

MADRAS RECORD OFFICE.

Government of Madras.

Marine

DEPARTMENT.

G.O. No. 83.

Press
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Dated 11.

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Not to be folded or roughly handled

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Fort Saint George, Marine Consultation, 15th March 1859.

No. 3. From J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq.,
Chief Secretary to Government, Fort Saint George, dated 23th February 1859, No. 730.

SIR,

I have the honor to submit, for the consideration of Government, the accompanying copies of letters from the Master Attendant at Cocanada, and the Collector of Rajahmundry, on the subject of the boat hire at the Port presided over by the first named Officer.

2. Being engaged in preparing a Code of Regulations for each of the Ports brought under the operation of Act XXII of 1855, to be printed and supplied to Ships on anchoring thereat, and having learned that much dissatisfaction existed among the Coringa and Cocanada boatmen regarding the authorized rate of hire, which it had been the habit of exceeding, similarly to the practice at Madras, I addressed the Master Attendant on the subject, and subsequently submitted his reply to the Collector of the district, requesting the latter to refer the subject to the Merchants of the place who, as most interested, might afford suggestions worthy of consideration. Only three responded to this invitation, and their communication is appended to Mr. Purvis' letter.

3. It is an admitted fact by all parties that the rate of hire is too low, for although the Merchants remark, that the boatmen are better off and earn more money now than they used, they seem to lose sight of the reason, which is that they, the boatmen, have themselves raised the charges beyond those authorized, and the demand is such that those charges are paid. Moreover, the Merchants themselves acquiesce in the scale of hire recommended by the Master Attendant, and as this is supported by the Collector, with the exception of the accommodation boat hire from Cocanada, I solicit the permission of Government to introduce it, with the exception alluded to.

4. With the view to shew the style of Port rules under preparation, I enclose those for Cochin, which have been completed, and furnished for use at that Port. The several rates not having been increased, there was no necessity for previous reference to Government.

From H. THOMSON, Esq., Master Attendant at Cocanada; to J. J. FRANKLIN, Esq.,
Superintendent of Marine, dated 4th October, No. 140 of 1858.

SIR,

In reply to your letter, No. 3628, dated Madras, 7th September 1858, I have the honor to inform you, that the scale of Boat hire formerly sanctioned, and alluded to in your letter, is still in force as the established rates; but from the great pressure of Boats here lately, and the great competition among the Merchants to get their Cargoes shipped as soon as possible, in some instances Rupees 5 per 100 bags has been paid, and at the present time, as there are such quantities of Paddy shipping from this Port, Rupees 3-8-0 to 4 Rupees is the common charge.

2. It may be said why are the Boat Rules not strictly enforced? Because every Boat owner would immediately cancel his license, and most effectually put a stop to the trade of the Port, at any rate for a certain time; and however short this would be, it would cause great loss to the shipping in general in the roads.

3. The Dhony and Masula Boatmen have on several occasions requested me to intercede on their behalf, to have the hire of their Boats, Dhonies, &c. &c., augmented; and from my own experience I am fully of opinion, that the hire ought to be augmented, for the following reasons.

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1st. The price of all articles of food is now considerably dearer than when the former scale of Boat hire was sanctioned.

2nd. Lascars to work the Boats cannot be had here, now, for less than double the pay what it was a few years ago.

3rd. Another thing that has enhanced the price of labour at this Port is the immense number of labourers of all classes that emigrate to the Tenasserim Provinces, &c., &c., (nearly one-half of which are lascars or people accustomed to work in Boats or Dhonies.) This has left the Port very destitute of Lascars for Boat's work, and the few that remain just demand what they like, or quietly refuse to work.

4. At the present time, and for sometime back, I have had to pay for the Crew of the Report Boat Annas (4) per man per day, and with great difficulty get a Crew on these terms.

5. The different sorts of produce that is now exported, and the various Articles of Merchandize imported, require to be taken into consideration; as it appears from the scale of Boat hire formerly sanctioned, no comparison was made with reference to the size of the bag, provided it weighed two Bengal Maunds.

6. As the Cargo Boats are so varied in description at this Port (as per margin,*) I would suggest that the following scale of Boat hire should be adopted. From Cocanada to a Vessel in the roads, Company's Rupees 3 per 100 bags of 2 Bengal Maunds, for Rice, Salt, Gram, Sugar, Wheat, and such similar produce.

Company's Rupees 3-4-0 per 100 bags of 2 Bengal Maunds, for Paddy, Gingely seeds, Lamp Oil seeds, Linseed, Jaggery, Beetle nut, and similar produce.

Company's Rupees 3-6-0 per 100 bags of 2 Bengal Maunds, for Boot Gram, Tamarinds, Natchnee, Turmeric, Fenny greek, Mustard seeds, and such light produce.

All other Cargo or produce to be taken at the rate of Company's Rupees 3-4-0 per 100 bags of 2 Bengal Maunds, that the boat is licensed to carry Cargo or produce to or from Coringa, Tallaroo, or Neellapelly, 4, 8, and 12 Annas respectively, in excess of the above charges.

From Coringa to Tallaroo, or Neellapelly, per 100 bags of Bengal Maunds, the boat is licensed to carry, Rupees 1-6-0 and Rupees 1-12-0 respectively, and *vice versa*.

From Neellapelly, Tallaroo, or Coringa to a Vessel on the Coringa bar, or above it, per 100 bags of 2 Bengal Maunds, the boat is licensed to carry, Rupees 2-12-0, 1-8-0, and 1-4-0 respectively, and *vice versa*.

From a Godown to a Vessel opposite or near to it, 12 Annas per 100 bags of 2 Bengal Maunds, the boat is licensed to carry.

Daily demurrage for the detention of a Cargo boat alongside of a Vessel in the Roads, or in any of the Rivers, for any number of days beyond 3 days, 12 Annas per day, per 100 bags the boat is licensed to carry.

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Return trips half the above charges, if from the same Vessel, if from another Vessel, full hire.

Accommodation Boats.

Large Accommodation Boats per trip from Cocanada to a Vessel, in the Roads, ... Company's Rupees 5-0-0
2nd Size..... 3-8-0
Small Boats..... 2-0-0

If not detained alongside of the Vessel above 3 hours; for every hour Extra 12 Annas per hour.

Large Accommodation Boats from Nellapelly, Tallaroo, or Coringa, to and from Cocanada, or a Vessel in the Roads, if not exceeding one day, Rupees 8, 7, and 6 respectively, and *vice versa*, for every day, in excess $\frac{1}{2}$ hire Extra.

Large Masula boats from Cocanada to a Vessel in the Roads, Rupees 2-8-0 per trip of 5 Tons, or thereabouts, of dead weight, or what the Boat can take, with safety, of other Cargo. Passengers Native 25 in number, Europeans 20 in number, without baggage.

Small Masula boats Rupees 1-4-0 per trip, equal to 7 or 10 bags.

Large Masula boat with fresh water from Covoor, with 6 Casks equal to 1000 Gallons with hire of Casks, Rupees 4-12-0 per trip.

Catamaran with 2 men to take letter, to or from the Shipping, 8 Annas per trip.

Extra hire to all Vessels in more than 5 Fathoms in the S. W. Monsoon, or 6 Fathoms in the N. E. Monsoon, one-third of the above hire for all classes of Boats.

MASTER ATTENDANT'S OFFICE,
COCANADA,
4th October 1858.

(Signed) H. THOMSON,
Master Attendant.

From A. PURVIS, Esq., Collector of Rajahmundry; to JOHN J. FRANKLIN, Esq., Superintendent of Marine, Madras, dated 4th January 1859, No. 1.

SIR,

I have the honor to acknowledge the receipt of your letter of the 13th October last on the subject of the rates of boat hire now obtaining at the Port of Cocanada, and on the proposition of the Master Attendant to increase the same. I must apologize for the long delay which has taken place in replying to your communication.

2. There is no doubt whatever that food is dearer than formerly, and that the rate of wages for every description of labour, that of Boatmen of course not excepted, has, as well from the fact just mentioned, as from the increased demand for labour of all kinds, very considerably increased. There is no doubt also, that the constant Emigration to the opposite Coast, where a very much higher rate of wages obtains, has tended to diminish the supply of labour available at Cocanada, though not, in my opinion, due weight being given to the fact that many are constantly returning, to any very serious extent.

3. As suggested by you, I invited the Merchants of Cocanada, Coringa, &c., to favour me with such observations on a matter of so much importance to them as might occur to them. Copies of the only letters received by me in answer are forwarded. Many of the observations in that signed by Messrs: Towle and Co., and Mr. C. Murray, are worthy of consideration. The present representative of the Firm first named, is one of, if not the oldest Merchant, in the place.

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4. There is no doubt that the Boat owners and Boatmen are in far more comfortable circumstances now, than formerly, but it is this very fact that prevents them working for a rate of remuneration, below what may be called the market rate. The present rates are confessedly too low, and no one thinks of adhering to them. The only result, if any attempt to insist on the same being adhered to, would be an immediate strike of all the boats. The remedy for such a state of things is to fix an equitable rate, with reference to existing circumstances.

5. That robberies are not unfrequently committed when Cargo is in transit from the shore to the shipping is I fear too true, though but few regular complaints have been preferred. I concur with Messrs: Towle and Co., that the Boat owners should be held responsible for the safe delivery at the Ship's side, or at the landing place, of all Goods made over to them, either for shipment, or landing. The practice animadverted upon of sending a cooly Peon is one adopted by the Merchants themselves, and is one that it rests with them to put a stop to.

6. The majority of the cargo boats at present in use are certainly not what they should be, especially in reference to their sailing qualities, but improvement in them must be left to the parties interested, and I have little doubt such will be the case before very long. Indications of a desire to build a better kind of boat are indeed already apparent. It is the duty of the Master Attendant of course to refuse a license to any boat not in fair repair, and fully seaworthy.

7. I do not think any rules regulating the rate of hire to be paid by boat owners to the men that man their boats, as proposed in para: 12 of the letter under observation, can with propriety be adopted; but I think the practice of requiring advances should be prohibited, payment immediately the trip has been performed being insisted on.

8. After the best consideration I can give the subject, I think the rates proposed by the Master Attendant are fair and equitable, and beg to recommend them for adoption, except in regard to Accommodation boats. I think 5 Rupees for a first class boat for a single trip from Cocanada to the roads too high, and would rather adopt the rates proposed by Messrs: Towle and Co., and Mr. Murray, and as given in the margin.

First Class per trip.....	Rupees 4-0-0
Second do. " " " " " "	" 3-0-0
Third do. " " " " " "	" 2-0-0
To Coringa, Talravoo and Neelapilly.....	" 5, 6 and 7

From Messrs: TOWLE & Co: and C. MURRAY; to A. PURVIS, Esq., Collector of Cocanada, dated Cocanada, 30th October 1858.

SIR,

With reference to the letter circulated to the trading community accompanied by your note of the 22nd Instant, we have the honor to offer a few observations.

1st. In respect to the reasons assigned for raising the rates of freight on Boats and Dhonies, plying to and from the Shipping in the Roads, with grain and other Goods, we admit, as stated, that food of all kinds is dearer now than formerly, and that wages of Crews have increased, and men have emigrated to Burmah annually.

But we beg leave to observe, that formerly Boats and Dhonies, could scarcely get employment and had but very little to do, and not more than one-fourth of the number were ever working at the same time, such however is not the case now, the increase of trade has given this class of men as much work as they can perform, and they are supposed to be making money, and in our opinion they are much better able to pay for their food, and keep their Dhonies in good order, than they ever were before, and the want of means to provide all things needful for the same is comparatively easily procured.

2nd. Several of the old Dhoney Owners on a small scale have now Dhonies of 550, and 600 Bags, which is in itself we think a sure sign of prosperity.

3rd. We can assure you that the produce of the District was only a few years ago, exported from Neelapilly, Talaravow, and Coringa, to Ships in the Roads at half the regulated hire of freight, and Dhonies were then tendered to shippers at various rates, and the lowest terms accept-

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ed; but now as the Dhoney owners are doing well, they are in a degree independant, which makes it in consequence very difficult for Merchants at times to get Dhonies at any thing like moderate terms; and another very great drawback is, that they are allowed to act as they please, and charge as much above the Established hire, as they think proper, and in no instance are the prescribed rules conformed to, or thought of.

4th. We do not think the Emigration to Burmah is much felt in the District; as it is well known that Emigrants return annually in batches. The whole of the Boats and Dhonies at Cocanada, Coringa, Talarow and Neelapilly, are sometimes plying, at the same time fully manned, shewing that men are to be had.

5th. We do not think any Merchant in the place would object to a reasonable increase of freight, provided their interest was protected by better security to property, than hitherto.

6th. Shippers of Goods have been much exposed to thefts and sometimes wholesale robberies committed on board of Dhonies, while passing from the Ghaut to the Ships.

7th. We think the scale of charges for freight from Cocanada to Ships in the Roads, should be Rupees 3 per 100 Bags, for as many as the Dhony takes in, of Rice, Horsegram, Redgram, Blackgram, Sugar, Wheat, Tamarinds, Jaggery, and such like Articles; and Rupees 3-4-0 per 100 for Gingelly seed, Boot gram, Lamp Oil seed, Turmeric, Mustard seed, and such like Articles. To and from Talarow, Neelapilly and Coringa, in proportion.

8th. Accommodation Boats we think should ply from Cocanada for,

First class per trip.....	Rupees 4-0-0
Second do. " " " " " "	" 3-0-0
Third do. " " " " " "	" 2-0-0
To Coringa, Talarow, and Neelapilly.....	Rupees 5, 6, and 7.

9th. Dhony and Boat owners or Tindals, should be obliged to hold themselves responsible as common carriers for all Goods put into their Boats, and Dhonies, and make due and true delivery of the same, instead of the absurd practice, now in use, of sending a Cooly Peon at 4 Annas the trip, in charge of keys of hatches and the delivery of Goods, taking the whole charge, and responsibility out of the hands of the Crew, who combine with him to plunder the cargoes, and it is no doubt understood, that when enquiry is made, as to missing Bags, &c., this individual is never to be found, and the Crew tell you they had nothing to do with it, and refer you to the absconded Peon.

10. Profits of a Dhoney making a trip to the Roads may easily be elucidated, by calculating the rate of Freight for, say, 550 Bags from Cocanada at the present regulated rate of Rupees 2-12-0 per 100; making Rupees 15-2-0, from which must be deducted pay for 7 men and a Tindal, the former at about 9 Annas, and the latter 12 Annas, the trip, including Batta, and say another Rupee for contingent expenses, leaves a clear profit of about Rupees 9-7-0, in the space of from 15 to 48 hours.

11. It would be a satisfaction to Merchants, and the Trading Community of the Port, if by the increase of Boats and Dhony rates, a better description of Cargo Boats could be introduced, so as to be able to get off against the wind under sail in almost any weather, instead of those at present in use, of the old and clumsy style, made merely to carry without the slightest regard to sailing qualities, and there is really no variation in the description of them all, worth noticing.

12. If the rate of Dhony Freight be increased, the hire of men to man them should be increased also. We think the rate might as easily be fixed, as the rate of Freight.

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13. The absurd practice of giving advance for Boat and Dhony hire should not be permitted; because it is attended with much annoyance, delay, and carelessness, in the performance of a trip, and such demands are made more or less with dishonest intentions. All Boat hire however should be paid immediately the trip is duly performed.

14. In comparing the different observations, that will no doubt be laid before you by the Merchants of the place, in reference to the new regulations about to be formed, you will be enabled to judge of the working of the present Boat rules, and we beg to hope, that the new regulation will embrace stringent measures properly attended to, to insure better protection to property, while afloat, by the Establishment of strong and efficiently qualified Boats and Dhonies.

P. S.—Mr. Tait would suggest that 4 Annas per 100 Bags should be added to the Freights from Neelapilly, at the same time that a scale be made out, showing how many Bags of any kind of Cargo equals the number of Rice Bags the Boat carries. At present all the Boats are calculated by the number of Rice Bags they contain, or are able to take. Such occasion disputes, between the Boatmen and the Shippers when shipping such Cargo as Hides, &c.

The reason that Mr. Tait would suggest 4 Annas more (although he is on account of Messrs. Arbuthnot and Co., one of the largest Shippers of the place) is because that he thinks it would save more in time, than the 4 Annas is worth.

NEELAPILLY,
15th November 1858. }

PROPOSED SCALE.

Boats of European built, both open and decked, Country Dhonies, and Masulah Boats.

From Cocanada to a Vessel in the Roads.

Rice, Salt, Gram, Wheat, and such similar produce, per 100 Bags.....	Co's Rupees	3-0-0
Paddy, Gingly Seeds, Lamp Oil Seeds, Linseed, Jaggery, Beetle Nut, and similar produce, per 100 Bags.....	"	3-4-0
Boat Gram, Tamarinds, Natchnee, Turmeric, Fenny Greek, Mustard Seeds, and such light produce, per 100 Bags.....	"	3-6-0
All other produce or Cargo, per 100 Bags.....	"	3-4-0
To or from Coringa, Tallaroo, or Neelapully, 4, 8, and 12 Annas respectively, in excess of the above charges, per 100 Bags.		

From Coringa to Tallaroo, or Neelapully, per every 100 Bags, and vice versa, respectively.....	"	{ 1-6-0 and 1-12-0
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From Neelapully, Tallaroo, or Coringa to a Vessel on the Coringa Bar, or above it, and vice versa, per 100 Bags respectively.....	"	{ 2-12-0 1-8-0 and 1-4-0
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From a Godown to a Vessel opposite to, or near it, per 100 Bags.....	"	0-12-0
Daily demurrage for the detention of a Cargo Boat alongside of a Vessel in the Roads, or in any of the Rivers, for any number of days beyond 3, per 100 Bags, the Boat is licensed to carry, per diem.....	"	0-12-0
Return trips, half the above charges, if from the same Vessel. If from another, full hire.		

N. B.—The Bag is calculated at 2 Bengal Maunds.

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ACCOMMODATION BOATS.

First Class, per trip, from Cocanada to the Roads.....	Co's Rupees	4-0-0
Second do. " " " ".....	"	3-0-0
Third do. " " " ".....	"	2-0-0
If detained alongside of the Vessel above 3 hours, for every hour extra.	"	0-12-0
First Class Accommodation Boats, to or from Neelapully to Cocanada, or a Vessel in the Roads, if not exceeding one day.....	"	7-0-0
Do. do. do. Tallaroo.....	"	6-0-0
Do. do. do. Coringa.....	"	5-0-0
In excess of one day, per diem $\frac{1}{2}$ of the above charges extra, to be made.		
Large Masulah Boats from Cocanada to a Vessel in the Roads per 5 Tons, or thereabout, of dead weight, or what the Boat may safely carry of other Cargo, per trip.....	"	2-8-0
Small Masulah Boats, equal to 7 to 10 Bags per trip.....	"	1-4-0
Large Masulah Boats with fresh Water, from Covoer, carrying 6 Casks, equal to 1,000 Gallons, with hire of Casks, per trip.....	"	4-12-0
Cattamaran with 2 men, to or from the shipping, per trip.....	"	0-8-0
Large Masulah Boat regulated number of European Passengers, without Baggage.....	No.	20
Do. do. Natives.....	"	25
Extra hire to all Vessels in more than 5 Fathoms in the S. W. Monsoon, or 6 Fathoms in the N. E., one-third the above hire for all Classes of Boats.		

PRESENT SCALE.

Description of Boats.	Rates.			Remarks.
	Rs.	A.	P.	
Masulah Boat from Cocanada.....	2	0	0	
2nd size do. do.	1	0	0	
Cargo Boats do. do.	2	12	0	per 100 Bags or about 7 Tons.
Boats of European build from Coringa to the Roads...	5	0	0	{ The rate is independent of the size.
Neelapully to do.	6	0	0	
Cocanada to do.	3	0	0	
Cattamaran from do. to do.	0	4	0	
CARGO BOAT.				
From Talavaroo or Coringa to the Roads.....	1	0	0	
" Neelapully to do.				
" Talavaroo or Coringa to the Vessel at Vallaculla-loghaut, or when in the River.....	0	6	0	
From Neelapully to do.	0	8	0	
" a Godown to a Vessel in the River before it.....	0	3	0	
Detention alongside.....				One-fourth extra for every 3 hours beyond the first 3.

To all Vessels in more than 5 Fathoms in S. W. Monsoon, or 6 Fathoms in the N. E. Monsoon, one-fourth extra.

No. 4. ORDER THEREON, No. 83; dated 11th March 1859.

The Right Honorable the Governor in Council sanctions the adoption, at the Ports of Cocanada and Coringa, of the rates of boat hire submitted in the above letter. It is observed,

Fort Saint George, Marine Consultation, 15th March 1859.

that these rates are, with one exception, those proposed by the Master Attendant, that they are approved by the Collector, and assented to by the Mercantile Community of the place.

(Signed) T. PYCROFT,
Chief Secretary.

Madras

Marine Supt^g Office

28th February 1859

Have the honor to be
Sir

Your Most Obedient Servant

Wm. H. Wilson

Superintendent of Marine

No 83.

The R. H. & Co. sanctions the
adoption, at the ports of Coramunda
and Coringa, of the rates of
boat hire submitted in this
above letter. It is observed, that
these rates are, with one exception,
those proposed by the Master
Attendant, that they are approved
by the Collector, and assented
to by the Mercantile com-
munity of the place -

Fort St. George
11 March 1859 -

To the Supt of Marine - Signed 15

McCague / 1834

29th Dec 15 March 59.
Harris 1837

Dear Sir
The Superintendent of
the Blue Book

Feb 28th 1839
Recd 11th July 1839

2nd 10th 1839
10th 1839

Subject for the consideration
of the accompanying
copy of letter from the
Attendant at Goreaua the
Collector of the Customs in
the subject of the same as the
port provided by the
named officer and for reasons
that relate to the security of
the interests of the
was recommended by the
Goreaua with the intention
to put a new order to the
of port rules under the
measures there for the
have been completely
forwarded to the port