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[F/24]
1,000—25-7-

Financial (1897) Department.

ORDINARY MS.

G.O., No. 196

DATED 3.3.97

INDEXED.

21/22

w3
4/3/97

[Despatch **Abstract.**]

Recording papers connected with funds for lighthouse improvement pending disposal of the question referred to in G.O. No. 52 Mil of 20-1-97 re ports & port fund accounts

T 3/3(9)

BACK PAPERS.

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

FURTHER PAPERS.

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

No. 461, Marine, 24th June 1896.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following paper :—

G.O. No. 387, Marine, dated 2nd June 1896.

Read—the following letter from W. AUSTIN, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Joint Secretary to Government, Marine Department, dated 11th May 1896, No. 578 :—

I have the honour to acknowledge the receipt of G.O. No. 245, Marine, dated 8th April 1896, and to forward, for the information of Government, a copy of a resolution passed by the Board at its meeting of the 8th instant.

2. In paragraph 7 of the Government order under reference, the surplus of the Port funds of Madras is estimated at Rs. 45,000, which it is proposed to divert for the upkeep of lights. To this sum should be added Rs. 11,946, the share which Madras already pays towards lighthouse charges (*vide* page 24 of administration report of the Madras Port department for 1894–95), making a total of Rs. 56,946, or, say, Rs. 57,000 per annum.

3. On page 25 of the same report the *actual* lighthouse charges of *Madras* is shown as Rs. 5,133. In other words, Madras now pays nearly two and-a-half times the amount required for the maintenance of lights at the port, and it appears to be the intention of Government to make Madras pay over *eleven* times the actual lighthouse charges incurred at the port.

4. Paragraph 8 of the Government order shows that Rs. 97,500 per annum will be required for the light service of the Presidency, viz. :—

	RS.
Maintenance of sea lights	82,500
Do. of port lights	15,000
Total ...	97,500

Of this sum, Rs. 15,000 may be left out of the question as the amount is for the upkeep of local or port lights and as Madras pays for its local or port * lights, it may be assumed that other ports will do the same. This leaves a sum of Rupees 82,500 required for the upkeep of "Provincial" or "Sea" lights, and of this sum it is intended that "*Madras*" should contribute Rs. 57,000, while all other ports, distributed over a seaboard of some 3,000 miles, should only contribute Rs. 25,500.

5. Madras has one light which it maintains in full. The port doubtless is also largely benefited by three other lights, viz., Armeghon, Pulicat and Seven Pagodas, and the sum of Rs. 6,813 which Madras contributes at present after paying for its own light in full appears an equitable and fair sum for the services rendered by these three lights to this port.

* "Entrance" and "Leading lights" paid from Pilotage funds.

6. The other sea lights, eleven in number, do not appear to be in any way connected with the Port of Madras. Their maintenance (*vide* page 22 of Mr. Ashpitel's report) will be Rs. 62,608 per annum as under, viz. :—

	RS.
Cost of upkeep	55,700
Share of inspection, reliefs, pensions	6,908
Total ...	62,608

7. The cost of the Madras light and the three lights mentioned in paragraph 5 of this letter will be Rs. 19,512 as under, viz. :—

	RS.
Cost of upkeep	17,000
Share of inspection, reliefs, pensions	2,512
Total ...	19,512

8. Of this sum of Rs. 19,512 Madras already pays Rs. 11,946, leaving a balance of Rs. 7,566 which would appear to be a fair share of the cost of these four lights to be met from General Port funds as the lights are not exclusively Madras port lights.

9. The tonnage and port dues collected thereon during 1894–95 (*vide* page 3 of administration report) is as follows :—

	TONS.	Port Dues. RS.
Madras	1,165,715	1,11,096
Coast ports	6,228,691	2,34,022
Total ...	7,394,406	3,45.118

These figures show that while Madras is to pay 51 per cent. of its port dues on the upkeep of fifteen lights, only four of which are of service to the port, the coast ports are to pay only 11 per cent. although eleven of the lights are purely coast lights which are never seen by the great bulk of the shipping entering the port of Madras; and that the cost of the light service to vessels entering the port of Madras will be 9½ pies per ton against ¾ pies per ton on vessels entering coast ports. For instance, a vessel of 1,500 tons entering Madras would contribute Rs. 74–3–6 towards lights, while the same vessel entering Vizagapatam or Tuticorin would contribute only Rs. 5–13–9.

10. The particulars of tonnage and dues collected at Madras show the excessively heavy incidence of the proposed light charges on this port, viz. :—

	TONS.	Port Dues. RS.
Coasting vessels	560,642	33,144
Native do.	7,853	560
Total ...	568,495	33,704
British foreign-going vessels	471,663	64,287
Foreign vessels	125,557	13,105
Total ...	597,220	77,392

11. The tonnage of coasting vessels entering Madras port is only 568,495 tons *minus* the tonnage of the direct Rangoon British India Steam Navigation Company's and Asiatic Steam Navigation Company's steamers which is probably some 75,000 tons per annum (as these vessels sight none of the coast lights) or less than half a million tons; while the remaining 700,000 tons of shipping, consisting of Peninsula and Oriental Steam Navigation Company Clanline, British India Steam Navigation Home Line, German, Austrian, French, coal-laden steamers, oil vessels, and direct Rangoon steamers never see eleven of the fifteen lights and the whole of the port dues collected from the half million tons of coasting vessels would be insufficient to meet more than two-thirds of the proposed charges leviable from Madras for the eleven lights which are of no service whatever to the foreign trade of the port which trade, however, contributes nearly three-fourths of the port dues of the port.

12. In paragraph 7 of the Government order, Government anticipate that, on the harbour being completed, the surplus port funds will not be required for the harbour. This will not be the case, but on the contrary the surplus funds will be more needed than ever as the Board has to provide from its current revenues for large expenditure formerly met from construction accounts, but even assuming that the surplus funds were not required for the harbour, it would appear that instead of diverting such monies for purposes quite outside of the requirements of the port, it would be much better to reduce the port dues leviable on foreign-going vessels and thus take a step in the direction of cheapening this dear port.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the offices of the Board on Friday, the 8th day of May 1896.

* * * *

Read minutes by Trustees.

Resolved that the Chairman be invited to address Government in the terms of the Acting Secretary's memorandum.

* * * * *

(True Extract.)

(Signed) S. HUTCHENCE,
Ag. Secretary, Harbour Trust Board.

12th May 1896.

Order—No. 387, Marine, dated 2nd June 1896.

His Excellency the Governor in Council observes that in paragraph 7 of G.O. No. 245, Marine, dated 8th April 1896, it is assumed that the annual surplus balance of the Madras Port fund can be appropriated in furtherance of the general scheme of lighthouse illumination, but the letter recorded above proceeds on the assumption that the Port of Madras has a right to be considered alone, and that it should not be called on to contribute to the upkeep of lights from which it derives no direct benefit. The opinion of the Advocate-General will be obtained as to whether the Government has the power under the existing law, "The Indian Ports Act X of 1889," to utilize surplus balances in the manner proposed in the Proceedings quoted above.

(True Extract.)

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

READ—also the following paper :—

(*Re* Act X of 1889, and the power of Government to utilise balances standing to the credit of the Madras Port Fund Account.)

Opinion.

Act X of 1889, section 36 (1), requires Government to appoint some officer or body of persons to receive port dues, &c., and, "subject to the control of the Local Government, to expend the receipts on any of the objects authorised by this Act." This control, conferred upon Government, over expenditure debitable to the Port Fund account, does not include the power to utilise that fund.

2. All "the objects authorized by this Act" are expenses incurred for the sake of the port where the dues are taken, except where such port belongs to a "group" having a "common Port fund account" as provided for in section 37 (1). This exception may, for the present, be excluded from consideration, because the proviso to section 37 (1) declares that the Port of Madras shall not be grouped with any other port and requires the Madras Port fund account to "be kept separate from the Port Fund account of any other port."

3. Section 36 (6) provides for the case of a Port fund account showing a credit balance. If the Legislature had intended that the Local Government should utilise such credit balance, they would have empowered them to do so, and prescribed the purposes for which such balance might be utilised. This they have not done, but they have declared that, "subject to the existence of any local law as to the disposal of" such balance, it "may be temporarily invested in such manner as the Local Government may direct." I am not aware of any "local law" which empowers Government to utilise such credit balance. The use of it in the manner proposed by Government would not be a temporary investment within the meaning of sub-section (6); nor would it be an exercise of that "control" which the Act confers upon Government.

4. It appears to me to be clear that the Madras Port fund is intended solely for the benefit of the Madras port; and that section 37 emphasises the difference between the ports mentioned in the proviso and those grouped together in exercise of the power conferred by the section. Section 36 (5) (*b*) refers to "works maintained chiefly for the benefit of vessels being in or entering or leaving the port or passing through the rivers or channels leading thereto."

5. I am of opinion that the annual surplus balance of the Madras Port fund cannot be appropriated in furtherance of the general scheme of lighthouse illumination, but must be dealt with under the provisions of section 36 (6).

OOTACAMUND,
16th June 1896.

(Signed) J. H. SPRING BRANSON,
Advocate-General.

369
27.6.96

ORDER—No. 461, Marine, dated 24th June 1896.

Communicated to the Financial Department in continuation of paragraph 8 of G.O. No. 245, Marine, dated 8th April 1896.

2. It would appear that the funds of the port of Madras must be kept distinct and cannot therefore be taken into account in calculating the amount available for carrying out the general scheme of lighthouse construction and illumination. The question of raising funds for this purpose becomes a matter of some urgency when it is considered that of the accumulated balance of Rs. 4,34,502 at the credit of the Eastern and Western groups on the 31st March 1896, a sum of Rs. 36,706 only appertains to the Eastern group.

(True Extract.)

C. H. B. Bristow
Under Secretary to Government.

To the Financial Department.

Exd. C. M. Brisson.
Spare Copies

Financial Dept.

URRENT No.

Govt. of {1896} Madras.

MARINE.

CHIEF SECRETARY 14 JUL 1896 GOVERNMENT OF MADRAS

Dated June, 24th

Recd.

Encl. 4

Regd 15.7.96

G.O. No. 461, 24th June 1896.

JUNE.

Madras Port Fund

The opinion of the Advocate-General that the annual surplus balance of the — cannot be appropriated in furtherance of the general scheme of lighthouse illumination, but must be dealt with under the provisions of section 36 (6) of Act X of 1889, communicated with remarks to the Financial Department.

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349 : 21-5-96.
307 : 2-5-96.
147 : 7-3-96.
103A : 18-2-96.
1037 : 20-12-95
1013 : 14-12-95
811 : 11-10-95
586 : 13-8-95
285 : 30-3-95
236 : 13-3-95

D.O. No 463

GOVERNMENT OF MADRAS.
Public Works Department,
Irrigation Branch,

MADRAS, 20 Jul 1896

CHIEF SECRETARY 20 JUL 1896 GOVERNMENT OF MADRAS

My dear Price,

Are you in a hurry to know how much of the 6 lakhs allotted for the Cooum Improvement Scheme can under the revised arrangements sanctioned in G.O. 415 I. of 13 May /96. be surrendered? It is to be done

V
8/2

[G./9]
4,000—28-1-96.

D.O.

~~Current~~ No. 463.

R 631: 9-6-96
R 570: 27-5-96
R 442: 27-4-96.
212-3: 31-[illegible]-96.
84: 7-2-96.
1006: 13-12-95

DEPARTMENT.

From

L. R. E. Drake-Brockman
Ooty

No.

Dated 20th July 1896
Received 20th
Registered 21st
Enclosures

SUBJECT.

Re the Surrender of a portion of 6 lakhs allotted for the Coonur Improvement Scheme –

Requisition
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car 13-5-96
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917

No. 2156 W., 27TH JULY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

Memo. No. 119 D.

Adverting to paragraph 21 of G.O. No. 245, Marine, dated 8th April 1896, the undersigned has the honour to request that Mr. Ashpitel will be so good as to submit any suggestions he may have to offer as to the exact nature of the work which should devolve upon him in regard to lighthouses.

(Signed) D. McNEIL CAMPBELL, Col., R.E.,
Chief Engineer.

6th May 1896.

From F. W. ASHPITEL, Esq., A.M.I.C.E., Executive Engineer, Coimbatore Division, to the Chief Engineer, Public Works Department, dated Ootacamund, 21st May 1896.

With reference to your memo. No. 119 D., dated 6th May 1896, I have the honour to inform you that there are several ways in which the proposed construction and improvement of lighthouses can be carried out, but it is difficult to make suggestions as I do not know what standard of efficiency is aimed at. If the present practice of having lighthouses repaired sometimes by a Port officer and sometimes by the Executive Engineer of the division in which the light is located and manned by keepers who have not been properly trained and whose pay is not sufficient to ensure discipline, I do not think it matters much what my duties are, as, in the absence of control, I can have no responsibility of any shape or form either for designs for new constructions or for improvements to existing lights. Lighthouse work elsewhere is considered to be highly technical, and I do not believe that it will be any more advantageous in the future than it has been in the past for every lighthouse to be converted into a training school in lighthouse matters at the expense of Port funds. As you are aware, Executive Engineers and subordinates are frequently transferred, and if the arrangements sketched in G.O., Marine, No. 245, dated 8th April 1896, are given effect to, the practical result will be that the construction of towers will be left to subordinates (Executive Engineers have not time to give much attention to individual works) and the experience gained at one lighthouse will not be made use of at another. I personally am of opinion that the scheme sketched in the Government Order above referred to will tend to prevent any real efficiency in lighthouse illumination and construction in this Presidency.

2. In Great Britain and elsewhere, as you are probably aware, the lights are maintained by Boards, each of which has its engineering establishment responsible for the construction, maintenance and repair of all buildings and apparatus connected with lighthouses. These men spend their whole time at this work, and the result is constant improvement in design and efficiency accompanied by a constant decrease in cost of maintenance per unit of light. Nearly every maritime country except India has, I believe, Engineers specially employed in looking after the lights, and the result of the policy of the Indian Government will, I fancy, be fully evident when the new

light list appears, if Government has not already been convinced by my recent report. The Lighthouse Engineers in Great Britain, I may remark, are responsible to the Trinity Board for the training of keepers and for all details of the service.

3. The system, I would suggest, is somewhat on the lines of the English system. Government of course take the place of the Board of Trade, and the Marine Department, with an Engineer and staff of subordinates, that of Trinity House and its establishment. There will be no additional expense if this is done, as the ordinary Public Works Department establishment charges, now payable by the Marine Department, will cover the cost of the proposed separate establishment which could also be employed on other Marine works.

4. To carry out the scheme sanctioned in G.O., Marine, No. 245, dated 8th April 1896, in (say) 50 months, I estimate that I should require a staff of three experienced upper subordinates who would live at the sites of proposed towers, and the ordinary office and petty establishment. My idea, in fact, would be to move the skilled supervision and labour from work to work until the whole scheme is completed, so that the experience gained at one would be available at the next. The men will have, it is true, to live at out-of-the-way places, and one difficulty will be to keep them on the work which must be considered as more irksome than ordinary Public Works Department work. From conversations I have had with subordinates on this subject I am convinced that it will be necessary to make it worth their while to stay on this duty, and strongly recommend the grant of deputation allowance; and as the men will be organized as a separate establishment outside the Public Works Department, there would seem to be no objection under the Civil Service Regulations to the grant of the proposed allowances. The establishment would, in fact, be attached to the Marine Department, though under the control of the Chief Engineer, who is also Secretary to Government in the Marine Department. I would start at first any three lighthouses the Presidency Port officer considers to be most urgently required, and would place under each subordinate a small staff of petty establishment which would, under his supervision, carry out the proposed alterations and improvements to other lights in the neighbourhood which do not require constant supervision. The upper subordinates should, in my opinion, be selected Europeans accustomed to large building works as I anticipate that as the work proceeds it will be possible to reduce the cost considerably by improved methods if selected Europeans are employed.

5. As regards my own duties, I should of course be attached to the Marine Department and be responsible for the engineering of the scheme, including the training of light-keepers and all other matters entrusted to me. This training of light-keepers I believe to be of the greatest importance, as it is of no use building good towers and installing costly apparatus unless the keepers are competent to make the best use of them and keep them in good order. I would, in fact, select expectants soon after a tower has been commenced and employ them for a time on construction in order that they may gain experience in building work and the erection of lighthouse apparatus, as well as the use and maintenance of optical apparatus and the management of burners and lamps. If this is done, all petty repairs after a tower has been completed can be carried out by the light-keepers or under their supervision, and one great difficulty in the future maintenance of lighthouses will disappear. The extended course during which a man will be under observation will also make it possible to judge a man's character before he is permanently employed.

6. An advantage of this system of carrying out the scheme in the Marine Department will be the great saving in correspondence between the Engineer and Presidency Port officer and a saving of the whole of the accounts and a large part of the clerical establishment which would be necessary in an ordinary Public Works division, as I presume that the accounts can be kept in the Port office. I see no reason why the engineering work of the Marine Department cannot be carried out within the ordinary Public Works percentage for establishment and at no additional cost to Government, as, whatever scheme is sanctioned, it will be absolutely necessary to have a competent man in charge of each tower during construction, and some one to look after him. It also seems impossible to over-estimate the importance of employing the same staff continuously if efficiency in the construction of lights is to be aimed at.

From F. W. ASHPITEL, Esq., A.M.I.C.E., Executive Engineer, Coimbatore Division, to the Secretary to Government, Marine Department, dated 3rd June 1896.

With reference to your No. 282, dated 23rd May 1896, I have the honour to forward herewith statements showing the probable financial effect of the proposals made in my letter, dated 21st May 1896. The estimated cost of establishment necessarily varies considerably according to the grade of the upper subordinates employed.

2. You will observe that I have allowed in statement No. 1 for three Sub-Engineers, and in statement No. 2 for one Sub-Engineer and two overseers. In the first statement which may be regarded as a maximum, the cost of establishment is Rs. 21,350, and in the second Rs. 41,550 less than the amount available, and the saving will be increased to Rs. 47,550 if no one above the rank of an overseer is employed. In any case there is ample margin available for Presidency allowance and Presidency house-rent should head-quarters be fixed at Madras, and for travelling allowance.

3. The pay of the Executive Engineer has been entered as Rs. 850 per mensem, as in the ordinary course of events I presume that I shall receive promotion about April next.

4. The statements have been prepared on the assumption that those who are employed on this duty will receive the pay and allowances which they would have received in the Public Works Department, and, in addition, a deputation allowance of one-fifth of their pay in accordance with Civil Service Regulations, article 98. In return each man will have to engage not to take furlough for a term of years.

5. In the statements no credit is taken for the training of light-keepers and other similar duties which, it may be presumed, will form part of the duties of the proposed establishment; neither is provision made for petty works establishment, the cost of which will be met from the ordinary percentage for establishment allowed in estimates.

6. The upper subordinates I would prefer might be selected from the following:—Conductor C. Smith, R.E., Sub-Engineer, 3rd grade, Sergeants G. E. Brand and E. Price, Overseers, 1st grade, and Mr. C. J. W. Plummer, Overseer, 2nd grade, provided that they volunteer for duty in the Marine Department. I should like one senior man, as I anticipate considerable difficulty in putting in foundations at certain towers, but would rather have three overseers who volunteer than any number of unwilling seniors.

7. The establishment will not be required at once as I require certain information regarding lanterns and apparatus for which I have written to manufacturers in Europe. All that can be done is to select sites, and possibly carry out certain preliminary works.

ORDER—No. 2156 W., dated 27th July 1896.

The papers recorded above relate to the arrangements to be made for giving effect to the scheme of lighthouse improvement, approved generally in G.O. No. 245, Marine, dated 8th April 1896.

2. His Excellency the Governor in Council considers that the details will best be worked out under the personal supervision of Mr. Ashpitel, acting in close concert with the Presidency Port officer as head of the Marine Department, and corresponding with the Chief Engineer, Public Works Department, through the Presidency Port officer.

3. Mr. Ashpitel will accordingly, on relief of the charge of the Coimbatore division, be placed on special duty; and will, after the requisite preliminaries have been settled, plans and estimates prepared, and construction is about to commence, organize a separate Lighthouse division on the scale proposed in his letter, dated 3rd June 1896. It will be necessary in the first instance to fix the exact sites for new constructions, and for this purpose Mr. Ashpitel should visit the localities, accompanied either by the Presidency Port officer or the local Port officer, as may be decided by the head

of the Marine Department. The Superintending Engineer of the circle concerned will place at Mr. Ashpitel's disposal an upper subordinate to take levels and make borings, &c., and Mr. Ashpitel will be authorized, while engaged on this particular work, to engage a clerk and three peons on the proposed rates of pay. The draftsmen may be added when required, and the upper subordinates will be made available by the Chief Engineer when their services are shown to be necessary.

4. The head-quarters of the new division will be fixed at Madras, and when the work of actual construction commences, His Excellency the Governor in Council will, in consideration of the importance of the charge, recommend to the Government of India the grant to Mr. Ashpitel of the position and local allowance of a Superintendent of Works.

5. The officers and upper subordinates selected for this duty will be expected to devote continuous attention to it, and will thus not be liable to transfer; and save sick leave, if necessary, will be granted no leave of any kind during the continuance of the work.

6. The question of raising the requisite funds for carrying out the scheme will be settled in the Financial Department as soon as possible, as desired in paragraph 8 of G.O. No. 245, Marine, dated 8th April 1896, and in order that the requisite annual provision may be made, Mr. Ashpitel will now frame a financial forecast of the amount required during the current official, and future years.

(True Extract.)

C H B Burlton

Under Secretary to Government.

To F. W. Ashpitel, Esq., A.M.I.C.E.
" Superintending Engineers.
" the Consulting Architect to Government.
" the Marine Department.
" the Financial Department, with copy of note by the Honourable Mr. Bliss, C.I.E., dated 15th June 1896, concurred in by His Excellency the Governor.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Copy of Note by the Honourable Mr. H. W. Bliss C.I.E. dated 15 June 1896, concurred in by His Excellency the Governor

"This question of funds should be taken up by the C. S. in the Financial Department. Provided that too many new lighthouses are not undertaken at once, I do not anticipate any particular difficulty in the provision of funds".

(Sd) H.W.B.
15-6-96.

(Sd) A.E.H.
20-6-96.

(True copy)

R.W. Lou.
Head Clerk
P.W. Secretariat.

Exd

1896
Intl Dept
Enclos. No. 1
To
C. No. 1934.

Financial Dept

URRENT NO 5/1934

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated July, 27th.

Recd. 12th } August 1896 Encl. 1
Regd 13th

G.O. No. 2156 W., 27th July 1896.

CHIEF SECRETARY
12 AUG 1896
GOVERNMENT OF MADRAS

JULY.

Lighthouse Improvement

Directing that Mr. F. W. Ashpitel be placed on special duty on relief of the charge of the Coimbatore division, in view to the details being worked out and a separate division organized for giving effect to the scheme of — already approved, and requesting the Financial Department to settle the question of raising the requisite funds for carrying out the scheme as soon as possible.

C 1218
R 1318

[G/73]
500—1-8-96.

~~Financial~~ DEPARTMENT.

OFFICE NOTE No. 1614

Dated 12th August 1896.

From

THE CHIEF SECRETARY,

To

THE SECRETARY, to Govt., Marine DEPARTMENT.

The Honourable W. Bliss, C.I.E, has noted as follows on the Note for orders in the Financial Department on G.O. No. 461, Marine, dated 24th June 1896

"What is being done in the Marine Department on my Suggestion (discussed in Council on the occasion of Captain Street's attendance) that the dues in the Eastern group Should be raised and that at the Same time Provincial Should make a contribution to start the Eastern group fair after payment of its debt to Madras &c - and that part of the repayment Should take the Shape of handing over the "Wenlock" to Madras? These things are all mixed up and cannot

well

will be discussed separately."

Will you please let me have the information required by the Honourable Member?

Chief Secretary

C.S.
10. 8. 96

Financial Dept.

CURRENT NO. 1937

No. 402 E.D/12th August 1896

The note of the Hon. Mr. Bliss in regard to raising the dues in the Eastern group was made on the draft order written on the simplification of the Port Fund accounts. The papers are now with the Hon. Member himself having reached him on the 10th Inst. The other notes were made on the question of improvements to the Cocanada Harbour. These papers are now with His Excellency; when the draft order has been finally approved, these notes will be communicated to the Financial Dept.

I have not got them.
A.S.H.
16.8.96

Colonel R.E.
Secty Marine Dept.

R.S.
Recd 13/8/96

MARINE C. No 871

Recd 12 · 8 · 96

-11-96.

Financial (1897) Department.

CURRENT No. 564

From The Marine Dept.

Order

No. 114 E.

Dated 18th Feb. 97
Received 19. 2. 97
Registered 19. 2. 97
Enclosures ~~Finl.~~ Dept. c. nos 1654, 1934 & 1937 & connected papers.
Spare copies.

SUBJECT.

Returning file of papers regarding the Port Funds, Funds for lighthouse Improvement &c. received from the Hon'ble Mr. Bliss C.I.E.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

(48—1,000—17-12-95.)

CURRENT No. 564

No. 114 E

Government of Madras.

Marine
~~PUBLIC WORKS~~ DEPARTMENT.

CHIEF SECRETARY
19 FEB 1897
GOVERNMENT OF MADRAS

Madras, 18 9 February 1897.

OFFICE NOTE.

Three
Perhaps these may [illegible] been returned by oversight

From

The Secretary to Government
Marine Department

To

The Chief Secretary
Financial Dept:

Financial Dept: C. Nos. 1654, 1934 & 1937.

These papers have come to the Marine Dept: from the Hon'ble Mr. Bliss with other files on the subjects of the regrouping of ports and the simplification of Port Fund accounts. These subjects will be dealt with in the Marine Dept: Meanwhile, the Financial department file, which is is not required, is herewith returned.

2. It is suggested that no action need be taken on the present papers till the draft order now under consideration in the Marine Department issues. The Marine Department is taking action on para 5 of Financial G.O. No. 52 d/ 20 January /97.

D. McN. Campbell Col. R.E.
Secretary to Govt.

RS

[G. / 25 A.]
1,000—21-3-96.

G/8
RN/8

Finl. DEPARTMENT.

C. No. 1654

Funds for Lighthouse Improvement.

Hle & Circ

FOR ORDERS.

G.O. No. 349 Finl,
d/ 21 May 1896.

What is being done in the Marine Dept. as to my suggestion (discussed in Cl. on the occasion of Capt. Street's attendance) that the dues in the Eastern group should be raised and that at the same time Provl. shd. make a contribution to start the Eastern group fair after payment of its debt to Madras &c — & that part of the repayment should take the shape of handing over the "Wenlock" to Madras? These things are all mixed up & cannot well be discussed separately.

HS
1/8/96

A grant from Provincial Funds seems very necessary, & I think it shd be given

JG
3/8/96

The enquiries of the Hon. Mr. Bliss should be answered. Meanwhile, I agree ~~[illegible]~~ with the Hon. Mr. Grose that a grant should at once be made from Provincial funds

In para 8 of G.O. No 245 Mari d/ 8th April last, the question of raising the requisite funds (8 lakhs) for carrying out the scheme for improving the coast lights of the Presidency was left for the consideration of the Finl. Dept. It was observed that the total balance at the credit of Port funds on the 31st March 1896 amounted to 6·73 lakhs, and that 2·39 of this sum which appertained to the Port of Madras might be left intact. It was then suggested that the accumulated balances of the Eastern and Western groups amounting to ~~over~~ ~~4~~ 4·34 lakhs could, if th funds of the two groups wer amalgamated, be utilized if necessary for starting the scheme

that

that the ~~difference will~~ balance (3'66 lakhs) would not be wanted at once, while further accretions to the surplus balances of Port funds ~~will~~ would continue; that thus it might not be necessary either to raise any loan or impose light dues; and that at all events the matter was not one which required immediate action. This para was accordingly recorded in the Finl. Dept. (G.O No 349 Dt 21st May 1896).

2. In para 7 of the Marine order quoted above it was also suggested that the surplus of the Port funds of Madras might be diverted towards the annual maintenance charges of the lights. It will be seen from the notes+ in the original of G.O No 245 marine, Dt 8th April 1896, that the Finl. Dept. held that the ~~Madras Port fund balances could not be appropriated for this purpose. And~~ legality of such a step was open to question ~~now~~ The Harbour Trust Board has now entered+ a protest against such appropriation, and the Advocate General's opinion+ confirms this view. Under the circumstances the Marine Dept considers that the question of raising funds for ~~this purpose~~ the Light-house scheme is a matter of some urgency, since of the accumulated balance of 4'34 at the credit of the Eastern and Western groups on the 31st March 1896, a sum of '37 only appertains to the Eastern group

3. The amount required for capital outlay on the scheme is 8·80 lakhs as shown below;–

"Sea Lights"

Structures & Apparatus	6·63
Contingencies	·25
P. W. Charges	1·12
Total	8·00

"Port Lights"

Structures	·63
Contingencies	·02
P. W. Charges	·15
Total	·80
Grand total	8·80

The amount required for annual maintenance charges is set down at '98; Viz :–

Sea Lights	·83
Port Lights	·15
Total	·98

B Vide p. 17 of G.O. 245 Marine, Dt 8th April /96. (G.O. 349 Finl., Dt 21/5/96).

C Vide p. 22 of —do—

funds, subject to possible re-adjustment (See last para. of this note.) afterwards. I would propose an immediate grant of 2 lakhs.

A.34 10.8.96

FOR ORDERS.

There is absolutely no object in the immediate grant of 2 lakhs – Anytime between now and March 31 will do as well as today. What I am afraid of is that if we give the grant of 2 lakhs immediately we shall show our hand much too much. Quite agree that the grant of this sum, or something like it, will have to be made, but what I want to do first is to try & arrange with the H. T. B. to take over the "Warlock" in part payment of the sum due by Madras Port Fund to other Port Funds – If this can be arranged, the ground will be greatly cleared & we can put the finances of the Eastern group ~~and~~ & (which is the only one of the three about which there is any trouble) into order with ease. But until this is arranged we can settle nothing with certainty.

H. E. THE GOVERNOR.

THE HON'BLE MR. H. W. BLISS, C.I.E.

THE HON'BLE MR. J. GROSE, C.I.E.

× A

HB 13/8/96

+ C. No. 1652

I should like this to be brought up in Council the next time there is a meeting.

+ —do—

anjore.

4. Taking the latter first, it is observed that Port funds at present contribute ·56, of which ·12 is borne by the Madras Port funds. This latter sum, it is submitted should not be excluded from the calculations as the Madras light charges are included in the ~~[illegible]~~ ·98 given above. It is only necessary to see that no further burden is imposed on Madras Port funds ~~which~~ and this is all that the Harbour Trust Board contends ~~for~~. There thus remains ·42 to be provided. ~~[illegible]~~. This can ~~only~~ it is thought, be met from the annual surplus of the Eastern and Western groups combined. The accounts of previous years have been vitiated by numerous adjustments and loan transactions which will be discontinued ~~hereafter~~ As soon as the amalgamation of the Port Funds is carried out. The budget in G.O No 60 Marine, D/ 1st February 1896, gives the following figures;—

	Receipts	Charges	Surplus(+) Deficit(-)
Actuals 1894-95	3·17 ✓	3·61 ✓	-·44
Revised 1895-96	2·78 ✓	2·98 ✓	-·20
Budget 1896-97	2·85 ✓	2·43 ✓	+42

The figures for 1894-95 and 1895-96 include charges on account of the

Confirms

Vide p. 240 of Admn report (G.O. 1037 Pub., D/ 20th Decr/95) D

* Vide H.E. Lord Wenlock's Note in the original of G.O. No 245 Marine, D/ 8th April 1896. E

C. No 1654.

the Tuticorin pier. (about ·89 and ·77 respectively). Excluding these figures the surplus for these two years may be taken ~~may be taken~~ as ·45 and ·57, giving an average surplus for the three years ending 1896-97 of ·48. ~~It will thus be seen that~~ With economical management therefore, the annual surplus ~~will~~ of the Eastern & Western groups combined ~~will~~ should ~~fully~~ cover the balance of the amount required for the upkeep of the lights.

The whole scheme cannot be carried out at once and some margin can fairly be left for the expansion of the trade at the ports of the Presidency and consequent increases in receipts.

5. Turning ~~now~~ to the amount required for capital outlay, viz 8·80, it will ~~appear~~ be seen from the ~~foregoing~~ preceding paras that Port funds are not in a position to bear any further annual charges in the shape of a sinking fund or interest.

It is even very* doubtful whether Port funds can borrow in the open market, although under section 36(3) of act X of 1889 advances can be made by Govt; and these can under Art 122 of the C. A. Code be brought under the Provincial loan and advance account; but as stated above Port funds can at present ill afford ~~in the latter case~~ to pay even interest on a loan. The only alternative ~~then~~ ~~left~~ is

B

* The case of the Bombay, Kurrachi & Rangoon Port trusts is very different as the Port funds here are administered by Govt. From pages 304 to 311 of the Yellow book put up it will be seen that whereas the Port trusts mentioned have borrowed both from Govt & the public, the Moulmein & Chittagong Port funds have borrowed only from Govt.

is to make a contribution from Provincial as is done in the case of Local funds. As has been observed in the Marine Dept. the accumulated balances+ of the Eastern and Western groups, could, if the funds of the two groups were amalgamated, be utilized for starting the scheme. As funds however appear to be required by that Dept before the amalgamation can be effected, it is submitted that a contribution of 2 lakhs can easily be made from Provincial funds, the amount being met from the provision° of 6 lakhs for the boum improvement scheme which has for the present been postponed.

Regarding this allotment attention is solicited to D.O. 463 from the Chief Engineer for Irrigation tied separately in the file. More than 2 lakhs could probably be granted to Port Funds out of the 6 lakhs. There is also a provision of ·21 in the current year's budget under 21 Marine – Miscellaneous [pages 108 and 110 of the C. B. E.] which might as well be utilized. It was put in the budget for safety. There will, as usual,

27/7/96

Funds for imp... the Coast Lights of the Presidency.

+ 4·34

° Vide appendix B to Fin'l statement for 1896-97.

be large savings this year. The Railway Police scheme has not yet been sanctioned, the Registration scheme (·43) has ~~not~~ been sent back by India, & that for the improvement of the position of Taluk Gumastahs (·35) is still pending. The Provl. balance on 31st March 1896 was some 43 lakhs. The present appears to be a favourable opportunity for a large grant to Port Funds for lighthouse improvements, as it is better that the money should be spent in the Presidency than that it should be absorbed by India when the approaching Contract is settled. Money being available by re-appropriation within the budget allotment there can, it is subd, be no objection to a special grant – vide § 295 of the C. A. Code. When the amalgamation of Port Funds has been carried out it can, it is thought, be considered whether Port Funds should pay back the ~~advance~~ grant. This will come into the period of the next Contract and need not be ~~consider~~ taken up for the present. It wd. suffice, it is ~~thought~~ submitted to say, if the grant is to be made, that "pending the revision "of Port Fund Accts & until ~~it is seen~~ ~~how~~ the position of these accounts is "clearer the Govt is pleased to make "a grant of ...".

30.7.96

This seems to the best thing to do 31/7/96

Financial Deptt.

Resubmitted to the Honourable Mr. Bliss, C.I.E., with reference to the notes of H.E. the Governor and the Hon'ble Mr. Frose C.I.E. as regards the immediate grant of 2 lakhs from Provincial to Port Funds. The Marine Department has been asked to reply to the Hon'ble Member's note of the 1st instant.

C.S.
10.8.96

12/8/96.

C 12/8
A 13/8

passing orders on the file. The

anjore.

(5)

[G./25 A.] Council
1,000—21-3-96.

Financial DEPARTMENT

C. Nos. 1654, 1934 + 1937.

Funds for Lighthouse Improvement

Hon. Mr. Bliss C.I.E. 24/8
H.E. the Governor
Hon. Mr. Grose C.I.E.

FOR ORDERS.

I think the Hon'ble Mr. Bliss is right in what he says in his note of 13.8.96. Let us discuss this matter at the next meeting of Council.

ASH
13.8.96.

N.B. Some allotment is probably, however, required at once, though not such a large sum as two lakhs. Mr. Ashpitel's work should not be delayed for want of funds.

ASH 16.8.96

JG 19/8/96

Council Dien

CS.
19/8/96

Resubmitted to ~~H.E.~~ the Gov. & the Hon'ble Mr. Grose with reference to the note of the Hon'ble Mr. Bliss dated 13th inst. The information asked for by the Hon'ble Mr. Bliss in his note dated 1st inst. is flagged H in the file

14/8/96

C24/8 | C 1578 | 96

efore passing orders [illegible] this file. The

FOR ORDERS.

H. M.

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Financial DEPARTMENT.

Papers to be read in proceedings :—

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. 1654 of 1896, dated 26th June, from the Marine Dept.
" " 1934 " 1896, " 27th July, " the P. W. D.
" " 1937 " 1896, " 12th Augt. " — Do. —
" " 564 " 1897, " 18th Feby " the Marine Do.

H. M.
Mis

ORDER. No. 196 d) 3-3-97

Recorded pending disposal of the question referred to in para: 5 of G.O. No. 52 Fin'l, d) 20th Jany/97.

J

AK.
26/2/97

2/3/97.

To the Marine Dt. (y of Cls.)

No need to send to them. It is evident from what he has written that he contemplates the standing over until the other question is disposed of.

Desp'd 6/3/97

Note

2/3/97.

K

With reference to C.S's note on Cl. 564 it is thought that the file has been intentionally returned by H.M. as from the H.M's notes d) 13th August 1896 ~~on the question~~ he appears desirous of ~~awaiting~~ the disposal of the question of the amalgamation of the Eastern & Western groups and the simplification of Port Fund accounts before passing orders on this file. The

The draft is however marked for H.M. to avoid any mistake.

26/7/97

26/7/97

the
accounts
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1897.

AGAIN G.O., No. DATED
189 ,

RRENT No.

NCLOSURES TO C. No.

RDER OF GOVERNMENT .. .. .. A A A A A A A

ETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.

N.B.—
A = Copy in full.
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4/8/97

anjore.