

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.	571	Press ~~Mis.~~
Dated	9-11-	1859.

Not to be folded or roughly handled

10/1/59

*Proceedings of the Madras Government, Marine Department,
for the month of November 1859.*

Read again Proceedings in the Public Works Department, 4th October 1859, No. 2365, recorded in Proceedings, 12th October 1859, No. 511.

No. 28. Read also letter from J. J. FRANKLIN Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 20th October 1859, No. 4260.

I have the honor to acknowledge receipt of the Proceedings of Government of the 12th instant, No. 511, enclosing other Proceedings in the Department of Public Works of the 4th instant, No. 2365, in which is recorded a report from the Chief Engineer on the progress of the Paumben channels. In this it is mentioned that the tolls on vessels passing through, have diminished from Rupees 11,692, Annas 2 and Pie 9 in 1857-58, to Rupees 9,030, Annas 10 and Pie 3 in 1858-59, being a decrease of Rupees 2,661 Annas 8 and Pie 6; and the Superintendent of Operations apparently connecting this diminution in some way with the alteration that took place in 1855, in the mode of assessing the toll, recommends that it be levied in accordance with tonnage and not with draught. The Chief Engineer observes that as vessels have no occasion now to lighten (two only have done so during the past year) and as they consequently escape much of the expense they had formerly to incur, a higher due might be imposed without pressing heavily on them, and the Government desire me to state whether under the facilities now afforded for the passage of vessels, the system of charging for pilotage on the tonnage might not be reverted to.

2. There are two distinct questions involved in the above, namely—1st; whether it would be advisable to revert to the system abolished in 1855: and 2ndly; whether a higher due might not be exacted from the craft using the channels.

3. As regards the first; I would beg respectfully to recommend that no change should take place. The present measure was proposed as a fairer way of levying pilotage than according to tonnage, the difficulty of carrying a vessel through in safety being in proportion to

her draught and not to her burthen, and as the change then effected, in no way diminished the amount raised, but in fact rather increased it than otherwise, there seems to be no reason why we should again resort to the old system. The decrease in the revenue is clearly explained by the diminution of the trade occasioned by the dearth of rice in the Tanjore and Madura Districts during 1858-59; this being the staple produce carried through the pass.

4. But although, I would not wish to see present arrangements disturbed as regards the pilotage, I can perceive no reasonable objection to the levy of a toll in repayment of the expenses incurred in affording facilities to vessels passing through. Delay, frequently to the extent of a week or ten days—labor—and expense of boats for lightening are now saved, and a small tonnage due in consideration of the expense of effecting these results, so beneficial to the carrying trade, might be imposed without unfairness, and without, I think, being in any way detrimental to the trade. If we take the present tonnage through as 180,000 tons per annum, a levy of one anna a ton would bring in Rupees 11,250, which with 10 or 11,000 Rupees a year as the Government share of the pilotage, would probably cover the expense of the works; and my opinion is that there could be no reasonable cause for complaint in such an impost.

No. 29. MINUTE BY THE HONORABLE THE PRESIDENT, dated 2nd November 1859.

The plan of levying the dues *by draught* is, in this case, obviously the fairest.

It would not, in my opinion, be advisable to alter the existing charge for the sake of the difference between 12,000 and 20,000 Rupees. The rumour of the increase would scare away shipping, and our gains would, therefore not be proportioned to the enhanced charge. Our policy at any rate at present, is to encourage the rapidly augmenting trade of that quarter to use the improved channel. The tolls will increase with the increased trade—but our real gain is, not from the tolls, but from the general good effect upon trade and revenue of this improved communication.

(Signed) C. E. TREVELYAN.

*Proceedings of the Madras Government, Marine Department,
for the month of November 1859.*

No. 30.

ORDER THEREON, 9th November 1859, No. 571.

The Superintendent of Marine submits his opinion on one of the three suggestions, emanating from the Officer superintending the operations at Paumben, viz., "that of altering the system of levying dues by substituting charge by tonnage for charge according to draught," on vessels passing through the channel.

2. As explained in the concluding paragraph of the Chief Engineer's letter, 2nd September last, No. 4498, the effect contemplated is to raise the revenue. It was remarked in paragraph 3 of the Order of the 12th ultimo, No. 511, that pilotage was in 1855 directed to be levied by draught instead of tonnage, as being fairer in principle—and Mr. Franklin now points out that the change has in no way diminished but rather increased the amount raised—the falling off in the amount levied during the year 1858-59 being due to other causes. He thinks however, that, without unfairness or detriment to the trade, a small tonnage due besides the present pilotage, might be imposed, and the channel collections made to produce about Rupees 20,000 a year.

3. The Honorable the Governor in Council does not consider it advisable to increase the existing charge either in the way of tonnage or pilotage for the sake of the difference between 12,000 and 20,000 Rupees. The rumor of the increase would scare away shipping, and the gain would not be proportioned to the enhanced charge. The policy of Government at present is to encourage the rapidly augmenting trade of that quarter to use the improved channel. The tolls will increase with the increased trade. The real gain is to be looked for, not from the tolls, but in the general good effect upon trade and revenue of this improved communication.

4. On these grounds, His Excellency in Council directs that the present mode of levying pilotage dues at Paumben and the rates charged shall continue in force.

5. The Superintendent of Marine has still to report on the proposal for widening the reef channel in the vicinity of the sharp bend a little distance north of the North reef.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. W. J. Boyton.

*Marine.
Proceedings of the Madras Govt.*

*Read again Proceedings
in the Public Works Dept.,*

*4th October 1859 N^o 2365 — Recorded in Proceedings,
12th October 1859 N^o 2365.*

*Read also letter from the
Superintendent of Marine — Enter 20th October 1859 N^o 4260.*

*Minute by the President.
in Council — 2nd November 1859 N^o x.*

Order. 9th November 1859. No. 571.

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The Superintendent of Marine.
" Chief Engineer
Public Works Dept.

Sept 12th

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Pilotage dues
at Paimon

17-5-11

28030

No of out 10 boxes

Marine 1859 (Daphn)

No 371

Proceedings of Genl

of 19 November 1859

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