	199158 1 1	6112 1 1	18606 1 1	" " "	223876 3 3	
1892-93	Pamban Cocanada	34 157	130 40400 118580	(a) 18592 2 2 (b) 7 5 "	" " "	9687 11 7	(c) 19436 14 5	5531 14 1	34656 8 1	
1893-94	"	"	"	(d) 3361 10 5 (e) 37 6 1	" " "	5373 1 3	(f) 20016 4 2	8718 6 9	34107 12 2	
1894-95 (April to Septr only)	"	"	"	(b) 11 8 5	" " "	1674 14 10	2827 10 10	" " "	4502 9 8	
Total	"	287	258630	22010 " 1	199158 1 1	22847 12 9	60886 14 6	14250 4 10	297143 1 2	

18592 - 2 - 2
3361 - 10 - 5
21953 - 12 - 7

Remarks.

(a) Recovery from Cocanada Landing and Shipping Dues Fund on account of charges of Dredger "Wenlock"
(b) Sale of unserviceable stores of Dredger "Wenlock"
(c) Includes Rs 5408-12-8 value of part of Machinery supplied by Dockyard Bombay.
(d) Recovery from Cocanada Landing and Shipping Dues and Tuticorin Port Funds on account of charges of Dredger "Wenlock"
(e) Undrawn pay of crew refunded.
(f) Includes Rs 3000 charges for towing Dredger to Calcutta.

No. 695 G / 415
Madras Presy. Port Office
30th December 1894

Forwarded to the Chief Secretary to Government, Marine Department with reference to his telephonic message of the 1st instant.

(signed) W. J. Powell
Commander R. I. M.
Presidency Port Officer.

True copy
H. D. Bandeley
for Presidency Port Officer.

E.A.H.

12/3

Dredger Wenlock

E

Telephone
to
P.P.O

[G./15]

Finl
648

Govt. of {18 } Madras.

To

The Financial Dept.

Recd. 15. 3. 95

Encl 1.

Proceedings, dated 13 March 1895
No. 79.

Subject.

Stating that orders will issue in the Finl. Dept. in regard to the debit of the cost of the recent repairs to the dredger at Bombay & the charges connected with her visit to Mangalore & that they should not be met by the Mangalore Landing & Shipping Dues Fund:

Order
R.
Refer

The Presidency Port Officer will be ~~is~~ requested to furnish a statement in ~~complete~~ the accompanying form with full particulars under Contingencies and ~~return it as early as possible~~ Supplies & services —

Showing the details of the expenditure on the Dredger Wiclock up to date

To the P.P.O. with form

[illegible]

[illegible]
14. 3. 95

Extract from the note by His Excellency the Governor, dy 6th March 1895.

× × × ×

We cannot saddle the Mangalore L and S. E. Committee with the charges incurred at Bombay. I don't quite know to what account ~~of~~ they should be debited.

× × × ×

Extract from the note by the Honorable Mr Bliss, C.I.E. dy 8th March 1895.

× × × ×

As to her expenses I think they should be charged rateably to all the ports where there is any possibility of her being used. She was got for general use ~~and~~ so no particular port can be charged; nor can I see any reason why she should be charged to Provincial.

1895
Fint.
1
648

[G/53]
144-11-3-95.

CURRENT No. 648

18

Marine Department.

CHIEF SECRETARIAT, MADRAS.

Fil No.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following ~~paper~~:--

Telegrams from the Presidency Port Officer, dy 17th, 18th and 25th February, 1895.

Letter from the Collector, South Canara, dy 14th February 1895, No. 265.

Telegrams from Mr. G. T. Walch, dy 20th, 22nd and 27th February 1895.

Letter from the same person, dy 24th February, 1895.

Order:- dy 13th March 1895, No. 79.

× × × ×

3. Orders will issue in the Financial Department in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore. They should not be

be met by the Mangalore Landing and Shipping Dues Fund.

(True Extract)

~~Ag. Asstt. Secretary~~
for Chief Secretary

To
The Financial Deptt (with extracts from notes by His Excellency & H. M.)
" Presidency Port Officer
" Collector, South Canara for information
C. T. Walch Esq:, M. I. C. E.

Financial Deptt

C. No 648.

Order:- 10th April /95 R No 307

The Presidency Port Officer will be requested to furnish a statement, in the accompanying form, showing the details of the expenditure on the Dredger Wenlock up to date with full particulars under Contingencies and Supplies and Services.

C.S.
4.4.95

9/4/95

To
The Presidency Port Officer
(with form)

CHED
18 APL 95
IN M.S

Copd & Exa } 17/4

Wenlock

~~E~~ CS
~~Mr~~ R

F.Cus 1054/95

Finl DEPARTMENT
ORDER.
ROUTINE SERIES
No. 307
Date 10-4-1895

CURRENT No. 1054

No. 112 G.

L[illegible]ding.

PRESIDENCY PORT OFFICE,
Madras, 3d May 1895.

6
3

From Commander W. J Powell R.I.M
~~The~~ PRESIDENCY PORT OFFICER,
MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
Financial ~~MARINE~~ DEPARTMENT,
FORT ST. GEORGE.

SIR,

I have the honor to forward herewith the statement shewing details of expenditure of the Dredger Wenlock from 1891-92 to 1894-95, called for in G.O. R. No 307 Financial, dated 10th April 1895, and to state that the expenditure shewn for the year 1894-95 includes only charges accounted for by the Accountant General, up to February 1895. The accounts for March 1895 have not as yet been closed.

I have the honor to be
Sir
Your Obedient Servant
Walter Powell
Commander R.I.M.
Presidency Port Officer

E.A.H.

4 mil

1052

Marine (1895) DEPARTMENT.

Financial

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 112 G

Dated 3 } May 1895
Received 4 }
Regd 6
Enc one

No.

B.
61 5/95

Subject.

Forwarding statement of details of expenditure of the Dredger Wenlock from 1891-92 to 1894-95 called for in G. O. R. No. 307, dated 10th April 1895.

R 307: 10.4.95

For H. C. 24/5

Please have this copied & send up fair for desp. 24/5/95

Refce No. 110 / D 22-5-95

The Presidency Port Officer is requested to complete the statement by including the actuals of March 1895, and to furnish full explanations for the large fluctuations in expenditure under

Establishments
Machinery &c
Docking charges
Provisions for crew
Labour
Coal wood &c

2. The grant for 1895-96 should be distributed under the several heads specified in the first column, the number & rate of pay of the existing establt being stated in full.

CWS
WCB
22/5/95

To the P.P.O. with statement returned.

30 MAY 95
IN M.S

AC
8/5/95

Recd
Ans 21/5

W3
24/5

CURRENT No. 1384

Financial

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 695/150 G

Dated 12 } June 1895.
Received 13 }
Regd 14th
Enc 1

CHIEF SECRETARY
13 JUN. 1895
GOVERNMENT OF MADRAS

No.

B/2016

Sent to H.S. the G.O. with or Marine current for perusal & returned 19/11

R 307: 10.4.95 within
√1067: 5-12-94. SC
√426: 6.11.94 SC Mar
√1066: 5-12-94. orig Bil
√132: 6-4.91 Mar
248: 5-6-91 "
√383: 28-8-91 "
90: 16.3.91 "

Subject.

Forwarding statement of charges of the Dredger "Wenlock" including the actuals for March '95 and explaining the fluctuations in expenditure under the heads specified.

G.O. 248 d 5-6-91 Mar }
" 132 d 6-4-91 " } Madras Office for these G.O.
" 90 d 16-3-91 " }

Statement shewing the Receipts and Expenditure on account of the Dredger Wenlock from 1891-92 to 1894-95.

		Actuals				Estimate
		1891-92	1892-93	1893-94	1894-95	1895-96.
Initial cost.						
Contribution from Provincial Revenues		100000	"	"	"	"
Loan from the Tinnevelly Port Fund		70200	"	"	"	"
Surplus of the Madura Port Fund		24476	"	"	"	"
Current Revenue Pamban Pilotage Fund.		4482	"	"	"	"
Total.		199158	"	"	"	"
Working Expenses.						
Establishment.						
1 Engineer and Dredge Superintendent	250	6112	9852	6108	5839	10000 7000
Allowance	50					
1 Serang and Carpenter	150					
1 Engine Driver	70					
2 Sukani and Lascar Tindal	25					
6 Lascars	15					
6 Craftmen	15					
1 Stoker Syrang	30					
1 Greaser	24					
3 Stokers.	20					
1 General servant.	12					
1 Cook	10					
1 Topaz	12					
Supplies and Services.	683					
Machinery and other Materials		4844	8002	9243	2970	6000
Repairs to Machinery		"	"	"	"	"
Towing charges.		"	"	3000	"	"
Docking charges		"	5532	8718	6570	3000
Provisions for crew.		1780	3684	1150	1090	1500
Fresh water for boiler and drinking		557	936	142	33	750
Overtime to crew.		"	255	337	"	750
Labour.		"	3441	"	"	"
Coal, wood and other.		10325	1724	801	1076	2000
Other stores in detail { oil		241	390	71	15	1000
Other stores in detail { Petty stores		"	14	"	1918	
Contingencies { Freight on stores		117	278	65	103	"
Contingencies { Travelling allowance of crew and officers		857	80	1025	657	1000
Contingencies { Minor contingencies		391	469	639	1020	1000
Total.		25224	34657	31299	21291	27000 10000

Walter Powell

Madras.
Presidency Port Office
12th June 1895

Commander R. I. M.
Presidency Port Officer.

1895
Finl Dept.
Madras. No. 1
1384

CURRENT No. 1384

5

Heading. No. 695/150 G

PRESIDENCY PORT OFFICE,
Madras, 12th June 1895.

From

Commander W. Powell, R.I.M.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,
~~MARINE~~ Financial DEPARTMENT,
Fort Saint George.

SIR,

With reference to Memorandum of Government in the ~~Marine~~ Financial department No. 1107, dated 22d May 1895, I have the honor to forward herewith a statement of charges of the Dredger "Wenlock" including the actuals for March 1895, and to explain below the fluctuations in expenditure under the heads specified in the Memorandum under reference.

Establishment. – The full complement of the Dredger's Establishment was maintained only for a few months in the year 1891-92 when she

she was working at Pamban. The pay of gunner was only Rs 70/- per mensem in 1891-92 and this was Rs 150/- in subsequent years. During the years 1893-94 and 1894-95 the dredger was docked and the full complement was not kept up for many months during these years.

Machinery &c. — A sum of Rs 5409/- was charged for by the Government dockyard in 1892-93, on account of duplicate parts of machinery supplied and in 1893-94 cost of spare gear and other materials supplied amounted to Rs 3667/- the balance representing cost of ordinary materials supplied.

Docking charges. — Charges under this head during 1893-94 and 1894-95 were more than those of the years 1892-93 as the repairs done to the vessel during these years were of a more extensive nature.

Provision for crew. — During the year 1892-93 the full complement of the Dredger Establishment was kept up for a longer period than in the other years. Hence a large increase.

Labor. — Charges under this head in 1892-93 represent cost of emptying mud punts while at Cocanada

Coal, wood &c. — In the year 1891-92 a large sum of Rs 7750/- was charged on account of cost of 310 Tons coal supplied by a firm in Colombo (G.Os Nos 132 and 246 Marine dated 6th April and 5th June 1891 respectively) and also of 66 Tons sanctioned in G.O. No. 383, dated 28th August 1891 which

which amounted to Rs 990/.

2. The sanctioned grants for 1895-96 for the charges specified in the first column are noted in the column of "Estimate 1895-96".

3. The number and rate of pay of the Establishment of the Dredger "Wenlock" when at work are detailed below.-

	Rs
1 Engineer and Dredge Supdt:	250
dredging allowance	50
1 Gunner ~~and Carpenter~~	150
1 Engine Driver	70
1 Sukani	25
1 Lascar Tindal	25
6 Lascars @ Rs 15 each	90
8 Crabmen @ Rs 15 each	120
1 Stoker Syrang	30
1 Greaser	24
3 Stokers @ Rs 20 each	60
1 General Servant	12
1 Cook	10
1 Topaz	12
	928

At present the "Wenlock" is laying up at Tuticorin the actual crew

crew on board consisting only of

	Rs
1 Engineer	300
1 Lascar Tindal	25
6 Lascars @ Rs 15 each	90
1 Stoker Syrang	30
1 Greaser	24
3 Stokers @ Rs 20 each	60
1 Cook	10
1 General Servant	12
	551

This complement will still further be reduced on 2d July next by

	Rs
1 Stoker Syrang	30
1 Greaser	24
	54

I have the honor to be,
Sir,
Your most obdt. servant,
Walter Powell
Commander, R.I.M.,
Presy: Port Officer

E.A.H.

Financial Department.

— Prepared with reference to Marine (Provincial Budget) Hon. discussed the question with the C the B.C. on 4-12 after Comm

CS 19/3/7

NOTE

In his note dated 29th ultimo the H.M. desired to know how and why the 'Wenlock' was built ~~and~~ what has it done and cost since arrival in India. Very large accumulations of silt having been found in the neighbourhood of some of our most important ports- -more especially at Pamban, Cocanada and Mangalore - it was apprehended that much injury to ~~the~~ trade and navigation would be caused unless ~~immediate~~ remedial measures were promptly adopted. There was urgent need especially for dredging the Pamban channel which it was feared would. ~~be~~ be soon completely blocked. The Secretary of State was thereupon addressed in Marine despatch No. 8 dated 15th April 1890. It will be also observed from G.O. dated 29th April 1890, No. 163/8, that an offer of Messrs. Cockburn, Phillips & Montgomerie to undertake the dredging of the ports of this Presidency on contract was rejected by Government in favour of ~~itself~~ obtaining and itself working a dredger ~~itself~~. The ~~one~~ sent out by the Secretary of State ~~,~~ which arrived in August 1891 was named the 'Wenlock'.

vide original with notes.

Wi

Dredger Wenlock

With regard to H.M's enquiry as to what ~~it~~ this dredger has done and annually cost since, it will be seen from the statement furnished by the Presidency Port Officer (C.No. 8300) that the 'Wenlock' worked altogether 180 days at Pamban dredging 1,40,050 tons of spoil and 157 days at Cocanada dredging 1,18,500 tons. The total receipts were Rs. 22,010; the charges Rs.2,97,143.

Of the latter mentioned sum Rs 199158-1-1 constituted original cost of the Wenlock. She was taken charge of on the 14th Nov 1891.

The account sent up by the P.P.O is dated 3rd Dec 1894 so practically it is ~~an account~~ a statement for three years.

The net cost of this expensive toy ~~for~~ the three years has been Rs 75875 - without taking account of interest on capital outlay.

Comr. Powell told me the other day that a dredger of the Wenlock's description was wanted for Bombay & that Govt. might perhaps be able to sell her to the authorities there. She will never be of much use here I fear. Mr. Dopson I believe is not in favour of using her in the Harbour. J.P.

18/3/95

If there is any chance of selling her to Bombay her transfer to Cocanada might be delayed

---

Subject to the remarks I have made on the Draft G.O., it seems to me that it is a good way of disposing ~~of the upkeep~~ question of the of the Wenlock. Taken as a whole, Port Funds are well enough off, & there can be no reason why Provl. shd. be called on to pay any- thing at all for the Dredger. In fact, so far as I can see, Provl. wd. be perfectly within its rights if it absorbed the surpluses under Pilotage funds; and I am not sure that it should not do so, seeing that it wd. appear to be liable for the pensionary charges of pilots & their Estts. — This particular point may however be left for consideration after the question has been decided of the manner in which these more important charges on acct. of the dredger shd. be distributed. At the same time, the question of the liability for the pensions of Port Estts. shd. be considered — under S. [illegible] Act — [illegible] entries are [illegible] Port funds. Now

---

Financial Deptt.

NOTE - Dredger Wenlock

The particulars relating to the Dredger Wenlock were embodied in the Note on the Simplifications of Port fund Accounts, which the Hon'ble Member has not had time to take up as yet. It seems desirable to settle this question separately. Strictly speaking there is not much justification for the deduction of Rs. 87,894 from the amount to be repaid to Provincial revenues. The provision in the Indian Ports Act (XII of 1875) viz. that Pilotage accounts should be kept separate from Port fund accounts, - existed also in the previous Act XXII of 1855. Neither Act distinctly stated to what head the Pilotage collections should be credited. As a matter of fact, they were credited to Imperial up to the end of 1873-74; from 1874-75 they were transferred to Provincial; so that the surplus of 1874-75 amounting to Rs. 24,873 still remains credited

credited to Provincial revenues. There seems to be no more reason for refunding these amounts aggregating 1,12,367 to Port funds, than the monies credited to ~~the~~ Imperial revenues up to 1873-74, except that the revision of accounts and the reclassification of receipts and charges took effect from 1st April 1875, the date on which Act XII came into force.

The redistribution proposed in para 6 (iii) of the draft order can be effected even without amalgamating the Eastern and Western groups into single ports. The main division into 8 groups is authorised by the Act itself, and the rules framed thereunder (G.O. dated 27th January 1890, No. 24, Marine) recognise General charges, e.g. Port Officers establishment, light houses, stores &c.

Under the proposed system no recoveries on account of the Dredger can be made from Port or Pilotage funds (Act X of 1889), but Landing and Shipping dues &c will have to pay for actual work done.

The draft G.O. will not only settle difficulties of past outlay on the Wenlock (which have involved a loss of 3·00 lakhs to Provincial) but also ~~from~~ pave the way for future adjustments in ~~increase~~ case the Harbour Trust Board purchase her as hoped for in Marine G.O. dated 21st June 1895, No. 181. This purchase is not to be effected in ~~cost~~ cash, but by a set off against the debt of 2·00 due from the Eastern group to Madras. This debt can only be extinguished, as shown in the Port fund note, by amalgamating ~~th~~ all the Ports in that group into one port. In that case the Harbour Trust Board will practically receive 2·00 and pay 1·84 (?), and the latter amount will have to be redistributed among the funds named in para. 6(iii) of the draft order in proportion to what they now pay - i.e. they now pay 1.13 and will recover 1.84 (?)

C.S.
31/7/95

1/8/95.

How is this secured? Are such pensions ~~paid~~ debited direct to Port Funds or how? To take a concrete case - Capt Phipps, who was so long Port officer at Tuticorin, now no doubt draws his pension at the Home Treasury. Is the Home Treasury reimbursed by Port funds?

Yes.

3/8/95

I have noted on para 6 of the draft G.O. - where I think we shd. omit words wh. might be the subject of much controversy. In other respects I agree with the draft - as altered by the hon. Mr. Bliss.

W
8 Aug

File

CHARGES ON ACCOUNT OF THE
DREDGER WENLOCK.

The Hon'ble Mr. Bliss, C.I.E.
H.E. the Governor.

P.S.

Through Marine Dept.

Secy
J.P.B.
1/8/5

Note for the C.S.
(Thro Marine Dept)

Secy J.P.B. 8/8

The draft order as altered expresses, it is understood, ~~the~~ the views of Sir M. & H.E. Their further questions re Port & Pilotage pension &c charges will be replied to after the issue of this order. May the draft issue as altered?

C.S.
9/8/95

Better [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible]

[illegible]
1/8/6

P.L.
[illegible]
Check, the [illegible] [illegible]
[illegible] [illegible] [illegible] please & [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Note for the Honourable
Mr. Bliss. C.I.E.

With reference to the H.M.'s Query on the Note for orders put up with the draft G.O. on the Dredger Wenlock, whether 'pensions paid in England are recovered from Port & Pilotage funds,' in the case of officers of the Marine dept in this Presidency, I have examined the Acct Genl's books and found that these pensions are not charged off finally in the Home accts, as in the case of pensions paid from General revenues,* but are debited to the remittance account with India; the Acct Genl adjusts the pensions against Port and Pilotage funds (in the same way as he does with charges made in England on account of Native States) and gives corresponding credit to the London accou

Submitted to the Hon'ble Member
C.S.
3.9.95

J.D.
4/9/95

* vide pages 9 & 10 of the Home accounts for 1893-94 put up.

Qy an
C.S.
10/9/95

If pensions of Port employés drawn in India are also debited to Port Funds this would seem to be all right

B.
6/9/95

C.S.
Lodged
C.S.
10.9.95

J.D.
12/9/95

Office Have these papers stitched with the original of Govt. G.O. of 13th (?) August re Wenlock Charges

C.S.
10/9/95

Port Fund Pensions

H M

C. Nos 648, 1054 + 1384.

~~N. P. Port Offi~~

Marine

ORDER—dated 13th August 1895, N Financial.

In order to arrive at a decision estion raised in the papers read above, a brief account of the circumstances un h the Dredger "Wenlock" was procured and of the past outlay on the vessel f assistance.

, /

2. Early in 1890 the urgent ne dredging the Pámban channel, which had become quite impassable owing to an accumulation of 227,000 tons of silt, was urged upon the Government, both by the

G.O., dated 29th April 1890, Nos. 162, Marine.

mercantile community of the Preside the Administration of Ceylon. It ~~was~~ had/ also reported that very large quantitie ilt had accumulated in the neighbourhood of other important ports of the Presid more specially at Cocanada and Mangalore, and it was apprehended that much in to trade and navigation would be caused, unless remedial measures were prompt opted. The Right Hon'ble the Secretary of State for India was accordingly requested to procure a suitable dredger. The vessel arrived in August 1891, was

been/

Marine despatches, dated 15th April 18 No. 3, and 9th May 1890, No. 5.

named the "Wenlock" and was fina ken over by the Port Officer, Pámban, in November 1891. It was ~~originally~~ decided ed that the dredger should be considered as belonging to the Pámban ~~and Kila~~ Pilotage Fund and that this fund should be debited with the entire expenditure redited with recoveries from other ports. ~~including charges for interest and dep~~ n.

any that might be effected

3. The initial cost of the dredger ~~luding freight and delivery, amounted to~~ was Rs. 1,99,158 ~~and~~ was mainly met by (i) a contribution of one lakh from Provincial revenues, (ii) a contribution from the

which/

of ·25 lakh

G.O., dated 31st August 1891, No. 392, Mar

Madura Port Fund, and (iii) a loan of lakh from the Tinnevelly Port Fund ~~to the~~ ~~Pámban Pilotage Fund~~. The contribut rom Provincial revenues was made in consideration of the fact that a sum of Rs. 87 , representing the surpluses of the Pámban Pilotage Fund between 1875–76 and –81, had been erroneously credited in the *Provincial* accounts instead of being k separate under Port funds, as required by the Indian Ports Act (XII of 1875). T second item represented a [illegible] repayment of contributions which had previously been made by he Pámban Pilotage Fund to cover deficits in the Madura Port Fund.

The amount advanced by the Tinnevelly Port Fund had subsequently to be repaid ~~as~~ it was required ~~for~~ in connection with the construction of the ~~Tuticorin pier~~ new pier at Tuticorin, and in

G.O., dated 15th August 1893, No. 778, Fin

order to enable the Pámban Pilotage Fund to liquidate this loan a further contrib n of Rs. 70,000 from Provincial revenues was sanctioned.

4. During 1891–92 and 1892–93 vessel worked for 130 days at Pámban dredging 140,050 tons of spoil. In 1 –93 she worked for 157 days at Cocanada and was a short time at Tuticorin, dre g 118,500 tons at the former place. The Pámban Pilotage Fund recovered sums Rs. 21,000 and Rs. 744, respectively, from the ~~latter~~ last two ports, but the working expens and docking charges of the vessel amounted on the average in 1892–93 and 1893– to Rs. 2,500 per mensem and ~~a further~~ the consequent deficit of Rs. 30,746 has been ~~was~~ adjusted from Provincial revenues ~~before the end of 1894–95~~. The bulk of the actual expenditure in 1894–95, amounting to Rs. 21,291, still remains unadjusted.

8/

5. The total expenditure up to the end of 1894–95, including initial cost and working expenses, aggregates Rs. 3,11,629 and has been debited as shown below :—

Sources.	Initial cost.	Working expenses.	Total.
	RS.	RS.	RS.
Provincial revenues	1,70,000	30,746	2,00,746
Madura Port fund	24,476	..	24,476
Pámban Pilotage fund	4,682	59,771	64,453
Cocanada Landing and Shipping Dues	..	21,210	21,210
Tinnevelly Port fund	..	744	744
To ..	1,99,158	1,12,471	3,11,629

In printed file A

Note

G.O. 383/28.8.91 Marine

++ G.O. 517/23.11.91 Marine } File A

+ G.O. 392/31.8.91 Marine

G.O. 197/12.5.91

+++ G.O. 331/27.7.91 Marine, Mis

Note

This hardly seems right – XII of 1875 does not require pilotage receipts & charges to be kept separate under Port Funds, but to be kept separately from Port Funds, and does not say what is to be done with them. Why this should be so, I can't see. But there it is. The words "instead of .... 1875)" had better, I think, come out.

Note the [illegible]

G. P.O. statement of 30 December 1894 in current file

Note

The work done appears to have cost rather over 8/10 per ton. In one place I see that that rate per c. yd. is stated to ~~[illegible]~~ be heavy ~~[illegible]~~ (S. of S., para 3). (letter of May 1, 1890, to S. of S., para 3). But in his note of Mar. 20, 1890, in G.O. 162/26.4.90, Sir W. L. Stokes speaks of 5 annas a ton (about 3/5, I believe, of a c. yd.) as being a low estimate. What the proper rate is, I have no idea, nor do I see whence the grounds were derived for either of the above remarks.

Note

Why say "erroneously"? I am not sure that there was any error. What can be done with Pilotage surpluses, but credit them to Provl.? If there were a pilotage deficit, Provl. wd. have to pay; so the credit of surpluses is not unreasonable.

210

Marine } In file

+ Part 8 P.G.O. 394/14.11.93

+ & Part 7 P.G.O. 426/6.11.94

V P Parthasa

absolutely none, so far as I can see WS

6. His Excellency the Goverm Council is not satisfied as to the correctness of the principle on which the appcnment of the charges in connection with the dredger has hitherto been determine The vessel was obtained for general use, and no particular ports or funds should hrdened with the cost; nor is there any reason why any portion of it should be bory Provincial revenues. The charges should be debited rateably to all the ports re there is any possibility of the vessel being used. It cannot, however, be fores where her services may be required in the future, and ~~His Excellency the Gove in Council considers that~~ the fairest course will be to redistribute the charges ab io as follows :—

Note

There is not I believe "any possibility" of the vessel being used at any of the western ports and yet we are proposing to debit them with the greater part of the cost. omit

WS W

(i) The sum of Rs. 87,894 eously credited to Provincial revenues and referred to in paragraph 3 *supra* will deducted from the Provincial contributions, and the balance, viz., Rs. 1,12,852, be retransferred to the credit of Provincial funds.

(ii) The dredger having actv worked at Pamban, Cocanada and Tuticorin ~~Tinnevelly~~, the amounts contributed by those funds n not be repaid. ~~The portion (Rs. 88,920) of the expenditure which has been born the Pámban Pilotage Fund and which, as shown in paragraph 3 *supra*, includes contribution from the Madura Port Fund, is, however, excessive. Calculating contribution at the same rate as for Cocanada, i.e., in proportion to the tonnage of removed, a sum of Rs. 25,000 would be ample, and the balance, Rs. 64,000, sl be refunded to the Pámban Fund.~~

Note After ~~On~~ discussing the matter with C.A, it is thought that there is no necessity for swelling the Pamban Balance This fund will well be able to pay its way when relieved of the maintenance charges of the Dredger.

C.S.

(iii) The~~se two~~ above balance~~s, aggr~~ ng Rs. ~~1,77,000 in round numbers,~~ 1,12,852 will be distributed among the undermentione nds in proportion to their opening balances on the 1st April 1895, and treated a neral charges of the several groups, respectively :—

(i) Port Funds Act 1889, Eastern group.
(ii) Do. Western group.
(iii) Do. Madras.
⊗(iv) Pilotage Funds including Madras.

Note ⊗ I am not sure about (iv) or about the mention of Pilotage funds in (v) – So far as I can judge the intention of the law is that Pilotage funds shd. be kept distinct from Port funds, so why mix them up? Moreover the Pamban Pilotage funds have already been debited with Rs 64,453 on this account. So why make a further debit? I think we had better keep Pilotage funds separate & at the disposal of Govt.— WS

* Note Vide rule 2 on page 3 of G.O. of 27th January 1890, No. 24 Marine which shows how general charges are distributed.
CS

Pilotage funds.

(iv) The expenditure of future rs will be likewise distributed.

(v) Amounts recovered in fu years from other sources, *e.g.*, Landing and Shipping dues, Harbour Trust fun &c., for work actually performed, will be credited to the Port and Pilotage⊗ func ct X of 1889) in the same proportion as the charges.

The largest share of the expendit on account of the dredger will, under the above arrangement, fall on the Weste roup, where dredging operations are most difficult to carry on. Every group have its turn and will be entitled to the services of the vessel without special ment. The "Wenlock" will then be a charge on *Marine funds*, as she properl ght to be.

Should the dredger be purchased by the Harbour Trust Board, the various funds which ~~now~~ are now called upon to contribute towards her cost apart maintenance charges will be proportionately re-imbursed from the amount obtained.

Note I wd. leave out this para, including the MS. addn thereto, & simply say "The cost of the Wenlock will thus be a general charge on Port Funds, and any port which needs the services of the vessel will be entitled to them without special charge." This appears to be the most equitable arrangement." WS

7. The Presidency Port Officer wi an early date submit a statement showing the effect of the redistribution carried o the above lines.

8. The estimate for 1895–96 is ou all proportion to previous actuals and the Presidency Port Officer should, without y, submit a revised estimate based strictly on actual requirements.

I wd. also ask for explanations of the more conspicuous of the increases in different items
WS

~~submit~~ together with explanations of the more conspicuous of the increases in the ~~[illegible]~~ various items

CS.
31.7.95

1/8/95.

To the Presidency Port Officer.
" Accountant-General.
" Marine Department.

(Draw Orders)

13/8/95.

CS.
9/8/95

10

Dredger & Wreck charges

This draft note for orders is sent for counter-initials, but it is difficult to say what it is that it actually recommends to Govt. Each officer that handles it seems to make a different proposal.

The P.S.O. contends for principle, and seems to be right. The distribution should, apparently, be in proportion to tonnage, as in the case of other "general charges". If the Eastern Group suffers, it suffers legitimately. If it becomes bankrupt, the Govt. might see its way to amalgamating the [illegible] two Groups, which would simplify matters very much, especially as regards the Lighthouse scheme.

N. S.

6 Jul

The Wenlock was got I believe for the benefit of all the Ports in the Presidency & was liable to be used on any one of them. I therefore think that G.O No 586 dated 13 Aug/95 should stand.

7/7/96

W

The "Wenlock" was got for all the ports as stated above. She thus becomes a general charge, and the cost should be distributed as all other general charges are — viz according to tonnage — but the G.O. of August 95 makes a departure from the rule. The reason is not apparent. But there is a special reason for adhering to rule so far as the "Wenlock" is concerned, and this is that the vessel was actually employed on the Eastern group. And she was not employed either at Madras or on the Western group. There thus seems
[illegible] in charging both the
[illegible] Western Gr

---

of proportionately more — especially when it is necessary to break through an accepted rule in order to do so.

N.S.
7 July 96

Am I allowed to note my opinion on the note or ought to counter initial it

8/7/96

W

Your opinion is invited in this cases, & you are not expected to counter initial unless you agree.

N.S.
8 July 96

R.S.

C. A. W

I have again gone over these papers & I adhere to my opinion, the charge is not an ordinary or recurring general charge but is an outstanding charge & should be treated in an exceptional manner. There are no rules to which exceptions should not be made occasionally; this is borne out by the fact of the number of cases that are not covered by P.W. Code & C.S. regulations & the special exceptions have to be made.

If the Weirbeck had been undergoing repairs on the W. coast & there is no reason why she should not have been, the Coast would have been the losers & it is only a chance that in this case the W coast loses.

8/7/21

Kept with the draft No 318 of 10 June 96

8 July 96

Recd 6/6/96

For C. No. 600 Marine of 1896.

MEMORANDUM.

REQUESTED for reference the undermentioned papers:—

Original of G.O. No. 586 Financial dated 13th August 1895.

C. H. L. Burton.
Maj Under Secretary to Government
Marine Department

PUBLIC WORKS SECRETARIAT,
Ootacamund 6th June 1896.

To

The Under Secretary
Financial Department
Stone House Hill

o/

Endt

Furnished

W W Phillips

C.S.
5.4.96

Ag assistant Secretary

B Cb 2095

JULY 1895, No.   , FINANCIAL.
GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following papers :—

G.O., dated 13th March 1895, No. 79, Marine.

Read—the following papers :—

Telegrams from the Presidency Port Officer, dated 17th, 18th and 25th February 1895.

Letter from the Collector, South Canara, dated 14th February 1895, No. 265.

Telegrams from Mr. G. T. Walch, dated 20th, 22nd and 27th February 1895.

Letter from the same person, dated 24th February 1895.

Order—dated 13th March 1895, No. 79, Marine.

* * * * *

3. Orders will issue in the Financial Department in regard to the debit of the cost of the recent repairs to the Dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues fund.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

Order—dated 10th April 1895, R. No. 307, Financial.

The Presidency Port Officer will be requested to furnish a statement, in the accompanying form, showing the details of the expenditure on the Dredger "Wenlock" up to date with full particulars under *Contingencies* and *Supplies and Services.*

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 3rd May 1895, No. 112-G.

I have the honour to forward herewith the statement showing details of expenditure of the Dredger "Wenlock" from 1891–92 to 1894–95, called for in G.O., R. No. 307, Financial, dated 10th April 1895, and to state that the expenditure shown for the year 1894–95 includes only charges accounted for by the Accountant-General up to February 1895. The accounts for March 1895 have not as yet been closed.

No. 1107.

The Presidency Port Officer is requested to complete the statement by including the actuals of March 1895, and to furnish full explanations for the fluctuations in expenditure under—

Establishments.	Provisions for crew.
Machinery, &c.	Labour.
Docking charges.	Coal, wood, &c.

2. The grant for 1895–96 should be distributed under the several heads specified in the first column, the number and rate of pay of the existing establishment being stated.

(Signed) J. F. PRICE,
Chief Secretary.

22nd May 1895.

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 12th June 1895, No. 695—150-G.

With reference to memorandum of Government in the Financial Department, No. 1107, dated 22nd May 1895, I have the honour to forward herewith a statement of charges of the Dredger "Wenlock" including the actuals for March 1895, and to explain below the fluctuations in expenditure under the heads specified in the memorandum under reference.

Establishment.—The full complement of the Dredger's establishment was maintained only for a few months in the year 1891–92 when she was working at Pámban. The pay of gunner was only Rs. 70 per mensem in 1891–92, and this was Rs. 150 in subsequent years. During the years 1893–94 and 1894–95 the Dredger was docked and the full complement was not kept up for many months during these years.

Machinery, &c.—A sum of Rs. 5,409 was charged for by the Government Dockyard in 1892–93 on account of duplicate parts of machinery supplied, and in 1893–94 cost of spare gear and other materials supplied amounted to Rs. 3,667, the balance representing cost of ordinary materials supplied.

Docking charges.—Charges under this head during 1893–94 and 1894–95 were more than those of the years 1892–93, as the repairs done to the vessel during these years were of a more extensive nature.

Provision for crew.—During the year 1892–93 the full complement of the Dredger establishment was kept up for a longer period than in the other years. Hence a large increase.

Labour.—Charges under this head in 1892–93 represent cost of emptying mud punts while at Cocanada.

Coal, wood, &c.—In the year 1891–92 a large sum of Rs. 7,750 was charged on account of cost of 310 tons coal supplied by a firm in Colombo (G.O's. Nos. 132 and 248, Marine, dated 6th April and 5th June 1891, respectively), and also of 66 tons sanctioned in G.O., No. 383, dated 28th August 1891, which amounted to Rs. 990.

2. The sanctioned grants for 1895–96 for the charges specified in the first column are noted in the column of "estimate, 1895–96."

3. The number and rate of pay of the establishment of the Dredger "Wenlock" when at work are detailed below :—

	RS.
1 Engineer and Dredge Superintendent	250
Dredging allowance	50
1 Gunner	150
1 Engine-driver	70
1 Sukani	25
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
8 Crabmen at do.	120
1 Stoker syrang	30
1 Greaser	24
3 Stockers at Rs. 20 each	60
1 General servant	12
1 Cook	10
1 Topaz	12
Total	928

At present the "Wenlock" is laying up at Tuticorin, the actual crew on board consisting only of—

	RS.
1 Engineer	300
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
1 Stoker syrang	30
1 Greaser	24
3 Stokers at Rs. 20 each	60
1 Cook	10
1 General servant	12
Total	551

This complement will still further be reduced on 2nd July next by—

	RS.
1 Stoker syrang	30
1 Greaser	24
Total	54

ENCLOSURE.

STATEMENT showing the Receipts and Expenditure on account of the Dredger "Wenlock" from 1891–92 to 1894–95.

—	Actuals.				Estimate, 1895–96.
	1891–92.	1892–93.	1893–94.	1894–95.	
Initial Cost.	RS.	RS.	RS.	RS.	RS.
Contribution from Provincial revenues	1,00,000	..	..	..	..
Loan from the Tinnevelly Port fund	70,200	..	..	..	..
Surplus of the Madura Port fund	24,476	..	..	..	..
Current Revenue Pámban Pilotage fund	4,482	..	..	..	..
Total	1,99,158	..	..	..	..

The contribution from Provincial revenues was fixed at one lakh in round numbers as it had been discovered that a sum of Rs. 87,894, representing the surpluses of the Pámban Pilotage fund between 1875–76 and 1880–81, had been erroneously credited in the *Provincial* accounts instead of being kept separate under Port funds, as required by the Indian Ports Act (XII of 1875).

Subsequently the amount advanced by the Tinnevelly Port fund had to be reimbursed on account of the construction of the Tuticorin pier, and there was no other alternative but to provide a further contribution of Rs. 70,000 from Provincial revenues.

4. *Working expenses.*—It was originally arranged that the vessel should be considered as belonging to the Pámban and Kilakarai Pilotage fund; the extra expenditure was to be debited to this fund and recoveries from other ports were to be credited to it, including interest and depreciation. In 1891, the vessel worked 130 days at Pámban dredging 140,050 tons of spoil. In 1892 she worked 157 days at Cocanada and a short time at Tuticorin, dredging 118,500 tons at the former place. But her working expenses, including docking charges, amounted to Rs. 2,500 per mensem on an average, and a further deficit of Rs. 30,746 had to be adjusted from Provincial revenues before the end of 1893–94. The bulk of the actual expenditure in 1894–95, amounting to Rs. 21,291, still remains unadjusted.

5. The total expenditure including initial cost and working expenses aggregates Rs. 3,11,629 up to the end of 1894–95, and has been met from the following sources:—

Sources.	Initial cost.	Working expenses.	Total.
	RS.	RS.	RS.
Provincial revenues	1,70,000	30,746	2,00,746
Madura Port fund	24,476	..	24,476
Pámban Pilotage fund	4,682	59,771	64,453
Cocanada Landing and Shipping Dues	..	21,210	21,210
Tinnevelly Port fund	..	744	744
Total ..	1,99,158	1,12,471	3,11,629

6. On a review of the whole position, His Excellency the Governor in Council is not satisfied with the principle on which the apportionment of the charges has hitherto been determined. The Dredger was obtained for general use, and no particular ports or funds should be burdened with the cost; nor is there any reason why any portion of it should be charged to Provincial revenues. The correct procedure is to debit the charges rateably to all the ports where there is any possibility of her being used, but as it cannot be foreseen where her services may be required in the future, His Excellency the Governor in Council directs that the cost *ab initio* be redistributed as shown below:—

(i) The sum of Rs. 87,894 erroneously credited to Provincial revenues out of the old pilotage surpluses at Pámban between the years 1875–76 and 1880–81 will be deduced from the Provincial contributions made towards the Dredger between 1891–92 and 1894–95, and the balance, viz., Rs. 1,12,852, will be retransferred to the credit of Provincial funds.

(ii) The Dredger having actually performed work at Cocanada and Tinnevelly, the amounts contributed by those funds need not be repaid. The share debited to the Madura Port fund and Pámban Pilotage fund (viz., Rs. 88,929) is, however, excessive. Calculating the contribution at the same rate as for Cocanada, in proportion to the tonnage of silt removed, a sum of Rs. 25,000 would be ample, and the balance Rs. 64,000 should be provided for by other means and refunded to Madura and Pámban in proportion to the contributions originally paid by them.

(iii) These two balances aggregating Rs. 1,77,000 in round numbers will accordingly be distributed among the undermentioned funds in proportion to their assets, viz., their opening balances on the 1st April 1895, and treated as general charges of the several groups, respectively :—

(i) Port Funds Act X of 1889, Eastern group.
(ii) Do. do. Western group.
(iii) Do. do. Madras.
(iv) Pilotage Funds do. including Madras.

(iv) The actual expenditure of future years will be likewise distributed in the ratio of the assets of these funds. The largest share will then fall on the western group, where dredging operations are most difficult to carry on. Every group will have its turn and will be entitled to the services of the vessel without special payments. The "Wenlock" will then be a charge on *Marine funds*, as she properly ought to be.

(v) Amounts recovered in future years from other sources, for work actually performed, *e.g.*, landing and shipping dues, Harbour Trust funds, &c., will be credited to Port and Pilotage funds (Act X of 1889) in the same proportion as the charges.

7. The Presidency Port Officer will submit a statement showing the effects of the redistribution made on the above lines as early as possible.

8. The estimate for 1895–96 is out of all proportion to previous actuals and the Presidency Port Officer should submit a revised estimate without delay, based strictly on actual requirements.

To the Presidency Port Officer.
" Accountant-General.
" Marine Department.

Logamadan

13th AUGUST 1895, No. 386, FINANCIAL.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following papers :—

G.O., dated 13th March 1895, No. 79, Marine.

Order—dated 13th March 1895, No. 79, Marine.

* * * * *

3. Orders will issue in the Financial Department in regard to the debit of the cost of the recent repairs to the Dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues fund.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

Order—dated 10th April 1895, R. No. 307, Financial.

The Presidency Port Officer will be requested to furnish a statement, in the accompanying form, showing the details of the expenditure on the Dredger "Wenlock" up to date with full particulars under *Contingencies* and *Supplies and Services.*

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

C N
1051

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 3rd May 1895, No. 112-G.

I have the honour to forward herewith the statement showing details of expenditure of the Dredger "Wenlock" from 1891–92 to 1894–95, called for in G.O., R. No. 307, Financial, dated 10th April 1895, and to state that the expenditure shown for the year 1894–95 includes only charges accounted for by the Accountant-General up to February 1895. The accounts for March 1895 have not as yet been closed.

MEMORANDUM—dated 22nd May 1895, No. 1107.

The Presidency Port Officer is requested to complete the statement by including the actuals of March 1895, and to furnish full explanations for the fluctuations in expenditure under—

- Establishments.
- Machinery, &c.
- Docking charges.
- Provisions for crew.
- Labour.
- Coal, wood, &c.

2. The grant for 1895–96 should be distributed under the several heads specified in the first column, the number and rate of pay of the existing establishment being stated.

2 Jaganadyu

C. N

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 12th June 1895, No. 695—150-G.

With reference to memorandum of Government in the Financial Department, No. 1107, dated 22nd May 1895, I have the honour to forward herewith a statement of charges of the Dredger "Wenlock" including the actuals for March 1895, and to explain below the fluctuations in expenditure under the heads specified in the memorandum under reference.

Establishment.—The full complement of the Dredger's establishment was maintained only for a few months in the year 1891–92 when she was working at Pámban. The pay of gunner was only Rs. 70 per mensem in 1891–92, and this was Rs. 150 in subsequent years. During the years 1893–94 and 1894–95 the Dredger was docked and the full complement was not kept up for many months during these years.

Machinery, &c.—A sum of Rs. 5,409 was charged for by the Government Dockyard in 1892–93 on account of duplicate parts of machinery supplied, and in 1893–94 cost of spare gear and other materials supplied amounted to Rs. 3,667, the balance representing cost of ordinary materials supplied.

Docking charges.—Charges under this head during 1893–94 and 1894–95 were more than those of the years 1892–93, as the repairs done to the vessel during these years were of a more extensive nature.

Provision for crew.—During the year 1892–93 the full complement of the Dredger establishment was kept up for a longer period than in the other years. Hence a large increase.

Labour.—Charges under this head in 1892–93 represent cost of emptying mud punts while at Cocanada.

Coal, wood, &c.—In the year 1891–92 a large sum of Rs. 7,750 was charged on account of cost of 310 tons coal supplied by a firm in Colombo (G.O's. Nos. 132 and 248, Marine, dated 6th April and 5th June 1891, respectively), and also of 66 tons sanctioned in G.O., No. 383, dated 28th August 1891, which amounted to Rs, 990.

2. The sanctioned grants for 1895–96 for the charges specified in the first column are noted in the column of "estimate, 1895–96."

3. The number and rate of pay of the establishment of the Dredger "Wenlock" when at work are detailed below :—

	RS.
1 Engineer and Dredge Superintendent	250
Dredging allowance	50
1 Gunner	150
1 Engine-driver	70
1 Sukani	25
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
8 Crabmen at do.	120
1 Stoker syrang	30
1 Greaser	24
3 Stockers at Rs. 20 each	60
1 General servant	12
1 Cook	10
1 Topaz	12
Total	928

At present the "Wenlock" is laying up at Tuticorin, the actual crew on board consisting only of—

	RS.
1 Engineer	300
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
1 Stoker syrang	30

3

	RS.
1 Greaser	24
3 Stokers at Rs. 20 each	60
1 Cook	10
1 General servant	12
Total ..	551

This complement will still further be reduced on 2nd July next by—

	RS.
1 Stoker syrang	30
1 Greaser	24
Total ..	54

ENCLOSURE.

STATEMENT showing the Receipts and Expenditure on account of the Dredger "Wenlock" from 1891-92 to 1894-95.

—	Actuals.				Estimate, 1895-96.
	1891-92.	1892-93.	1893-94.	1894-95.	
Initial Cost.	RS.	RS.	RS.	RS.	RS.
Contribution from Provincial revenues	1,00,000	..	..	..	..
Loan from the Tinnevelly Port fund	70,200	..	..	..	..
Surplus of the Madura Port fund	24,476	..	..	..	..
Current Revenue Pámban Pilotage fund	4,482	..	..	..	..
Total ..	1,99,158	..	..	..	..

Statement showing the Receipts and Expenditure on account of the Dredger "Wenlock" from 1891-92 to 1894-95—*cont.*

—		Actuals.				Estimate, 1895-96.
		1891-92.	1892-93.	1893-94.	1894-95.	
Working Expenses.		RS.	RS.	RS.	RS.	RS.
Establishment—						
1 Engineer and Dredge Superintendent ..	250	6,112	9,852	6,108	5,839	10,000
Allowance	50					
1 Gunner and Carpenter	150					
1 Engine-driver	70					
2 Sukani and Lascar tindal	25					
6 Laskars	15					
6 Crabmen	15					
1 Stoker syrang	30					
1 Greaser	24					
3 Stokers	20					
1 General servant	12					
1 Cook	10					
1 Topaz	12					
Supplies and Services.						
Machinery and other materials		4,844	8,002	9,243	2,970	6,000
Repairs to machinery		..	..	..	..	..
Towing charges		..	..	3,000	..	..
Docking „		..	5,532	8,718	6,570	3,000
Provisions for crew		1,780	3,684	1,150	1,090	1,500
Fresh-water for boiler and drinking		557	936	142	33	750
Overtime to crew		..	255	337	..	750
Labour		..	3,441	..	..	..
Coal, wood and other		10,325	1,724	801	1,076	2,000
Other stores in detail—						
Oil		241	390	71	15	1,000
Petty stores		..	14	..	1,918	
Contingencies—						
Freight on stores		117	278	65	103	..
Travelling allowance of crew and officers ..		857	80	1,025	657	1,000
Minor contingencies		391	469	639	1,020	1,000
Total ..		25,224	34,657	31,299	21,291	27,000

465 Proof for

13th August 1895, No. 586, Financial.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—again the following paper :—
G.O., dated 10th April 1895, R. No. 307, Financial.

Read—the following G.O., dated 13th March 1895, No. 79, Marine :—

Order—dated 13th March 1895, No. 79, Marine.

* * * * *

3. Orders will issue in the Financial Department in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues fund.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

Order—dated 10th April 1895, R. No. 307, Financial.

The Presidency Port Officer will be requested to furnish a statement, in the accompanying form, showing the details of the expenditure on the Dredger "Wenlock" up to date with full particulars under *Contingencies* and *Supplies and Services.*

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

Read—also the following papers :—

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 3rd May 1895, No. 112-G.

I have the honour to forward herewith the statement showing details of expenditure of the Dredger "Wenlock" from 1891–92 to 1894–95, called for in G.O., R. No. 307, Financial, dated 10th April 1895, and to state that the expenditure shown for the year 1894–95 includes only charges accounted for by the Accountant-General up to February 1895. The accounts for March 1895 have not as yet been closed.

Memorandum—dated 22nd May 1895, No. 1107.

The Presidency Port Officer is requested to complete the statement by including the actuals of March 1895, and to furnish full explanations for the fluctuations in expenditure under—

Establishments.
Machinery, &c.
Docking charges.
Provisions for crew.
Labour.
Coal, wood, &c.

2. The grant for 1895–96 should be distributed under the several heads specified in the first column, the number and rate of pay of the existing establishment being stated.

From Commander W. J. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 12th June 1895, No. 695—150-G.

With reference to memorandum of Government in the Financial Department, No. 1107, dated 22nd May 1895, I have the honour to forward herewith a statement of charges of the Dredger "Wenlock" including the actuals for March 1895, and to explain below the fluctuations in expenditure under the heads specified in the memorandum under reference.

Establishment.—The full complement of the dredger's establishment was maintained only for a few months in the year 1891–92 when she was working at Pámban. The pay of gunner was only Rs. 70 per mensem in 1891–92, and this was Rs. 150 in subsequent years. During the years 1893–94 and 1894–95 the dredger was docked and the full complement was not kept up for many months during these years.

Machinery, &c.—A sum of Rs. 5,409 was charged for by the Government Dockyard in 1892–93 on account of duplicate parts of machinery supplied, and in 1893–94 cost of spare gear and other materials supplied amounted to Rs. 3,667, the balance representing cost of ordinary materials supplied.

Docking charges.—Charges under this head during 1893–94 and 1894–95 were more than those of the years 1892–93, as the repairs done to the vessel during these years were of a more extensive nature.

Provision for crew.—During the year 1892–93 the full complement of the dredger establishment was kept up for a longer period than in the other years. Hence a large increase.

Labour.—Charges under this head in 1892–93 represent cost of emptying mud punts while at Cocanada.

Coal, wood, &c.—In the year 1891–92 a large sum of Rs. 7,750 was charged on account of cost of 310 tons coal supplied by a firm in Colombo (G.Os., Nos. 132 and 248, Marine, dated 6th April and 5th June 1891, respectively), and also of 66 tons sanctioned in G.O., No. 383, dated 28th August 1891, which amounted to Rs. 990.

2. The sanctioned grants for 1895–96 for the charges specified in the first column are noted in the column of "estimate, 1895–96."

3. The number and rate of pay of the establishment of the Dredger "Wenlock" when at work are detailed below:—

	RS.
1 Engineer and Dredge Superintendent	250
Dredging allowance	50
1 Gunner	150
1 Engine-driver	70
1 Sukani	25
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
8 Crabmen at do.	120
1 Stoker syrang	30
1 Greaser	24
3 Stockers at Rs. 20 each	60
1 General servant	12
1 Cook	10
1 Topaz	12
Total	928

At present the "Wenlock" is laying up at Tuticorin, the actual crew on board consisting only of—

	RS.
1 Engineer	300
1 Lascar tindal	25
6 Lascars at Rs. 15 each	90
1 Stoker syrang	30
1 Greaser	24
3 Stokers at Rs. 20 each	60
1 Cook	10
1 General servant	12
Total	551

This complement will still further be reduced on 2nd July next by—

	RS.
1 Stoker syrang	30
1 Greaser	24
Total	54

Enclosure.

Statement showing the Receipts and Expenditure on account of the Dredger "Wenlock" from 1891–92 to 1894–95.

—		Actuals.				Estimate, 1895–96.
		1891–92.	1892–93.	1893–94.	1894–95.	
		RS.	RS.	RS.	RS.	RS.
Initial Cost.						
Contribution from Provincial revenues		1,00,000	..	..	..	..
Loan from the Tinnevelly Port fund		70,200	..	..	..	..
Surplus of the Madura Port fund		24,476	..	..	..	..
Current Revenue Pámban Pilotage fund		4,482	..	..	..	..
Total		1,99,158	..	..	..	..
Working Expenses.						
Establishment—						
1 Engineer and Dredge Superintendent	250	6,112	9,852	6,108	5,839	10,000
Allowance	50					
1 Gunner and Carpenter	150					
1 Engine-driver	70					
2 Sukani and Lascar tindal	25					
6 Laskars	15					
6 Crabmen	15					
1 Stoker syrang	30					
1 Greaser	24					
3 Stokers	20					
1 General servant	12					
1 Cook	10					
1 Topaz	12					
Supplies and Services.						
Machinery and other materials		4,844	8,002	9,243	2,970	6,000
Repairs to machinery		..	..	..	..	..
Towing charges		..	..	3,000	..	..
Docking "		..	5,532	8,718	6,570	3,000
Provisions for crew		1,780	3,684	1,150	1,090	1,500
Fresh-water for boiler and drinking		557	936	142	33	750
Overtime to crew		..	255	337	..	750
Labour		..	3,441	..	..	..
Coal, wood and other		10,325	1,724	801	1,076	2,000
Other stores in detail—						
Oil		241	390	71	15	1,000
Petty stores		..	14	..	1,918	
Contingencies—						
Freight on stores		117	278	65	103	..
Travelling allowance of crew and officers		857	80	1,025	657	1,000
Minor contingencies		391	469	639	1,020	1,000
Total		25,224	34,657	31,299	21,291	27,000

Order—dated 13th August 1895, No. 586, Financial.

In order to arrive at a decision on the question raised in the papers read above, a brief account of the circumstances under which the Dredger "Wenlock" was procured and of the past outlay on the vessel will be of assistance.

G.O., dated 29th April 1890, Nos. 162, 163, Marine.

2. Early in 1890 the urgent need for dredging the Pámban channel, which had become quite impassable owing to an accumulation of 227,000 tons of silt, was urged upon the Government, both by the mercantile community of the Presidency and the Administration of Ceylon. It had also been reported that very large quantities of silt had accumulated in the neighbourhood of other important ports of the Presidency, more specially at Cocanada and Mangalore, and it was apprehended that much injury to trade and navigation would be caused unless remedial measures were promptly adopted. The Right Hon'ble the Secretary of State for India was accordingly requested to procure a suitable dredger. The vessel arrived in August 1891, was named the "Wenlock" and was finally taken over by the Port Officer, Pámban, in November 1891. It was decided that the dredger should be considered as belonging to the Pámban Pilotage Fund and that this fund should be debited with the entire expenditure and credited with any recoveries that might be effected from other ports.

Marine despatches, dated 15th April 1890, No. 3, and 9th May 1890, No. 5.

G.O., dated 31st August 1891, No. 392, Marine.

3. The initial cost of the dredger was Rs. 1,99,158, which was mainly met by (i) a contribution of one lakh from Provincial revenues, (ii) a contribution of ·25 lakh from the Madura Port Fund, and (iii) a loan of ·70 lakh from the Tinnevelly Port Fund. The contribution from Provincial revenues was made in consideration of the fact that a sum of Rs. 87,894, representing the surpluses of the Pámban Pilotage Fund between 1875–76 and 1880–81, had been credited in the *Provincial* accounts. The second item represented a repayment of contributions which had previously been made by the Pámban Pilotage Fund to cover deficits in the Madura Port Fund.

G.O., dated 15th August 1893, No. 778, Finl.

The amount advanced by the Tinnevelly Port Fund had subsequently to be repaid as it was required in connection with the construction of the new pier at Tuticorin, and in order to enable the Pámban Pilotage Fund to liquidate this loan a further contribution of Rs. 70,000 from Provincial revenues was sanctioned.

4. During 1891–92 and 1892–93 the vessel worked for 130 days at Pámban dredging 140,050 tons of spoil. In 1892–93 she worked for 157 days at Cocanada and was a short time at Tuticorin, dredging 118,580 tons at the former place. The Pámban Pilotage Fund recovered sums of Rs. 21,~~000~~ and Rs. 744, respectively, from the last two ports, but the working expenses and docking charges of the vessel amounted on the average in 1892–93 and 1893–94 to Rs. 2,500 *per mensem* and the consequent deficit of Rs. 30,746 has been adjusted from Provincial revenues. The bulk of the actual expenditure in 1894–95, amounting to Rs. 21,291, still remains unadjusted.

5. The total expenditure up to the end of 1894–95, including initial cost and working expenses, aggregates Rs. 3,11,629 and has been debited as shown below:—

Sources.	Initial cost.	Working expenses.	Total.
	RS.	RS.	RS.
Provincial Revenues	1,70,000	30,746	2,00,746
Madura Port Fund	24,476	..	24,476
Pámban Pilotage Fund	4,682	59,771	64,453
Cocanada Landing and Shipping Dues	..	21,210	21,210
Tinnevelly Port Fund	..	744	744
Total ..	1,99,158	1,12,471	3,11,629

6. His Excellency the Governor in Council is not satisfied as to the correctness of the principle on which the apportionment of the charges in connection with the dredger has hitherto been determined. The vessel was obtained for general use and no particular ports or funds should be burdened with the cost; nor is there any reason why any portion of it should be borne by Provincial revenues. The charges should be debited rateably to all ports. The fairest course will be to redistribute the charges *ab initio* as follows:—

(i) The sum of Rs. 87,894 credited to Provincial revenues and referred to in paragraph 3 *supra* will be deducted from the Provincial contributions, and the balance, viz., Rs. 1,12,852, will be retransferred to the credit of Provincial funds.

(ii) The dredger having actually worked at Pámban, Cocanada and Tuticorin, the amounts contributed by those funds need not be repaid.

(iii) The above balance of Rs. 1,12,852 will be distributed among the under-mentioned funds in proportion to their opening balances on the 1st April 1895, and treated as general charges of the several groups, respectively:—

(1) Port Funds Act X of 1889, Eastern Group.
(2) Do. do. Western Group.
(3) Do. do. Madras.

(iv) The expenditure of future years will be likewise distributed.

(v) Amounts recovered in future years from other sources, *e.g.*, Pilotage funds Landing and Shipping dues, Harbour Trust funds, &c., for work actually performed, will be credited to Port Funds (Act X of 1889) in the same proportion as the charges. The cost of the *Wenlock* will thus be a general charge on Port Funds, and any port which needs the services of the vessel will be entitled to them without special charge. This appears to be the most equitable arrangement.

7. The Presidency Port Officer will, at an early date, submit a statement showing the effect of the redistribution carried out on the above lines.

8. The estimate for 1895–96 is out of all proportion to previous actuals and the Presidency Port Officer should, without delay, submit a revised estimate based strictly on actual requirements together with explanations of the more conspicuous of the increases in the various items.

(True Extract.)

Chief Secretary.

210/

To the Presidency Port Officer. 6
" Accountant-General. 6
" Marine Department. 1

6) despd 28/8/95

Exd. A Raitt.

Govt. of {1895} Madras.

FINANCIAL.

Issued

Recd. *Encl.*

G.O., 13th August 1895, No. 586.

AUGUST.

Dredger "Wenlock."

Redistributing the charges incurred in connection with the —; and directing the Presidency Port Officer to submit, at an early date, a statement showing the effect of the redistribution.

---

y sent to Press.

l for signature.

tched in print.

NUMBER OF COPIES REQUIRED.
- Order complete.
- Letter only.
- Order complete with Letter.

AD AGAIN G.O., No. DATED
189

CURRENT No.

LOSURES TO G. No.

ORDER OF GOVERNMENT

OF GOVERNMENT.

EMENT WITH DITTO.

NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.

A = Print in full.
B = Not to be printed.
P = Print abstract only.
Q = Print heading only.