Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

[F. / 25.]
209—28-11-96.

A/[illegible]

Financial (1897) Department.

ORDINARY PRINTED.

G.O., No. 1015

DATED 6.12.97

INDEXED.

[Despatch Abstract.]

~~The~~ Pearl Fishery Steamer "Margarita"

Directing ~~Stating~~ that a sum of Rs 190 per diem ~~will~~ be recovered in future for the hire ~~[illegible]~~ of — ~~by bodies financially independent of Govt.~~

T
6/12/97

BACK PAPERS.

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

FURTHER PAPERS.

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

Government {1897} of Madras.

FINANCIAL.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 1015, 6th December 1897.

DECEMBER.

Pearl-fishery Steamer "Margarita."

Directing that a sum of Rs. 190 *per diem* be recovered in future for the hire of —.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—again the following papers :—

G.O., No. 1033, Financial, dated 19th December 1895.

* * * * *

6. No changes appear to be necessary in regard to the system of debiting charges on account of the loan of fishery vessels direct to Port and Marine funds. The Board of Revenue will, however, report whether in such cases the entire expenditure (including salaries of officers and men, coal, &c.) incurred by Provincial revenues during the period of the loan of the vessels to the Presidency Port Officer, as well as a daily charge for their hire, are debited to Port funds and, if not, whether any further recoveries should, in its opinion, be made.

* * * * *

A

G.O., No. 83, Financial, dated 29th January 1897, paragraph 4.

Abstract.—Referring to the Marine department, for remarks, the question of raising the percentage charged as hire for the use of fishery vessels by other departments.

Read—also the following papers :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Public Works (Marine) Department, dated Madras, 22nd February 1897, No. 57-G.

With reference to the endorsement of Government, No. 123, Marine, dated 13th February 1897, I have the honour to acquaint you, for the information of Government, that the cost per day at present charged for the use of the Indian Government Steamer *Margarita* including the percentage for wear and tear is, I consider, high when compared with the charge incurred when passage is obtained by steamers of private companies. Any further increase of charge in the percentage referred to, to meet the capital cost of the vessel as suggested by the Collector of Tinnevelly, would raise the charge for the use of the vessel still higher, and this would necessitate the engagement of passage by private steamers whenever practicable when a tour of inspection is undertaken. Under these circumstances, I do not recommend any increase being made in the percentage referred to.

Endt. No. 156-E.

Transferred to the Financial Department, with reference to paragraph 4 of the order in that department, No. 83, dated 29th January 1897.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

5th March 1897.

Proceedings of the Board of Revenue (Land Revenue), Mis. No. 2133, dated 12th June 1897.

Read—again the following papers :—

Board's Proceedings, Mis. No. 5078, dated 12th November 1896.

Board's Proceedings, Mis. No. 607, dated 17th February 1897.

Endorsement of the Revenue Department, No. 1433, dated 15th March 1897.

Reference, dated 19th March 1897.

Referred to the Collector of Tinnevelly for early remarks.

2. G.O., No. 83, Financial, dated 29th January 1897, was communicated to the Collector with Board's Proceedings, Mis. No. 607, dated 17th February 1897.

Read—also

From A. W. B. HIGGENS, Esq., Collector of Tinnevelly, to the Secretary to the Commissioners of Land Revenue, dated Sankaranayinárkóyil, 26th May 1897, Dis. No. 1025.

In reply to reference on Government Register No. 583, dated 19th March 1897, regarding the charge for the use of the Pearl-fishery Steamer *Margarita*, I have the honour to state that it has been proposed to charge Rs. 193–2–2 per day (Rs. 167–15–2 for expenses; Rs. 16–12–8 for wear and tear; and in addition Rupees 8–6–4 as a return on the capital laid out).

2. The Presidency Port Officer, in his letter, No. 57-G., dated 22nd February 1897, takes objection to the addition of any amount as a return for capital laid out on the ground that the cost per day charged, inclusive of the percentage for wear and tear, was by itself high when compared with the charge incurred when passage is obtained by steamers of private companies and that any further increase might necessitate the engagement of passage by private steamers. The Presidency Port Officer has not indicated how his conclusion has been arrived at.

3. The British India Steam Navigation Company have no steamers similar to the *Margarita* in tonnage and horse-power. It is not possible therefore, to find out locally what it would cost to charter a private steamer for a specified period and to compare it with the rate now proposed to be charged. But it appears that, in 1890, the tug *Prince Alfred* belonging to the Ceylon Steamship Company was employed for pearl-fishery purposes at the rate of Rs. 11,000 for thirty days, or Rs. $366\frac{2}{3}$ a day—*vide* Board's Proceedings, No. 890, dated 17th December 1889. Compared with this rate, the rate of charge proposed to be made is moderate.

4. It is, of course, possible to obtain passages from port to port by the British India Steam Navigation coasting steamers or other vessels at rates varying from about 20 to 30 rupees *per diem* for an officer and his servant; but any such arrangement would generally not serve the purposes of an inspecting officer for more than two days, as he probably could not complete his work at each port while the steamer was waiting, and he would then be put to the inconvenience of a land journey or a long wait. If a Government steamer is employed this inconvenience and waste of time are saved.

5. Accordingly, I submit that the addition of the small sum of Rs. 8-6-4 *per diem* to the charges for the use of the *Margarita* is not such a charge as would necessitate the engagement of passage by private steamers by inspecting officers.

6. The enclosures to the reference under reply are resubmitted.

Resolution—Mis. No. 2133, dated 12th June 1897.

The above papers relate to the charge to be made for the use of the Pearl-fishery Steamer *Margarita* by bodies financially independent of Government.

2. In paragraph 6 of G.O., No. 1033, Financial, dated 19th December 1895, the Board was called upon to report whether, when the pearl-fishery vessel was lent to the Presidency Port Officer, the entire expenditure incurred by Provincial revenue during the period of the loan (including salaries of officers and men, coal, &c.) as well as a daily charge for hire of the vessel was debited to Port funds, and if not, whether any further recoveries should, in its opinion, be made. The Government Order was referred to the Collector of Tinnevelly, who stated that, when the vessel was placed at the disposal of the Presidency Port Officer from the 13th February to 6th March 1895, the only recovery that was made in addition to the cost * of officers, coal, &c., was 10 per cent. † of that charge for wear and tear as directed in paragraph 3 of Board's Proceedings, No. 734, dated 22nd December 1892, and that that percentage was a sufficient equivalent for daily hire. The Accountant-General was thereupon requested to favour the Board with his remarks on the subject. He suggested that the scale of charge to be made for the use of the steamer by other departments should generally be fixed so as to cover not only the monthly expenditure and wear and tear, but also to give a return on the capital cost of the vessel. He believed that wear and tear was calculated at 10 per cent., presumably, of the capital cost of the vessel (Rupees 1,10,845); but owing to want of information as to how much its average monthly upkeep involved and as to how often it was used, he stated that he was unable to express an opinion on the reasonableness or otherwise of the amount actually recovered from the Port funds (Rs. 2,640-6-0). The Collector, on being called upon to submit his remarks on the Accountant-General's suggestion and to furnish the further information asked for by him, reported that the cost of the upkeep of the vessel when working and when in harbour was Rs. 167-15-2 and Rs. 28-1-6, respectively, that only 10 per cent. of the charges actually incurred was being collected on account of wear and tear, and that, if it was intended to recover interest on the capital cost of the vessel, the percentage charged in addition to the actual expenditure might be raised from 10 to 15 per cent. The Board submitted the papers to Government with an expression of its concurrence in the Collector's opinion. The question of raising the percentage having been referred to the Presidency Port Officer for remarks, he observed that the charge made for the use of the Government Steamer *Margarita* was already high, as compared with the cost of obtaining passage by private steamers, and that the suggested enhancement of the percentage would have the effect of necessitating the engagement of private steamers, whenever practicable, on occasions of tours of inspection. This letter was referred to the Board, and by it to the Collector of Tinnevelly, who has now submitted his views on the subject.

* Rs. 2,400-5-6.
† „ 240-0-6.

3. The Collector reports that the daily charge on account of wear and tear at the rate of 10 per cent. of the actual expenses (Rs. 167-15-2) amounts to only Rupees 16-12-8, that the enhancement of the percentage from 10 to 15 will, accordingly, entail an additional cost of Rs. 8-6-4 only *per diem*, and that the total cost of hire per day aggregates Rs. 193-2-2 only, which is very moderate as compared with the rate (Rs. $366\frac{2}{3}$) at which Government paid for the use of the Ceylon Steamship Company's steamer for pearl-fishery purposes in 1889. He adds that he has not been able to ascertain locally what it would cost to charter a private steamer for a specified period, but points out that the British India Steam Navigation Company's coasting steamers cannot ordinarily be used for tours of inspection, although a passage by them would, no doubt, cost much less.

4. The Board considers that the 15 per cent. to be charged on account of wear and tear and return on outlay should be calculated, not with reference to the actual expenses of upkeep of the vessel as has been done hitherto, but on the capital cost of the vessel, viz., Rs. 1,10,845, as in the case of the boats supplied by Government for the use of Revenue officers in the Gódávari and Kistna districts. The total cost *per diem*, as thus calculated, will come to Rs. 45-8-10 * *plus* Rs. 167-15-2 or to Rs. 213-8-0 as against Rs. 193-2-2—the amount specified by the Collector. The enhanced charge of Rs. 213-8-0 *per diem* appears to be reasonable, as compared with the sum of Rs. 11,000 *per mensem* charged by the Ceylon Steamship Company in 1889, and of Rs. 13,000 (or Rs. 14,000 including the value of coals) charged for the use of the British India Steam Navigation Company's Steamer *Kistna*, at the time of the inspection of the Laccadive islands in 1891-92 (*vide* G.O., No. 646, Political, dated 31st December 1890, communicated with G.O., No. 774, Revenue, dated 2nd February 1891, and paragraph 8 of Board's Proceedings, No. 656, dated 18th November 1891). But, as the Presidency Port Officer has not furnished any information as to the rate at which he has secured passage by private steamers in the past or hopes to secure the same in the future, the Board is unable to offer any further remarks on the subject. It will be noted that no claim is made for the recovery of the 4 per cent. on outlay charged by Government for cost of repairs in the case of the boats supplied to Revenue officers in Gódávari and Kistna and this is due to the fact that the Steamer *Margarita* is used only for a limited period by the Presidency Port Officer.

* 15 per cent. of Rs. $\frac{1,10,845}{365}$

(True Copy and Extract.)

(Signed) N. S. BRODIE,
Acting. Secretary.

To the Secretary to Government, Revenue Department.
Copy to the Collector of Tinnevelly.

Endt. No. 3281.

Transferred to the Financial Department.

(Signed) N. E. MARJORIBANKS,
Ag. Asst. Secretary to Government.

OOTACAMUND,
29th June 1897.

Reference No. 1459, dated 13th July 1897.

Referred to the Marine Department, with the request that the Presidency Port Officer may be asked to furnish information as to the rates at which he actually secured passages by private steamers in the past and those at which he hopes to secure the same in the future.

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

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 27th July 1897, No. 1103—285-G.

With reference to Marine Department memorandum, No. 465-E., dated 17th July 1897, I have the honour to forward the accompanying statement giving the information required by the Financial Department.

Enclosure.

Comparative Statement showing charges for the use of the I.G.S. *Margarita* and those paid as Passage money for companies' steamers.

Ports.	Number of days from port to port.	Steamer fare for Presidency Port Officer, 1 servant and 1 office peon.	*Margarita* charges at Rs. 213-8-0 *per diem.*
		RS.	RS.
Madras.			
Masulipatam	1	96	
Cocanada	1		
Vizagapatam	1		
Bimlipatam	1		
Calingapatam	1		
Gopalpore	1		
Halt 1 day at each port	6		
Return journey	6	96	
Total ..	18	192	3,843
Madras to Negapatam by train.			
Negapatam	..		
Pámban	1	..	
Colombo	1	70	
Tuticorin	1		
Return journey to Madras by train.			
Halt 1 day at each port	3	..	
Total ..	6	70	1,281
Madras to Calicut and back by train.			
Calicut to Cochin and back	2	54	
Halt at Cochin	1	..	
Total ..	3	54	641
Calicut	..		
Tellicherry	1	..	
Cannanore	1	52	
Mangalore	1		
Halt at 1 day each port	3	..	
Return journey	3	52	
Total ..	9	104	1,922
Grand Total ..	36	420	7,687

Endt. No. 502-E.

Transferred to the Financial Department.

Ootacamund,
5th August 1897.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 13th September 1897, No. 331-G.

With reference to memorandum of Government, No. 551-E., Marine, dated 31st August 1897, I have the honour to acquaint you, for the information of Government, that the Government Steamer *Margarita* was used by the Presidency Port Officer for 28 days during the last three years and the ports visited and the amount charged by the Revenue Department for the use of the vessel are specified below :—

(1) *13th February to 6th March* 1895.—The steamer left Tuticorin on the 13th February 1895 to meet the Presidency Port Officer at Mangalore. Left Mangalore on the 19th idem with the Presidency Port Officer. Visited Calicut, Cochin, Tuticorin, Pámban and back to Tuticorin. The amount charged for the use of the steamer was Rs. 2,636–2–4.

(2) *9th to 11th April* and *8th to 10th December* 1896.—Tuticorin to Pámban and back. The amount charged for the use of the steamer for these six days was Rs. 806–4–0.

Endt. No. 587-E.

Transferred to the Financial Department, with reference to endorsement in that department, No. 1805, dated 30th August 1897.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Secretary to Government.

17th September 1897.

Order—No. 1015, Financial, dated 6th December 1897.

From the papers read above, it appears that the daily cost of the upkeep of the Pearl-fishery Steamer *Margarita* when working and when in harbour is Rs. 167–15–2 and Rs. 28–1–6, respectively. The net additional cost of upkeep when the steamer is working is therefore Rs. 139–13–8, or Rs. 140 in round numbers. Looking to the capital cost of the vessel, a daily charge of Rs. 50 for wear and tear is not excessive. The total charge payable *per diem* for the use of the vessel will thus amount to Rs. 190 and this amount will be recovered in future.

(True Extract.)

A. T. ARUNDEL,
Chief Secretary.

To the Marine Department.
„ Revenue Department.
„ Board of Revenue (Land Revenue).
„ Accountant-General.

Exd. A. F. Eccleston.

[F./28]
00—25-11-96.

Fin 878 of 97
127
83
1023 of 95
874 of 96

Financial (1897) Department.

CURRENT No. 771

Endorsement No. 602 D 10.3.97

Referred to the Rev: Deptt.
for favour of remarks.

(Orig. with the Rev. Dptt.)

112

From The Marine Department

Order

No. 156 E

Dated 5 }
Received 6 } 3. 97.
Registered 8 }
Enclosures 1
Spare copies.

SUBJECT.

Transferring letter from the Presidency Port officer recommending no increase in the percentage charged for the use of S. S. Margarita.

Endt. No 602 D 10. 3. 97.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

1895 [illegible]

88/27.

Financial

~~Revenue~~ (1897) Department.

Rec'd 18/6/97

CURRENT No. ~~5070~~

B.C. 17/6/97

9 P

1958

Print in full

SECY. GOVT. MADRAS 17 JUN 97 REV. DEPT.

From

The Board of Revenue, Land
Revenue, Madras.

No. 2133 Misc.

Dated 12th June 1897.

Received 17.6.97

Registered 18.6.97

Enclosures 3.

Spare copies

Secy
Endt. ~~Order~~ Misc. No. 3281 d/29th June 97.
D. 29/6/97

Transferred to the
Financial Department

[illegible] 28.6.97
As Asst Secy to Govt

Ootacamund
29th June 1897

To

The Financial Dept

Recd 1.7.97

Reg. 1/7-97
Enclos 4

The question raised has apparently to be dealt with in the Financial Dept and it seems therefore undesirable to express an opinion in the R.D. now or to circulate the papers in the R.D. and to have final orders virtually passed here before the question is considered in the F.D. The Financial Note will [illegible] be sent for the Dept. comments [illegible]

[illegible] 97

28.6.97

SUBJECT.

Submitting to Govt. with remarks letter from the Collector of Tinnevelly reporting that the proposed increase in the percentage charged for the use of the Pearl fishery steamer "Margarita" is not such as will necessitate the engagement of passage by private steamers

BACK PAPERS.

83-4 Finl d 29-1-97
32 Rev d 16-1-93
646 Pol d 31-12-90
1009 Rev d 19-12-89
1003-4 Finl d 19-12-95

G.O.	No.	Department.	Date.
	4433 14-3-97		
	10-9447 14-5-97		
	32		16.1.93
	6455 Mis		18.12.91
	646 Pol.		31.12.90
	1009 Rev		19.12.89

FURTHER PAPERS.

G.O.	No.	Department.	Date.

3,000
10-12-96.

REVENUE BOARD OFFICE.
MADRAS.

58
98

Proceedings of the Board of Revenue

(Land Revenue)

No.2153 Misc., dated 12th June 1897.

Read the following :-

1. Again Board's Proceedings No.5078 Misc., dated 12th November 1896, submitting to Government letters from the Accountant-General and the Collector of Tinnevelly regarding the proposed classification of receipts and charges on account of Fishery vessels and agreeing with the Collector in thinking that it would be preferable to raise the hire now charged by some fixed proportion.

A
G.O. No. 83-4 F
29.1.97

2. Again Board's Proceedings No.607 Misc., dated 17th February 1897, communicating to the Collector of Tinnevelly G.O. communicating Proceedings of the Financial Department passing orders on the question of the classification of the Pearl and chank Fishery receipts & charges from 1st April 1897.

G.O. 83 Finl
29.1.97

3. Endorsement of the Under Secretary to Government, Revenue Department, No.1453, dated 15th March 1897.

Endt
No 602
10.3.97

And the following Reference thereon dated 19th March 1897

Referred to the Collector of Tinnevelly for early remarks.

2. Government Order No.83 Financial dated 29th January 1897 was communicated to the Collector with Board's Proceedings No.607 Misc., dated 17th February 1897.

A

4. Also letter from A.W.B.Higgens, Esquire, Collector of Tinnevelly to the Secretary to the Commissioners of Land Revenue, Madras, Dis.Genl No.1025/97, dated 26th May 1897.

C
Finl

----:0:----

Resolution

The above papers relate to the charge to be made for the use of the Pearl Fishery steamer "Margarita" by bodies financially independent of Government.

D 10
8-1-96

2. In para 6 of Government Order No.1033-4, dated 19th December 1895 Financial, the Board was called upon to report whether, when the Pearl fishery vessel was lent to the Presidency Port Officer, the entire expenditure incurred by Provincial revenue during the period of the loan (including salaries of officers & men, coal &c) as well as a daily charge for hire of the vessel was debited to Port Funds and if not, whether any further recoveries should, in its opinion, be made. The Government Order was referred to the Collector of Tinnevelly who stated that when the vessel was placed at the disposal of the Presidency Port officer from the 13th February to 6th March 1895 the only recovery that was made in addition to the cost of officers, coal &c was 10 per cent of that charge for wear and tear as directed in para 3 of Board's Proceedings No.734, dated 20th December 1892 and that that percentage was a sufficient equivalent for daily hire.

× Rs.2400-5-6
Rs. 240-0-6

D 32
14-1-96

The Accountant-General was thereupon requested to favor the Board with his remarks on the subject. He suggested that the scale of charge to be made for the use of the steamer by other departments should generally be fixed so as to cover not only the monthly expenditure and wear and tear but also to give a return on the capital cost of the vessel. He believed that wear and tear was calculated at 10 per cent presumably, of the capital cost of the vessel (Rs.1,10,845); but owing to want of information as to how much its average monthly upkeep involved & as to how often it was used, he stated that he was unable to express an opinion on the reasonableness or otherwise of the amount actually recovered from the Port Funds (Rs.2640-6-0). The Collector, on being called upon to submit his remarks on the Accountant-General's suggestion and to furnish the further information asked for by him, reported that the cost of the upkeep of the vessel when working & when in harbour was Rs.167-15-2 & Rs.28-1-6 respectively, that only 10 per cent of the charges actually incurred was being collected on account of wear & tear and that if it was intended to recover interest on the capital cost of the vessel the percentage charged in addi- to the actual expenditure might be raised from 10

The Board submitted the papers to Government with an expression of its concurrence in the Collector's opinion. The question of raising the percentage having been referred to the Presidency Port Officer for remarks, he observed that the charge made for the use of the Government steamer "Margarita" was already high as compared with the cost of obtaining passage by private steamers and that the suggested enhancement of the percentage would have the effect of necessitating the engagement of private steamers, whenever practicable, on occasions of tours of inspection. This letter was referred to the Board, and by it to the Collector of Tinnevelly who has now submitted his views on the subject.

3. The Collector reports that the daily charge on account of wear and tear at the rate of 10 per cent of the actual expenses (Rs.167-15-2) amounts to only Rs.16-12-8, that the enhancement of the percentage from 10 to 15 will accordingly entail an additional cost of Rs.8-6-4 only per diem and that the total cost of hire per day aggregates Rs.193-2-2 only which is very moderate as compared with the rate (Rs.366 2/3) at which Government paid for the use of the Ceylon Steamship Company's Steamer for pearl fishery purposes in 1889. He adds that he has not been able to ascertain locally what it would cost to charter a private steamer for a specified period but points out that the B.I.S.N.Company's coasting steamers cannot ordinarily be used for tours of inspection although a passage by them would no doubt cost much less.

4. The Board considers that the 15 per cent to be charged on account of wear and tear and return on outlay should be calculated not with reference to the actual expenses of upkeep of the vessel as has been done hitherto, but on the capital cost of the vessel, viz, Rs.110845, as in the case of the boats supplied by Government for the use of Revenue officers in the Godavari and Kistna Districts. The total cost per diem as thus calculated will come to Rs.45-8-10 plus Rs.167-15-2 or to Rs.213-8-0 as against Rs.193-2-2 the amount specified by the Collector. The enhanced charge of Rs.213-8-0 *per diem* appears to be reasonable, as compared with

× 15 per cent of Rs. 110845
365

with the sum of Rs.11000 per mensem charged by the Ceylon steamship Company in 1889 & of Rs.15000 (or Rs 14000 including the value of coals) charged for the use of the B.I.S.N.Company's steamer Kistna at the time of the inspection of the Laccadive islands in 1891-2 (Vide Government Order No.646 Political, dated 31st December 1890 communicated with Government Order No.774 Rev., dated 2nd February 1891 & para 8 of Board's Proceedings No.656, dated 18th November 1891). But as the Presidency Port Officer has not furnished any information as to the rate at which he has secured passage by private steamers in the past or hopes to secure the same in the future, the Board is unable to offer any further remarks on the subject. It will be noted that no claim is made for the recovery of the 4 per cent on outlay charged by Government for cost of repairs in the case of the boats supplied to Revenue Officers in Godavari and Kistna and this is due to the fact that the steamer Margarita is used only for a limited period by the Presidency Port officer.

F

× not available

(True Copy & Extract)

Ag. Secretary.

To

The Secretary to Government, Revenue Department, with the Collector's letter in original to be returned & 2 Enclosures returned.

Copy to the Collector of Tinnevelly.

Md.R.H.

1897
Fin Dept
Enclos. No 4
To
O. No. 2399

~~1459~~

[F. / 23]
1,000—25-11-96.

Financial (1897) Department.

CURRENT No. 2399

Print in full

From

The Marine Dept:

Order

No. 502 Ec.

Dated 5th August 1897
Received 6th — Do — "
Registered 6th — Do — "
Enclosures 6
Spare copies.

SUBJECT.

Transferring letter from the Presy: Port Officer, furnishing information called for in memo no 1459 dated 14th July 97. re: rate of passengers by private steamers.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Financial

~~Marine~~ (1897) Department.

14

CURRENT No. ~~12 1 1~~ 2922

Print in full

Endorsement
No. 587 E., dt 17th September 1897
Transferred to the
Financial Department
with reference to Endorse-
ment in that Dept. No.
1805 dt 30 August 1897
~~[illegible]~~
~~[illegible]~~
[illegible]

~~Order~~

[illegible] Colonel R.E.
Secty to Govt.

To The Finl. Dept. with complete
file returned
R.S.
Recd 17/9/97

From

The Presidency Port officer,
Madras

No. 3319

Dated 13th September 1897

Received in Finl 17-9-97 } 16-9-97

Registered in Finl 20-9-97

Enclosures "

Spare copies

SUBJECT.

Informing as to the number of days the Presidency Port officer used the Government steamer "Margarita" during the last three years and the ports visited and the amount charged by the Revenue department for the use of the Vessel.

BACK PAPERS.

No.	Date.
551 Eq	31-8-97
Cfy 83-4 Oy	29-1-97 Fil
Cfy 1033-4 Oy	19-12-95 Fil
Rev. 32 Oy	16-1-93
Pol 646 Oy	31-12-90
Rev 1009 Oy	19-12-89

FURTHER PAPERS.

No.	Date.

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1. Shf C. 18-8-97 C 21-8-97 C 20/11/7
R 20-8-97 R 26-8-97 R 24/11/7

[G. / 25]
1,000—14-12-96.

Financial DEPARTMENT.

C. Nos. 771, 1958 & 2399

~~H. E. THE GOVERNOR.~~
THE HON'BLE ~~MR.~~ Sir Henry BLISS, K.C.I.E. ~~Pdvic~~
~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.
Rates of hire charged for the Pearl fishery vessels.

Marine Dept for
Comdr in [illegible]

FOR ORDERS.

Encl: No: 4 to C. No: 2399

The Board of Revenue (L. R) has furnished a summary of the previous correspondence relating to the subject. It is as follows:-

In para 6 of G. O No 1033-47, dd 19 December 1895, the Board was called upon to report whether, when the Pearl fishery vessel ~~was~~ was lent to the Presidency Port officer, the entire expenditure incurred by Provincial revenues during the period of the loan (including salaries of officers and men, Coal etc) as well as a daily charge for hire of the vessel was debited to Port Funds and, if not, whether any further recoveries should, in its opinion, be made. The Govt. Order

Order was referred to the Collector of Tinnevelly who stated that, when the vessel was placed at the disposal of the Presidency Port officer from the 13th February to 6 March 1895, the only recovery that was made in addition to the actual ×cost of establishment ~~office~~, coal etc was ×10 per cent of that charge for wear and tear as directed in para 3 of Boards Proceedings× No: 734, dated 22 December 1892 and that that percentage was a sufficient equivalent for daily hire. The Accountant-General was thereupon requested to favor the Board with his remarks on the subject. He suggested that the scale of charge to be made for the use of the steamer by other departments should generally be fixed so as to cover not only the monthly expenditure and wear and tear but also to give a return on the Capital cost of the

Para 2 of G.O. No. 83/84 Fin: d/ 29.1.97.

A

×Rs 2400-5-6

×Rs 240-0-6

× G.O No: 32 Rev: d/ 16 Jany 93

Letter No. 2140 d/ 13.7.9~~7~~6 on p.3 of G.O. No. 83/4 Fin: d/ 29.1.97

A

Letter No. 1798. d/ 10.10.96 on page 4 of G.O. No. 83/4 Fin: d/ 29.1.97.

A

wear and tear was calculated at 10 per cent, presumably, of the capital cost of the vessel (Rs 1,10,845); but owing to want of information as to how much its average monthly upkeep involved and as to how often it was used, he stated that he was unable to express an opinion on the reasonableness or otherwise of the amount actually recovered from the Port Funds (Rs 2640-6-0). The Collector, on being called upon to submit his remarks on the Accountant-General's suggestion & to furnish the further information asked for by him, reported that the daily cost of the upkeep of the vessel when working & when in harbour was Rs 167-15-2 & Rs 28-1-6 respectively, that only 10 per cent of the charges actually incurred was being collected on account of wear and tear and that, if it was intended

to

recover interest on the capital cost of the vessel, the percentage charged in addition to the actual expenditure might be raised from 10 to 15 per cent. The Board[+] submitted the papers to Govt. with an expression of its concurrence in the Collector's opinion.

G.O 83 Fml dy
29 Jany 1897

The question of raising the percentage was then referred to the Marine dept. for remarks.

Do

The Presidency Port officer observes that the charge made for the use of the Govt. steamer "Margarita" is already high as compared with the cost of obtaining passage by private steamers and that the suggested enhancement will have the effect of necessitating the engagement of private steamers, whenever practicable, on occasions of tours of inspection. He is, therefore, not disposed to recommend any increase being made to the percentage referred to.

Letter No. 57 C. of 22.2.92. / L
Encl to C. No: 771
p 20 of G.O 1015 Fml
6.12.97

From ~~the~~ a further report of the Collr. of Tinnevelly submitted through the Board, it would appear that the daily charge on account of wear and tear at the rate of 10 per cent of the actual expenses (Rs 167-15-2) amounts to only Rs 16-12-8, that the enhancement of the percentage from 10 to 15 will accordingly entail an additional cost of Rs 8-6-4 only per diem and that the total cost of hire per day will thus aggregates Rs 193-2-2 only, which is very moderate as compared with the rate (Rs 366 2/3) at which Govt. paid for the use of the Ceylon Steamship Co's steamer 'Prince Alfred'[×] for pearl fishery purposes in 1889. The Collr. adds that he has not been able to ascertain locally what it would cost to charter a private steamer for a specified period, but points out that the B. I. S. N. Co's coasting steamers cannot ordinarily be used by inspecting

No. 1025 of 26. 5. 92. / L
pp 3 & 4 of G.O 1015 Fml
6.12.97

167. 15. 2
16. 12. 8
8. 6. 4
193. 2. 2

[×] G.O 1009 Rev: 19 Decr 89.

inspecting officers on account of the short stay of the vessels at the different ports, although a passage by them would no doubt cost much less.× The small increase of percentage, he thinks, is not such a charge as would necessitate the engagement of private steamers by inspecting officers.

× about 20 to 30 Rs per diem for an officer & a servant

The Board considers that the 15 per cent to be charged on account of wear and tear and return on outlay should be calculated not with reference to the actual expenses of upkeep of the vessel, but on the capital cost of the vessel, viz, Rs 1,10,845, as in the case of the boats supplied by Govt. for the use of Revenue officers in the Godavari and Kistna Districts. The total cost per diem, as estimated by the Board, comes to Rs 167-15-2 (actual expenses) + Rs ~~[illegible]~~ 45-8-10 (15 per cent of Rs $\frac{1,10,845}{365}$) or to Rs 213-8-0, while the sum proposed to be charged by the Collector is ~~only~~ Rs 193-2-2. The enhanced charge, the Board thinks, is reasonable as compared with the sum of Rs 11,000 per mensem charged by the Ceylon Steamship Co in 1889 and of Rs ⊗13,000 (or Rs 14000 including the value of coals) charged for the use of the B. I. S. N Co's steamer ×"Kistna" at the time of the inspection of the Laccadive islands in 1891-92. The Board adds that no claim is made for the recovery of the 4 per cent on outlay charged by Govt. for the cost of repairs in the case of the boats supplied to Revenue officers in Godavari & Kistna and that this is due to the fact that the steamer "Margarita" is used only for a limited period by the Presidency Port officer.

⊗ G. O No: 1009 Rev: d/ 19 Dec '89.

× G. O 646 Pol d/ 31 Dec 90.

1,10,845
15
365 | 1662675 (45
1460
2026
1825
2017

~~As the Presidency Port officer has not furnished a report as to [illegible] which [illegible] sea-going passage by private steamers in the port [illegible] the same [illegible], the Board is not able to offer any further remarks on the subject.~~

The Presidency Port officer

officer has, however, since submitted a statement ⊕ showing the passage money paid by him for private steamers for 36 days for himself and two servants and the sum that would become ~~a~~ payable for the use of the 'Margarita', if it were to be hired by him for the same period at the rate (Rs 213-8-0 per diem) proposed by the Board. According to ~~in~~ this statement, the charges paid for private steamers amount to Rs 420; to ~~The charges will amount to not less than~~ Rs 7686 (or Rs 213-8-0 × 36), if the Board's rate be adopted; ~~at~~ to ~~not less than~~ Rs 6952-14-0 (or Rs 193-2-2 × 36) ~~if they~~ at ~~be calculated with reference to~~ the rate proposed by the Collector ~~If, on the other hand,~~ ; and to Rs 6650 at the present rate (Rs 184-11-10 per diem) ~~is taken for purposes of calculation, the charges will come to only~~ Rs

⊕ Encl: 5 to C No: 2397

Letter No. 1103/285 G of 27.7.97.

Mp 5 ab of GO 1005 Fnl
6.12.97

~~[illegible]~~. The several estimates of charges ~~[illegible]~~ ~~then~~ stand thus:-

	Rs
Actual charges for private steamers for 36 days	420-0-0
Charges for the Govt. steamer at the existing rate	6650-10-0
Do Do at the rate proposed by the Collector	6952-14-0
Do Do by the Board of Rev:	7686-0-0

The P.P.O. is not bound to take the Fishery steamer & as pointed out by the Coll. of Tinnevelly the use of B.I.S.N coasters is not convenient for inspections & the convenience of the Govt. vessel must, it is submitted, be paid for. The rate proposed by the Board appears to be a fair one.

Cmd
13/8/97

The method of calculating the charge for the use of the "Margarita" seems fair enough. But if it is conceded that it is the question is whether the advantages which accrue from having a steamer entirely at the disposal of the P.P.O. for inspection work

I agree with the Bd. So far as he can, the P.P.O. should make his inspections by using the B.I. strs round the coast. If he has to use the "Margarita" he must (i.e. Port Funds must) of course pay actual cost of officers, crew & coals during the period of use. But I think he should pay more. The extra risk involved when the steamer is at sea must be taken into acct & Rs 45-8-10 is certainly not too much to charge Port Funds for that. Indeed it is an absurdly low charge. I should put it at Rs 50 a day at least.

18/8/97

19/8/97

It would be, perhaps, a mistake to charge a prohibitive rate, if the vessel is really of service to the Port Officer and is much used by him. If the service of the vessel is unimportant, and is not much needed by the Port Officer, it would not signify much what rate is charged. For how many days during the last three years, has this vessel been used by the Port Officer, and what places has he visited in her during that time?

11/8/97

A.S.H. 25.8.97

are such as to outweigh the very great difference in cost to Port Funds (which are none too rich) that this arrangement would involve.

This point is one which it appears to me should be considered by the Marine Dept. There can be no doubt that inspections can be made better & more completely if the P. D. O has a free hand than when he has not. but the question is can they be made sufficiently well for all practical purposes when he has to get about as best he can in private steamers. On this subject Financial can express no opinion

Ld 16/8/97

My own opinion is that the amount charged to Port Funds for the use of the steamer is prohibitive. I do not know whether the Revenue Dept. has constant work for it; but if not, then it would perhaps be in the public interests if the Marine Dept. had the use of it in return for actual outlay on fuel and the stores during the period of employment.

17/8/97

M

27

C 27.9.97 C 5/11/7
R 2.10.97 R 16/11/7

F. G. 7

Financial DEPARTMENT

1015 Fnl
6-12-97

Fnl [illegible]

Financial Dept

Copy
of Memo no. 1805 d 30-8-97
to the Marine Dept.

Please see the note of H.E. the Govr. d 25-8-97 and obtain the required information

C 27.9.97
R 2.10.97

C 5/11/7
R 16/11/7

Financial DEPARTMENT

C 26/11/7
R 1/12/7

Financial Dept

C. No 971, 1958 & 2399

Resubmitted to ~~[illegible]~~ H.E. the Governor with reference to the further notes of Hon'ble Members of 22.11.97 and 23.11.97

A.H.S.
24.11.97

26.11.97

C 27.9.97
R 2.10.97

C 5/11/7
R 16/11/7

[G. / 25]
1,000—14-12-96.

Financial DEPARTMENT

27

C. No. 2 771, 1958, 2399, 2922.

H. E. THE GOVERNOR.
~~THE HON'BLE MR. BLISS, C.I.E.~~
~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Charges for hire of Pearl Fishery Vessels

FOR ORDERS.

C. No. 2922 Fin: is subd [redacted] with ref: to H.E.'s note of the 25th August 1897. The P. P.O. has used the "Margarita" for 28 days during the past three years and has been charged a sum of Rs 3442-6-4 for her hire. Had he been charged on these occasions at the rates now proposed - (Rs 167-15-2 per diem for actual expenses + Rs 50 for percentage charges = Rs 217-15-2 per diem) he would have paid Rs 6,102-8-8.

C.W.S.
23.9.97 To H.E.

With reference to his note of the 25th Augt.

24/9/7

R

His further information does not completely elucidate the matter. I should like to see Capt. Street about it when we return to Madras. Let me have the papers again after the 1st Nov.

ASG 1.10.97

2636 - 2 - 4
806 - 4 - 0
3,442 . 6 . 4

Office
Resub: papers to H.E. on 5th November

C.W.S.
2.X.97

217-15-2
28
871-12-8
7
6102-8-8

I saw Capt. Street about this yesterday. He told me that for his inspections at certain places, such as False Pt. ~~Do~~ Divi, it was almost absolutely necessary to obtain conveyance by the "Margarita". On such occasions, I think it desirable that the P.P.O. should have the use of the vessel, but not on onerous terms. I think it [illegible] sufficient to charge Rs. 167. 15. 2 per diem for actual cost plus ten per cent on that charge, for wear and tear, or about Rs. 184 per diem. It should be understood that the P.P.O will use the 'Margarita' only when absolutely necessary.

ASH 13.11.97

N.B. The actual charge made hitherto, seems to have Rs. 3442 / 25 = Rs. 123 per diem.

ASH.

[redacted]

Resubmitted to Hon'ble Members.

H.E. the Governor's proposal would ~~place~~ ~~there~~ keep the percentage for wear & tear at 10 per cent of the daily expenses or Rs 16. 12. 8. Hon'ble Members would place it at a lump sum of Rs 50.

ASA 19.11.97

Cmd 17.11.97

167. 15. 2
16. 12. 9
184. 11. 11

This of course, with the special permission of Govt. on each occasion

HS

I can't see the point of an addl. charge of 10% (or any other percentage) on the addl. actual out-of-pocket expenditure entailed by the vessel's going to sea instead of lying in harbour. If any charge is to be made, it should be based on the capital cost of the vessel. On looking into the matter again, however, it seems to me that the question has not been viewed in quite the proper way. The sea charge is Rs 167-15-2 and the harbour charge Rs 28.1.6 per diem. To obtain the addl. out of pocket cost, which is what the ~~Pub~~ P.P.O. should admittedly pay, we should deduct the latter from the former. The balance is Rs 139-13-8, or say Rs 140. Add Rs 50 as the charge for the use of the vessel & we get Rs 190 or almost the same as H.E. says, but arrived at on, I think, a more correct principle. Perhaps H.E. wd. assent to that same as ~~both~~ reasonable & fair to both sides.

HS 22/11/97

I think R 190 per diem wd be a reasonable charge

167. 15. 2
28. 1. 6
139. 13. 8

[G. 24.]
1,000—15-11-95.

Financial **DEPARTMENT.**

Papers to be read in proceedings :—

D
A

Again G.O., dated 19th December 1895, No. 1033(para 6)-A.

Again G.O., dated 19th January 1897, No. 83-84 (para 4)-P.

Current No. 771 of 1897, dated , from

" " 1958 " 1897, " " " as marked.

" " 2399 " 1897, " " "

" " 2922 " "

Let me see previous papers

WC

Cmd 3.12.97

167 P

ORDER.
P.S.

No. 1015 d/ 6. 12. 97

From the papers read above, it appears that the daily cost of the upkeep of the Pearl Fishery Steamer "Margarita" when working and when in harbour is Rs.167-15-2 and Rs.28-1-6 respectively. The net additional cost of upkeep when the steamer is working is therefore Rs.139-13-8, or Rs.140 in round numbers. Looking to the capital cost of the vessel, a daily charge of Rs.50 for wear and tear is not excessive. The total charge payable per diem for the use of the vessel will thus amount to Rs.190 [redacted] and this amount ~~should~~ will be recovered in future.

[From Orders]

Cmd. 2.12.97

ASA 3.12.97

Marine Dept 5
Rev. Dept 6
Bd. of Rev (2R) 10
Acct Genl. 4

Desp'd 16. xii. 97

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- Order complete with Letter.

60

P

READ AGAIN G.O., No DATED
189

CURRENT No.

As marked

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT .. .. ..

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

Tor 6A

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