

MADRAS RECORD OFFICE.

Government of Madras.

Machine DEPARTMENT.

G.O. No.	333	Press Mis.
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Dated	27.9.	1860.
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Not to be folded or roughly handled

No. 46. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine, to the Chief Secretary to Government, Fort Saint George, dated 12th September 1860, No. 4,034.

The Government having concurred generally in the views expressed in my letter of the 17th ultimo, No. 3,775, on the principle of assigning a portion of the Pilot fees at Cochin towards defraying the expense of buoying off the channel and otherwise facilitating the passage into and out of the inner harbour, I have the honor to submit the following further suggestions and observations.

2. At Paumben there are 13 licensed Pilots (Natives) who receive one-fourth as their share of the Pilotage levied; the remainder being taken by Government in consideration of the expenses incurred in deepening and buoying off the channels. It is not necessary nor would it be equitable that Government should take so large a share as this at Cochin. In the first place it would reduce the emoluments of the Pilot, who is an East Indian, below that which is necessary to secure an efficient person: and secondly, the expenses entered into at Cochin are not so heavy in proportion as those at Paumben. At the former Port the Pilot is merely assisted in his operations by buoys denoting the channel: at the latter the channel itself has been created for the craft that now use it at the entire expense of Government.

3. The question as regards Cochin appears to be, what portion of the Pilotage can be assigned towards paying the expense of buoys &c., without reducing the Pilot's emoluments to a standard that would fail to secure an efficient servant. When the proposition of the Cochin Chamber of Commerce for establishing a Steam tug was under discussion, and it was contemplated to hand over to that body the Pilot fees, the Collector of Malabar stated that he considered 100 Rupees a month would be a sufficient remuneration to the Pilot, who would then have taken command of the tug. I would even place a higher valuation on his services than this, and so arrange that he should receive about 150 Rupees a month or more. The earnings of the Pilot during the last 3 years—I reject 1856 as the trade has permanently increased since that—have averaged 252 Rupees a month. If two-fifths of this were taken as a set off to the expenses of keeping up the buoys and facilitating the passage in and out, the remainder would afford the Pilot ample remuneration, and these proportions I recommend for adoption. According to this calculation his earnings for 1859 would have averaged 161 Rupees a month, received during the eight months of the working season.

4. The Collector of Malabar considers that this proportion is sufficiently liberal, but anticipating the abolition of the Port to Port dues between the Travancore and Cochin Ports and those of the British Government, and the consequent loading of many vessels at Alepee which would otherwise have taken in their cargoes at Cochin, he thinks that the Pilot should receive an assurance that his monthly allowance shall not be reduced below 150 Rupees. The only modification I propose to this is that his emoluments should not be below 1,800 Rupees a year, provided the fees themselves are not under this sum.

5. There does not appear to be any necessity for regulations. The local authorities have for a long time appointed the Government Pilot and no European or large vessels attempt to pass in or out without employing him although such is not compulsory. Native craft of small burthen and draft either employ fishermen or boatmen, paying them a small sum for their assistance; or when the Commander has local knowledge sufficient for the purpose, pass the channels without engaging a Pilot at all. For such vessels the channel is not difficult. I would therefore still leave it optional to employ the Government Pilot.

6. All that I would suggest as necessary is, that the Government Pilot should in future receive his appointment from this Office; that he be continued under the orders of the local Master Attendant to whom all Pilotage should be paid; and that the latter Officer should disburse the fees in the proportions before mentioned; namely, $\frac{2}{5}$ ths to the Pilot and $\frac{3}{5}$ ths to the

*Proceedings of the Madras Government, Marine Department,
27th September 1860.*

Government, to be held in deposit on account of the Port Fund. An objection might be taken to such fees being at once credited to the Fund, as in the concluding part of Section 44 of Act XXII of 1855, it is provided that receipts and disbursements on account of Pilotage are not to appear in those accounts; but this has been framed with reference to the very extensive Pilot establishment entertained at Calcutta, the accounts of which are kept separate from Marine charges. The $\frac{2}{3}$ ths might therefore be credited to the State as realized, and at the conclusion of each year an adjustment could take place by paying to the Pilot, if necessary, such sum as might be required to make up his yearly emolument to 1,800 Rupees, and transferring the balance to the Port Fund.

No. 47.

ORDER THEREON, 27th September 1860, No. 333.

The Government approve the measures proposed by the Superintendent of Marine in the above letter for regulating and limiting the emoluments to be received by the Government Pilot at Cochin.

2. The Government Pilot will accordingly on all future occasions receive his appointment from the Superintendent of Marine, and will continue under the orders of the local Master Attendant. All Pilotage will henceforward be paid to that Officer, who will disburse to the present and future Pilots $\frac{2}{3}$ ths of the receipts monthly, and will credit the remaining $\frac{1}{3}$ ths to Government. At the end of the official year an adjustment will be made, and so much (if any) of the accumulated $\frac{1}{3}$ ths be paid to the Pilot as may be required to make up his yearly emoluments to Rupees 1,800, and the balance be transferred to the credit of the Cochin Port Fund.

3. This arrangement will take effect from the 1st November next.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. F. Cartledge.

Marine Department

Proceedings of the Madras Government.

*Read the following letter
from the Superintendent of
Marine.*

*Here enter 12th September 1860
N^o 4034.*

Order thereon 27 September 1860. N^o 333

*The Government
approve the measures proposed
by the Superintendent of Ma-
rine in the above letter for
regulating and limiting the
emoluments to be received by
the Government Pilot at Cochin.*

*2. The Government Pilot
will accordingly on all future
occasions receive his appoint-
ment from the Superinten-
dent of Marine, and will
continue*

continue under the orders of
the local Master Attendant.
All pilotage will hence for-
ward be paid to that Officer,
who will disburse to the pre-
sent and future Pilots $\frac{3}{5}$ of
the receipts monthly, and will
credit the remaining $\frac{2}{5}$ to
Government. At the end of
the official year an adjust-
ment will be made, and
so much (if any) of the accu-
mulated $\frac{2}{5}$ be paid to the
Pilot as may be required to
make up his yearly emo-
luments to Rupees 1800, and
the balance be transferred
to the credit of the Cochin Port
Fund.

3. This arrangement
will take effect from the 1st
November next.

Sup: of Marine
Coll: of Malabar
Act: General } with copy of the
Civil Auditor } correspondence

W. M. M. M.

J. P.

2/5-1877

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Marie 1850 Defiant

Proceedings of Court

27th September 1864

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In Pro 24th October 1864
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Approving the measures proposed by the district of Marie for regulating and limiting the number of animals to be received by the Govt Pilot at Cochin this arrangement should take effect from 1st November next.

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