

MADRAS RECORD OFFICE.

Government of Madras.

Police DEPARTMENT.

G.O. No.	538	Press Mis.
Dated	25-11-17	1884

Not to be folded or roughly handled

Handwritten notes and signatures at the bottom left of the page.

*Proceedings of the Madras Government, Marine Department,
from 23rd to 29th July 1859.*

No. 13. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 8th July 1859, No. 2700.

I have the honor to inform you that, in obedience to the orders passed in the Proceedings of Government of the 20th May last, No. 213, correspondence was renewed with the Cochin Chamber of Commerce relative to the proposed establishment by them of a Steam Tug at that Port. As the previous proposal had passed through the channel of the Collector of Malabar, I requested that Officer to bring the matter again before the Chamber, and in doing so to assure them that I was ready to meet their views in a cordial spirit.

2. Their reply, herewith forwarded, shews that they have entirely abandoned the enterprize which perhaps is not so much to be regretted as I think that, if their arrangements had been such as to bear inspection, they would have evinced less disinclination to enter into an explanation of their intentions when called upon to do so by the Collector of Malabar in August last. They might have done so, and yet declined to submit to Government control, but by abruptly closing the negociation without entering into the details of their project sufficiently to prove that they were prepared to carry it out to the benefit of the Port, the failure of those negotiations can only be laid to their own act.

3. There are matters in the Chamber's communication which might offer subject of remark if their original intention had not been relinquished, but as such is the case there seems no necessity for further observations.

From P. LESLEY, Esq., Honorary Secretary; to P. GRANT, Esq., Collector of Malabar, Calicut, Cochin, dated 17th June 1859.

I have the honor to acknowledge receipt of your letter of the 6th Instant, and its accompanying papers,* consisting of a letter to your address from the Superintendent of Marine, a letter from Lieutenant Taylor, I. N., respecting a Steam Tug for this Port, and the proceedings of the Madras Governor in Council on the same subject.

All the above papers were laid on the 10th Instant before a general Meeting of this Chamber of Commerce, convened for the purpose of taking them into consideration, and I have now the honor to lay before you the sentiments expressed thereon.

This Chamber has given its best attention to the letter from Lieutenant Taylor, which it notes was written in consequence of the correspondence, between this Chamber and the Government, relative to the establishment of a Steam Tug at this Port, having been sent to him by Government, for such suggestions as he might have to offer.

In the 2nd para. of Lieutenant Taylor's letter he animadvertes upon the abandonment of the scheme originated by the Chamber and the delay in carrying out what would be of so much benefit to this Port, in consequence of such abandonment.

To this I beg to state, that this Chamber proposed to form a Company for the purchase of a Steamer of about 40 H. P. the cost of which (estimated at Rupees 45,000) was to be raised by shares, subscribed for amongst the Members of this Chamber and others interested in the shipping of this Port, but it was distinctly stipulated as a sine qua non of this scheme, that the Company should have the sole control of its property, and not place itself in any way, under the orders or control, of the Officers of Government, and so determined was the objection to any such Official Superintendence, that it was decided that no assistance whatever should be asked from Government, with the exception of a demand for the right of Pilotage, as at present granted to a single individual, which was considered indispensable to the well working of the project. Lieutenant Taylor appears to have been under the apprehension, that by complying with such a request, Government would have been interfering with the "vested rights" of the present Pilot. He does not seem to be aware that that individual had been in his present situation, not more than 2 years at the time of this Chamber's application, and that he had served no time whatever as an apprentice, or learner in his profession, but was inducted by the Master Attendant without any

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peculiar preparation; nor does the circumstance of the Pilot being only licensed by Government without having any authority whatever, to levy Pilotage on Vessels not requiring his services, or that Vessels at this Port were at liberty to take any, or no Pilot, seem to have been known to Lieutenant Taylor, or this Chamber does not think he would have made any reference to vested right.

This Chamber however, as it informed Government in my letter of 22nd May 1858, never contemplated the employment of any person in command of the proposed Steamer, who was not fully competent to undertake the duties of Pilot, and who had not passed an examination for that post, under the Master Attendant of the Port.

In para. 5 Lieutenant Taylor declares himself in favor of a Dredge, instead of a Rake, in connection with a Steamer. This Chamber can only suppose Lieutenant Taylor to have been ignorant of the fact, that a Dredge is not applicable to towing. It is not here in place to dilate on the different advantages between Dredges and Rakes. A Rake may not be so effective, but can easily be attached to any Steamer, while a Dredge requires a totally different description of Vessel, and machinery, is illadapted to work in a heavy swell, such as is generally on our bar, and requires a constant outlay in boats and cooly hire to remove the dredgings.

Lieutenant Taylor recommends that the Steamer should work under the direction of the District Engineer, but as Cochin has not been favored with frequent visits of this Official, and as Lord Harris, (on his visit to this place, upon this being represented to him, with the view to the proper Superintendence of the erection of the Iron-lighthouse now sanctioned) informed the deputation from this Chamber, that the services of the Government Engineer on the spot, for any length of time, could not be made available, this Chamber does not see how Lieutenant Taylor's suggestions could be carried out.

The fear expressed by Lieutenant Taylor that the Steamer should be working in the wrong channel, is groundless. The proposal of the Chamber, to make the Commander of the Tug, the Pilot, effectually obviated that difficulty, as no one could be better able to judge of the spot, to be deepened than the Pilot of the Port, and few things could be more easily ascertained than the amount of work done by the deepening of the soundings on the Bar, and the constant passing out of Vessels of a known draft of water; moreover the fact of most of the shareholders in the proposed Company, being on the spot, and deeply interested in the efficient working of the Steamer in deepening the Bar, would, this Chamber thinks, have been the most effectual guarantee that the labor of the Steamer was not thrown away.

The most of the questions put to the Chamber by the Secretary of the Marine Board in his letter of 27th July 1858, are formed, on the supposition, that the Chamber are still prepared to provide a Steamer, and that the Committee would allow the Government to have control of such a Steamer.

I beg to state that the original private subscriptions of the Members, having been withdrawn, and looking to the dulness of last business season, the gloomy aspect of affairs, as regards Mercantile enterprise for some time to come, the unsettled state of Europe, and the unsatisfactory position of the Indian Money Market, this Chamber is persuaded that there are at present no hopes of getting any part of the subscription renewed, even if Government now abandon all claim to control over the enterprise.

No. 14.

ORDER THEREON, 25th July 1859, No. 335.

To be recorded.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. W. Komareck.

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that by complying with such a request, Government would have been interfering with the "vested rights" of the present Pilot. He does not seem to be aware that that individual had been in his present situation, not more than 2 years at the time of this Chamber's application, and that he had served no time whatever as an apprentice, or learner in his profession but was inducted by the Master Attendant without any peculiar preparation; nor does the circumstance of the Pilot being only licensed by Government without having any authority whatever, to levy pilotage on vessels not requiring his services, or that vessels at this port were at liberty to take any, or no Pilot, seem to have been known to Lieutenant Taylor, or this Chamber does not think he would have made any reference to vested right.

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In

Pro: 27th May/59 No. 9 & 10

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Mars 1859 Sept 3
From
The Superintendent of
Marine

To
The Chief Secretary
to Govt.
Fort St George

Dated 8 July 1859
Recd.
Encls. 1
No. 2700
No. 3/5.

Subst. that in obedience to the orders
passed in the Prov. Govt. of the 20th
May last, No. 213 correspondence was
renewed with the Cochin Chamber
of Commerce relative to the proposed
establishment by them of a steam
tug at that port & forward their
reply which shews they have
entirely abandoned the enterprise.

No. 335
To be recorded.
25 July 1859

In para 5 Smith, Taylor
declares himself in favor of a Dredge, instead
of a rake, in connection with a steamer.
This Chamber can only suppose Smith
Taylor to have been ignorant of the fact,
that a Dredge is not applicable to towing.
It is not here in place to dilate on the
different advantages between Dredges and
Rakes. A rake may not be so effective,
but can easily be attached to any steamer,
while a Dredge requires a totally different
description of vessel, and machinery is
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as is generally on our bar, and requires a
constant outlay in boats and Cooly hire, to
remove the dredgings.

Smith, Taylor recommends
that the steamer should work under the
direction of the District Engineer, but as
Cochin has not been favored with frequent
visits of this official, and as Lord Harris,
on his visit to this place, upon this being
represented to him, with the view to the
proper Superintendence of the erection of the
Iron lighthouse now sanctioned, informed the
deputation from this Chamber, that the
services of the Government Engineer on the
spot,

See C. N. C.
12 Feb. 59 No. 48.
para. 12 & 14.
Lord Harris has
circumstances are
not to be forgotten.

C 18 July
P 22 4

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