

[F.
27.]

Entered in the Register of
Additional Allotments.

Ind. P C 16/6 1898.
B C 189

[Fin.
6.]
504-24-8-97.

Financial (1898) Department.

ORDINARY MS.

G.O., No. 528

DATED 10-6-88

[Despatch Abstract.]

Recording proceedings,
Marine Dept. appealing to the
Govt for a grant from Imperial
funds to admit of the proposed
schemes of light-house to port improve-
ments being carried out within the period
contemplated.

T14/688

BACK PAPERS.

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

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
<i>Cus</i> 1974/98 630 2229/98 25-7-98							

Landreth Current No 1561
Government (1898) of Madras.

MARINE.

408: 29.4.98
398: 25.4.98
85: 1.2.98
600: 2.8.97
486: 22.6.97
443: 3.6.97
384: 7.5.97
314: 5.4.97

Sub

*Ask Mannie in a copy of
the letter to India of the original
of this*

CHIEF SECRETARY
-2 JUN. 1898
GOVERNMENT OF MADRAS

*Cus.
Memo sent to Mar.*

8.7.1898

*8.0. used returned
15.7.1898*

Recd.

Regd.

2 June 1898

Enclosures

Spare copies

G.O., No. 316, 29th April 1898.

ORDER No 518, of 10th June 1898.

His

Recorded APRIL.

*Cus.
9.6.98*

MA 10.6.98.

Office Return the original Marine G.O.

*Cus.
9.6.98*

Lighthouse and Port improvements

Orders directing that the Government of India be appealed to for a grant from Imperial funds to admit of the proposed schemes of — being carried out within the period contemplated.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 19th November 1897, No. 1730/403 G.

With reference to G.O., No. 513, Marine, dated 4th June 1897, I have the honour to forward herewith two statements showing the requirements of the ports in the Eastern and Western groups, respectively, for the next five years as far as can be foreseen at the present moment.

2. The item first entered against each port is what is the foremost in point of urgency, and those entered below it are arranged in the order of their urgency. Taking into account the surplus that is anticipated to stand to credit of each group on 31st March 1898, and reserving therefrom a lakh and a half-rupees, respectively, for the Eastern and Western groups (Madras included in the former) on account of lighthouse improvements, sufficient funds should be available for carrying out the works proposed for execution in 1898-99, as specified in the statement accompanying this office letter, No. 1500/402 G., dated 19th November 1897, besides the dredger and the crane for Tuticorin shown in statement A herewith sent. In regard to the other items, I would propose that, as more money becomes available afterwards, the works be taken in hand one by one in the order of their importance.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 14th January 1898, No. 1730/18 G.

With reference to Marine Department memorandum No. 716 E., dated 26th November 1897, I have the honour to forward herewith amended statements showing a forecast of the requirements of the next five years.

2. The works have been arranged in the order pointed out in paragraph 1 of the above memorandum.

3. The entries in the remark column explain the necessity of the works and include a history in each case where one exists.

4. I also forward herewith a statement of estimated receipts and expenditure of the next five years.

ENCLOSURES.

PILOTAGE Funds—Act X of 1889.

	Madras.	Pamban and Kilakarai.	Cochin.	Mangalore.
Average annual income for 5 years $\times 5$	RS. 1,59,590	RS. 55,940	RS. 15,240	RS. 1,640
Deduct— Average annual expenditure on establishment } $\times 5$ " petty maintenance of all kinds	1,58,875	10,985	11,135	1,605
Balance available out of income for Major Works ..	715	44,955	4,105	35
Add— Balance on hand on 1st April 1897	50,000	15,743	14,931	— 14
Total available in five years for Major Works ..	* 50,715	60,698	19,036	21

* The surplus of Madras Pilotage Fund is annually made over to Madras Port Funds.

LANDING and Shipping Dues—Act III of 1885.

	Vizagapatam.	Cocanada.	Masulipatam.	Negapatam.	Mangalore.
Average annual income for 5 years $\times 5$	RS. 39,445	RS. 2,26,405	RS. 15,615	RS. 60,085	RS. 46,200
Deduct— Average annual expenditure on establishment } $\times 5$ " petty maintenance of all kinds	5,450	1,18,810	7,005	28,750	3,280
Balance available out of income for Major Works ..	33,995	1,07,595	8,610	31,335	42,920
Add— Balance on hand on 1st April 1897	16,216	3,206	8,675	36,403	31,890
Total available in 5 years for Major Works ..	50,211	1,10,801	17,285	67,738	74,810

PORT Funds, Act X of 1889.

	* Madras.	Eastern Group.	Western Group.
Average annual income for 5 years $\times 5$	RS. 5,99,165	RS. 9,58,360	RS. 5,17,815
Deduct— Average annual expenditure on establishment } $\times 5$ Average petty maintenance of all kinds. " lighthouse establishment and materials.	4,11,125	8,02,040	4,01,555
Balance available out of income for Major Works ..	1,88,040	1,56,320	1,16,260
Add— Balance on hand on 1st April 1897	86,917	2,45,682	3,60,600
Total available in 5 years for Major Works including lighthouse construction ..	2,74,957	4,02,002	4,76,860

* The surplus of Madras is made over each year to the Harbour Trust Board as contribution from Port Funds.

Eastern Group.

In the interests of the port permanent groynes are considered absolutely necessary in lieu of the existing ones which have proved unsatisfactory.

In view of some 20,000 pilgrims going across to Rameswaram in one month of the year, besides a large number in other months, the question of want of jetties at this port was considered in 1894, and after some correspondence between the Collector of the district and the Port and Public Works Departments, a proposal for two jetties estimated to cost Rupees 30,000 was placed before Government in 1895 by the Presidency Port Officer suggesting the expenditure being met in the first instance from the Provincial Fund (Madras District Port Fund not being in a position then to meet it) and afterwards re-paid from a levy of tolls under Madras Act V of 1863 and Act VI of 1871, the introduction of which was also suggested. Government in memo. No. 1960, Marine, dated 22nd August 1895, enquired if a couple of small wooden jetties would not meet the requirements of the port, as it was considered that a loan from the Provincial Fund of such a large sum was not likely to be available to be re-paid as a number of years which would be the case if had to be re-paid from the pier toll collections as already mentioned. A final proposal was laid before Government in April 1897 (*vide* Presidency Port Officer's letter No. 1739/123 G.) for two iron screw pile jetties estimated to cost Rs. 20,000. Presidency Port Officer's letter No. 1739/123 G., for two iron screw pile jetties estimated to cost Rs. 20,000. (*vide* correspondence ending with Presidency Port Officer's letter to Government, No. 48/387 G., dated 4th November 1897.)

1897. No. 48/1997 G. of 4th November 1897.

1891. No. 48/387 G. of 4th November 1897.

The landing and shipping dues committee at this port considered that a dredger was absolutely necessary for the improvement of the port and the matter was laid before Government in December 1894. Government declined to sanction the proposal (G.O., No. 7, Marine, of 10th January 1895). The committee again renewed their application for a dredger in October 1896. It is under consideration to put up a cross bund across the old bar, and the Executive Engineer has been addressed on the subject.

See remarks against item NO. 9.
See QO No. 93 Marine, dated 15th February 1896.

See G.O., No. 93, Marine, dated 15th February 1896.
1905 W Public Works, dated 23rd April 1896.

19 " 1305 W., Public Works, dated 20th April 1896.
 20 " " Proposals to purchase a house was made in November 1896.
 21 " " See G.O., No. 812, Marine, dated 23rd November 1896, declining to sanction the purchase and directing to renew the application next year. f 04. 1897.

See G.O. No. 522, Marine of 9th June 1897.
application next year.

See G.O., No. 322, Marine of 7th July "

See remarks against item No. 5.

" G.O., No. 93, Marine, dated 15th February 1896.
dated 23rd April 1896.

"	Croft		Public Works, dated 23rd April 1896.
"	"	1305 W.,	14th November 1896.
"	"	"	
"	"	"	
"	"	"	

3278 W.,

833, Marine, dated 1st December 1890.

(See remarks against item No. 2, "Passenger shed.")

This proposal originated with the Executive Engineer of the division, who pointed out that there would be a large saving in annual repairs if these improvements were carried out. The report which accompanied the estimate shows this as probable. Plan and estimate for Rs 2,800 forwarded to Government with Presidency Port Officer's letter No. 840/319 of 1st September 1897.

G., of 1st September 1897.

This work is considered necessary in the interests of the public. This sum is estimated to meet improvements which may become necessary in continuation of those sanctioned in G.O.s, 1905 and No. 84. Marine, dated 28th January 1897.

This sum is estimated to meet improvements wanted in the Marine, dated 28th January 1897.

No. 37, Marine of 28th January 1896, and No. 32, Marine,

... will have to

being reserved for general improvements to the existing system of lights, allocations for the items indicated

nds being reserved for General

FORECAST of the requirements of the next five years.
Western Group.

Number.	Port.	Nature of work.	Approximate estimate.	Amount proposed to be spent yearly.	From what funds to be met.	Remarks.
1	Cochin	Port Officer's residence.	RS. 30,700	RS. 15,000	Port Fund	In June 1894 it was proposed to convert the present Port office into a residence for the Port officer and the bungalow in the marine yard as an office. The Executive Engineer, West Coast Division, condemned both buildings and recommended a new building for the Port officer's residence. In the meantime a private building was offered for Rs. 8,000 as best suited for a residence. Anticipating a successful negotiation, estimates were ordered to put the present Port office into thorough repair—G.O., No. 466, Marine, dated 28th June 1896, at a cost of Rs. 1,800. The negotiations failing plan and estimate for a residence were ordered—G.O., No. 684, Marine, of 27th August 1896, but a proposal for a combined residence and office is under consideration—Government Memorandum, Public Works, No. 5247 C. of 4th December 1897.
2	Hangarotta	Lightkeeper's quarters.	1,500	1,500	Do.	The work is necessary and urgent. Estimate has been called for and will shortly be placed before Government.
3	Coondapoor	Do.	1,500	1,500	Do.	
4	Malpe	Quarters for lightkeepers.	1,500	1,500	Do.	
5	Ponani	Joining the two existing groyne and filling up the place enclosed.	1,000	1,000	Do.	The work is necessary in the interests of the port and figures are approximate.
6	Mangalore	Construction of a pier.	2,00,000	* 1,00,000	Landing and Shipping Dues Fund and Port Fund	At the request of the Landing and Shipping Dues Committee at this port, the Collector recommended in November 1895 the construction of an iron screw pile pier. The Local Fund Engineer of South Canara district expressed as his opinion that the soil was unsuitable for an iron screw pier and recommended instead a 200 feet floating stage. In October 1896, the Presidency Port Officer accordingly recommended a Panton pier at a cost of Rs. 31,000 to be met out of landing and shipping dues. Government in Marine endorsement, No. 86 E., dated 6th February 1897, referred the question for the opinion of Public Works Department. The Executive Engineer, West Coast Division, showed that there was nothing in the soil to prevent a permanent screw pile pier being built. Estimate has accordingly been called for—G.O., No. 308, Marine, of 30th March 1897. As the Executive Engineer also recommended that a portion of the foreshore be reclaimed before commencing the pier, the Landing and Shipping Dues Committee consented to meet the expenses of the reclamation also; and the preparation of an estimate for the latter work also has been called for—G.O., No. 915, Marine, dated 10th November 1897.
7	Do.	Reclamation of foreshore.	50,000	25,000	Landing and Shipping Dues Fund.	The present pier having been placed under the management of "The Calicut Pier and Warehouse Company" in April 1893, the Local Port officer suggested that the pier should be thoroughly repaired to make it safe for the traffic; from that time the subject was under correspondence between the aforesaid company and the Port and Public Works Departments. In 1894 the necessity for repairs to the pier was brought to the notice of Government—Government Memo. No. 878 of 3rd May 1894 and G.O., No. 236, Marine, of 19th June 1894. Again in 1896 the necessity for complete repairs to the pier at a cost of Rs. 25,000 was reported to Government—G.O., No. 648, Marine, of 23rd September 1896. In January 1897 the Presidency Port Officer recommended that a new pier should be built to the south of the site where the present one is situated and estimate for a new one was ordered by Government—G.O., No. 68, Marine, of 23rd January 1897. In view of the fact that a series of 12 sections of the foreshore had to be taken at intervals of a month which meant that no estimate could be formed for 12 or 15 months to come, the Government decided that the present pier should be repaired and ordered preparation of plan and estimate—G.O., No. 364, Marine, of 22nd April 1897. In December 1897 the pier was taken over from the company by the Government—G.O., No. 753, Marine, of 25th August 1897. Estimate for repairing the present pier amounting to Rs. 8,000 was also forwarded to Government in November 1897 with Presidency Port Officer's letter, No. 206/406 G. of 19th November 1897.
8	Calicut	Repairs to the present pier.	8,000	8,000	Port Fund	
9	Do.	Construction of a new pier.	2,00,000	* 1,00,000	Do.	

The works are necessary in the interests of the port and to facilitate landing and shipping operations. Estimate has been called for and will shortly be placed before Government.

The work is necessary in the interests of the port and to facilitate landing and shipping operations.

The work is necessary in the interests of the port.

The work is necessary for the protection of the boat yard.

Act No. II of 1890 was declared applicable to the Kallai Bar and tolls at certain rates were levied on articles passing over this bar for export. The collection and control of this fund was with the Revenue Department. In 1895 it was transferred to the Port Department—G.O., No. 197, Marine, dated 4th July 1895. From that time the collections are credited to Port Fund and the Port Department is responsible for keeping the river and the bar open for traffic. In 1895 the bar was opened by the Port Department at a cost of Rs. 1,418. Again in 1896 the bar was opened at a cost of Rs. 1,120.

10	Malpe	Pier and improvements to foreshore.	4,230	* 4,230	Do.
11	Coondapoor	Boat jetty	7,000	7,000	Do.
12	Calicut	Recon on Cootee	1,500	*	Do.
13	Cochin	Reef in Boat-yard.	970	*	Do.
14	Calicut	Kallai bar improvements.	6,000	1,200	Do.
Total, Western Group.			5,13,900	2,65,930	
Grand Total for both groups.			11,09,070	3,55,120	

N.B.—A lakh and a half of the balance at credit of the Western Group Port Fund being reserved for general improvements to the existing system of lights, allotments for the items marked * will have to be postponed as more money becomes available.

MADRAS,
14th January 1898.

(Signed) H. A. STREET, Commander, R.I.M.,
Presidency Port Officer.

APPENDIX A.

FORECAST of requirements for Port Works—Eastern Group.

Item No.	Name of port.	Description of work.	Estimated cost.	Annual cost to Port and Marine funds.						Remarks.
				1898-99.	1899-1900.	1900-1.	1901-2.	1902-3.	Total.	
1	Cuddalore ..	A new boiler for the steam dredger.	RS. .01	RS. .01	..	..	..	..	RS. .01	
2	Tuticorin ..	Passenger shed and platform.	.03	.01	.02	..	..	..	.03	
3	Do. ..	Dredger or extension of pier.	.30	.30	..	..	..	..	.30	
4	Do. ..	A 15-ton crane ..	.06	.06	..	..	..	..	.06	
5	Do. ..	Residence for Port officer..	.14	.10	.02	..	..	..	.06	
5 (a)	Porto Novo ..	A new wharf ..	.06	..	.06	..	..	..	.12	Balance provided in 1897-98.
6	Calimere ..	Quarters for light-keepers.	.02	..	..	..	..	..	.06	Funds provided in 1897-98.
7	Negapatam ..	Port officer's quarters ..	.14	.10	.04	..	..	..	.14	
8	Do. ..	Improvements to Port office.	.01	.01	..	..	..	..	.01	
9	Do. ..	Permanent groynes ..	.15	.15	..	..	..	..	.01	
10	Pamban ..	Two jetties ..	.20	..	.10	.10	..	..	.15	
11	Cocanada ..	Dredger and improvements to bar.	2 00	2 00	..	..	..	..	2 00	
12	Vizagapatam ..	Improvements to the bar, &c.	2 00	..	2 00	..	..	..	2 00	
13	Masulipatam ..	Improvements to bar and river.	.25	.10	.15	..	..	..	.25	
14	Gopalpur ..	Residence for Port officer..	.06	.06	..	..	..	..	.06	
15	Vizagapatam ..	Do. do. ..	.11	.09	..	..	..	..	.09	
16	Tuticorin ..	Open shed for goods ..	.07	.03	.04	..	..	..	.07	Balance provided in 1897-98.
17	Do. ..	Close shed for goods ..	.10	.03	.07	..	..	..	.10	
18	Do. ..	Fencing foreshore ..	.02	.01	.01	..	..	..	.02	
19	Negapatam ..	Improvements to jetty ..	.10	.03	.07	..	..	..	.10	
20	Do. ..	Fencing foreshore ..	.04	..	.04	..	..	..	.04	
21	Vizagapatam ..	Improvements to foreshore.	.10	.10	..	..	..	..	.10	
Total ..			5 97	3 15	2 62	.10	..	..	5 91	
Add—Public Works supervision charges at 25 per cent. on all items excepting 1, 3 and 4.				.71	.66	.03	..	..	1 40	
Total ..				3 90	3 28	.13	..	..	7 31	

NOTE.—(1) Works for which provision has been made in 1898-99 have been included in the budget for that year.
 (2) In the case of item 11, Rs. 50,000 only have been provided in the budget for 1898-99. The balance Rupees 1,50,000 will be provided if India sanctions an additional grant from Imperial funds.

APPENDIX B.

Forecast of requirements for Port works—Western Group.

Item No.	Name of port.	Description of work.	Estimated cost.	Annual cost to Port and Marine funds.						Remarks.
				1898-99.	1899-1900.	1900-1.	1901-2.	1902-3.	Total.	
1	Cochin ..	Port officer's residence and office.	RS. .30	RS. .15	RS. .15	..	..	..	RS. .30	
2	Hangarkotta ..	Light-keepers' quarters ..	.02	..	..	..	..	..	..	} Provided for under light-houses.
3	Coondapoor ..	Do. ..	.02	..	..	..	..	..	..	
4	Malpe ..	Do. ..	.02	..	..	..	..	..	..	
5	Ponnani ..	Joining the two existing groynes.	.01	.01	..	..	..	..	.01	
6	Mangalore ..	Construction of a pier ..	2 00	..	2 00	..	..	..	2 00	
7	Do. ..	Reclamation of foreshore ..	.50	.25	.25	..	..	..	.50	Balance provided in 1897-98.
8	Calicut ..	Repairs to the existing pier.	.08	.02	..	..	..	..	.02	
9	Do. ..	Construction of a new pier..	2 00	..	..	.05	..	..	.05	Provision has been made for a tramway to the present pier which it is considered will obviate the need for a new pier. Considered unnecessary.
10	Malpe ..	Pier and improvements to foreshore.	.04	..	..	..	..	..	..	
11	Coondapoor ..	Boat jetty ..	.07	..	.07	..	..	..	.07	The actual cost being .01 only, this amount has been provided.
12	Calicut ..	Beacon on Coote reef ..	.02	.01	..	..	..	..	.01	
13	Cochin ..	Fencing in boat yard ..	.01	.01	..	..	..	..	.01	
14	Calicut ..	Kullai bar improvements ..	.06	..	.06	..	..	..	.06	
Total ..			5 15	.45	2 53	.05	..	..	3 03	
Add—Public Works supervision charges at 25 per cent.				.11	.63	.01	..	..	.75	
Total ..				.56	3 16	.06	..	..	3 78	

NOTE.—Works for which provision has been made in 1898-99 have been included in the budget for that year.

STATEMENT showing the Lighthouse works to be carried out by Mr Ashpitel.

APPENDIX D.

STATEMENT showing Funds required to carry out Lighthouse and other Special Works—Eastern Group.

APPENDIX D.

STATEMENT showing Funds required to carry out Lighthouse and other Special Works—Eastern Group.

NOTE.—The opening balances are the latest available figures as shown in the budget estimate for 1898-99.

APPENDIX E.

STATEMENT showing Funds required to carry out Lighthouse and other Special Works—Western Group.

NOTE.—The opening balances are the latest available figures as shown in the budget estimate for 1998-99.

APPENDIX F.

STATEMENT showing Funds required to carry out Lighthouse and other Special Works—Madras Port.

	Opening balance.	Surplus reserve during the year after meeting all ordinary charges except lighthouse maintenance.	Total sum available (1 + 2).	Lighthouse maintenance.	Balance available for special works (3 - 4).	Proposed expenditure.		Grant required (8 - 5).	Closing balance (5 - 8).
						Lighthouse works.	Other works.		
	1	2	3	4	5	6	7	8	10
1898-99	1.18	.48	1.38	.10	1.28	.10	..	.10	1.18
1899-1900	..	.48	1.66	.10	1.56	.85	..	.85	.71

NOTE.—The opening balance is the latest available figure as shown in the budget estimate for 1898-99.

ORDER—No. 316, Marine, dated 29th April 1898.

In accordance with paragraph 2 of G.O., No. 513, Marine, dated 4th June 1897, the Presidency Port Officer submits with his letter of the 14th January 1898 read above a forecast of Port Fund works other than lighthouses required during the next five years in each of the two groups, Eastern and Western, into which the ports have been divided. The works are arranged in order of urgency, and a brief history of each, where such exists, is given in the column of remarks.

2. The total outlay is estimated at Rs. 11,09,070, of which the Eastern group absorbs Rs. 5,95,170, and the Western Rs. 5,13,900.

3. His Excellency the Governor in Council observes that it is essential to provide in the first instance for the lighthouses, in connection with which a special establishment is actively engaged in the preparation of plans and estimates, the provision of materials and the execution of work. The longer this establishment is maintained, from paucity of funds or otherwise, the more costly will the scheme of lighthouse improvement become.

4. Mr. Ashpitel has drawn up a programme of operations on the construction and improvement of lighthouses extending over three years, the total cost of which is estimated at Rs. 8,30,000 as shown below :—

	RS.
Eastern group	4,00,000
Western group	3,35,000
Madras	95,000
Total	8,30,000

or an average annual expenditure of Rs. 2,76,000. This outlay must be provided for, but due consideration to the development of the ports in the interests of trade is also essential. Both objects cannot be adequately met within a reasonable time from local resources alone. Application will accordingly be made to the Government of India for assistance.

5. The statements given in appendices (A and B) show the revised programme approved by Government for each group of ports and provide for an expenditure of Rs. 7,31,000 on works in the Eastern group and Rs. 3,78,000 in the Western, or a total of Rs. 11,09,000 as compared with Rs. 11,09,070 (or Rs. 13,86,000 inclusive of Public Works supervision charges) proposed by the Presidency Port Officer. The Government is, however, advised that further modification of details may be necessary. The Chief Engineer will report on this point after he and the Presidency Port Officer have had an opportunity of studying local requirements on the spot. The works will, as far as practicable, be estimated for and carried out in the order of urgency here shown. Statement C shows lighthouse works to be dealt with by the special lighthouse division.

6. Taking the Eastern group first, it will be seen from statement D that this group will commence with an opening balance of Rs. 3,50,000 and will require additional grants aggregating Rs. 5,25,000 during the years 1898-99 to 1900-1901.

7. In the Western group, statement E, no assistance will be necessary during 1898-99, but Rs. 2,88,000 will be required during the following two years. Credit is taken for augmentation of Port Fund receipts by Rs. 6,000 per annum which will, it is hoped, be realised by enhancing the port dues to the maximum rates allowed by law, as in the case of the Eastern group, which were raised under the orders contained in G.O., No. 261, Marine, dated 19th March 1897, paragraph 11.

8. In Madras, statement F, the available funds will suffice, but the usual annual contribution to the Madras Harbour Trust Board will have to be withheld till the lighthouse works considered necessary in connection with this port, and estimated to cost Rs. 95,000, are paid for.

A-48632
22-6-9780 314726
5-4-97
B
80 314726
5-4-97

9. At ports where landing and shipping dues are collected, the expenditure on port improvements will be a first charge on those funds, and it is only after the landing and shipping dues have been exhausted that the aid of Port Funds can be expected.

10. The Government of India will be addressed on the subject, and the Presidency Port Officer will submit the draft of a notification providing for the enhancement of the port dues at the ports of the Western group.

[Here enter No. 317, Marine, dated 29th April 1898.]

(True Extract.)

S. S. Roberts
Under Secretary to Government.

To the Presidency Port Officer.
" Public Works Department.
" Revenue Department.
" Financial Department.
" Accountant-General.
" Chairman, Harbour Trust Board.

Erd. Md. Pahlwan.

Government {1898} of Madras. MARINE.

Recd.

Enclosures

1898.

Regd.

Spare copies

Letter No. 317, 29th April 1898.

APRIL.

Lighthouse and Port Improvements

Appealing to the Government of India for a grant from Imperial funds to admit of the proposed schemes of — being carried out within the period contemplated.

MARINE DEPARTMENT.

LETTER—from

W. B. DEWINTON, Esq.,

Acting Secretary to the Government of Madras,

Marine Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,

DEPARTMENT OF FINANCE AND COMMERCE.

SIR,

I am directed to address you on the subject of the lighthouse and port improvements necessary in this Presidency. The Government of India is already aware from the Proceedings of this Government quoted in the margin, which were forwarded to the Marine Department with Colonel Campbell's endorsement No. 246, Marine, dated 8th April 1896, that the question of lighthouse improvement has for some time past engaged the earnest attention of His Excellency the Governor in Council, and that a special establishment is now actually employed on the designing and execution of the works. Other marine works have now come under review, and a programme of the probable expenditure for the next few years has, under instructions from His Excellency the Governor in Council, been drawn up by the Presidency Port Officer. The demands have been carefully scrutinised and revised, as far as possible, though it seems probable that further inquiries on the spot which the Chief Engineer has been directed to make in company with the Presidency Port Officer will necessitate modifications in details. There seems, however, no reason to suppose that the total outlay assumed by Government will be altered to any great extent.

2. The total outlay under all heads (Lighthouse and Port Improvements) in both groups of ports, Eastern and Western, will be as follows:—

	Amount available.	Proposed expenditure.	Deficit.	Balance.
First year (1898-99)	LAKHS. 7.86	LAKHS. 7.16	LAKHS. ..	LAKHS. .70
Second year (1899-1900)	1.91	8.59	6.68	..
Third year (1900-1901)	(70 + 1.21) 1.13	2.58	1.45	..
	..	..	8.13	..

3. The resources at the disposal of this Government are wholly inadequate to meet this outlay. The question of applying to the Government of India for a loan has been carefully considered; but it is found that the annual surpluses of Port funds after providing for current necessary expenditure are so small, even with the addition of existing balances, that they will be wholly inadequate to pay interest on a loan and provide a sinking fund for its extinction. It would, in fact, be necessary to stop all outlay on port improvements for a considerable number of years. A position of this kind cannot be accepted. His Excellency the Governor in Council has, therefore, no alternative but to appeal to the Government of India for a grant from Imperial funds. The amount required will be Rs. 6,68,000 in 1899-1900 and Rs. 1,45,000 in 1900-1901.

4. It is with great reluctance that His Excellency in Council makes this request. If Provincial funds were in a position to come to the aid of Port funds, it would not be preferred, but there is no immediate prospect of any help being forthcoming from this quarter. It will be seen from the Proceedings of this Government, No. 316, Marine, dated 29th April 1898, which form an accompaniment to this letter, that Local funds of all kinds will be absorbed, and that at ports where landing and shipping dues are collected, these dues will first be exhausted before Port or other funds will be drawn upon.

5. The Government of India will doubtless agree in the opinion that the scheme of lighthouse improvement on which this Government has embarked should be completed as soon as possible, not only in the interest of trade and shipping which it is designed to protect, but also in the interests of economy; the special establishment employed on the work being a recurring and costly item of expenditure.

6. It seems scarcely necessary that the Government of India should be reminded of the magnitude of the interests involved in the scheme now in hand for the better lighting of the coasts of this Presidency. The protection to be thus afforded to trade and navigation will benefit the whole country, and it would thus seem equitable that Imperial funds should aid in the work. Amongst the many wrecks which have occurred on the Sacramento Shoal for example (six in the four years 1892-95), that of the S.S. *Lanark* in May 1894 must have entailed heavy loss on Imperial funds, the cargo of railway materials with which the vessel was loaded having been entirely lost. Considerations, such as these, will, it is hoped, have due weight with the Government of India, and the grants applied for be sanctioned, so as to admit of the proposed scheme of lighthouse improvement being carried out within the period contemplated, and without undue postponement of other essential Port fund works. Should the aid now sought be denied, His Excellency the Governor in Council will be compelled either to break up the special lighthouse division, disperse the staff and postpone construction, or to defer indefinitely many port and harbour improvements much needed for the development of trade.

7. I am to add that the alternatives of legislating either to raise the port dues in this Presidency, or for the imposition of light dues on vessels passing up and down the West Coast of the Bay of Bengal in a manner similar to that in which they are imposed under Act IX of 1879 on vessels trading on the east side of the bay, have been considered; but His Excellency the Governor in Council has arrived at the conclusion that it would be an undue burden on trade to raise the port dues, while the proposal to charge vessels passing up and down the west side of the bay with light dues would meet with so much opposition from the shipping interests generally that it is not advisable to make it.

8. It is understood that England is the only important Maritime power that requires its lighthouses to be wholly maintained from the proceeds of light dues, and that in Spain, Portugal, Russia and France no such dues are levied, the cost of lighthouses being defrayed by the Central Government; while in America dues are levied only on the vessels of Foreign powers which do not reciprocate with the United States. The arrangements in England have, it is believed, given rise to considerable dissatisfaction, and may, it is considered by His Excellency in Council, be departed from with advantage in the case of the lighthouses necessary for the safe navigation of the extensive and sometimes dangerous seaboard of the Madras Presidency.

I have the honour to be,

Sir,

Your most obedient servant,

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

OOTACAMUND,

29th April 1898.

Exd. C. M. Thumbuswamy.

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189

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