M.R.O. 1—77,006—8-6-37.

(1) Number of pages

(2) Date of repair

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

PUBLIC DEPARTMENT.

G.O. No. 2434 Press Mis.

Dated 19th June 1937.

Not to be folded or roughly handled

15-3-11

Marine (1889) Department.

24-7-12

22-11-16

6-4-27

G.O., No. 2 3-44

DATED 10 [illegible] 1889

[Despatch Abstract.]

Portugese Pilotage orders regarding the rates of [illegible] to be levied on vessels, from 1st Feb to [illegible] 1889 at Madras and at the ports under Act X of 1883 and Calling [illegible] Captains officers and the Chamber of Commerce to report on the rates of fees to be levied under Section 35 of the said Act [illegible] Certain Services rendered to vessels by

BARK PAPER.

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

FURTHER PAPERS.

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

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again G.O., dated 15th April 1889, No. 158, Marine.

READ—also the following papers :—

From R. W. BARLOW, Esq., Collector of Sea Customs, to the Chief Secretary to Government, dated Madras, 29th April 1889.

As directed at paragraph 1 of G.O., No. 158, Marine, dated 15th instant, I have the honor to recommend that the following minimum rates of Port dues be imposed at this port under Schedule I, Part II, of the Indian Ports Act X of 1889, for the present :—

Foreign Vessels.

(*a*) The rate for steamers coming under this class should, I think, be fixed at 3 annas per ton, with the 60 days' free re-entry. This practically corresponds with the rate now being charged, viz., 4½ annas per ton once in 90 days. In the case of *ships*, I propose the rate should be fixed at 2 annas with the 60 days' re-entry; they are not accommodated with anchorage space inside the harbour, and do not enjoy the same privileges as steamers ; this rate is further the same as the one now subsisting (3 annas and 90 days' re-entry), though I may note that there are no ships now trading between Madras, Ceylon and the Straits, but cases may hereafter arise, and should be provided for.

(*b*) The rate for steamers under this clause should, I submit, be fixed at 3 annas on each entry. The rate now levied is 4½ annas with 90 days' re-entry. The new rate would, on the whole, be advantageous to Port funds, as in the case of *regular* liners trading between London, Madras and Calcutta, and *vice versâ*, 1½ annas would be gained per ton on each vessel entering both from London and from Calcutta, while there would be a slight loss of 1½ annas per ton, in the case of vessels calling at Madras only, on the outward or homeward voyage, and this reduced rate would tend to encourage casual callers.

As regards *ships*, I would propose the rate at 2 annas, as these vessels do not enter the harbour and therefore cannot derive any benefit from the artificial works. Should ships be brought inside by tugs hereafter, this rate may be raised. The present due is 3 annas per ton for 90 days, but, as sailing vessels seldom or never make a second voyage to Madras within 90 days, there would be a slight loss of 1 anna per ton, though I may add that few such vessels enter here now, as steamers have nearly entirely taken their place.

Coasting Vessels.

(*c*) The only coasting ships now calling here are native craft, and I would propose the maximum rate (1½ annas) provided in the schedule for adoption here. This was the rate levied prior to June last and is what was contemplated in the schedule to Ports Act * XII of 1875, *i.e.*, half the rates I now propose on other *vessels* not necessarily *coasting* "Steamers," as

* *Vide* also Notification, No. 42, at page 365, *Fort St. George Gazette*, Part I, 29th May 1888.

seems contemplated by Government at paragraph 2 of G.O., Marine, No. 79, dated 1st ultimo, though the rate on coasting steamers and foreign-going steamers happens now to be the same (4½ annas per ton).

(*d*) For coasting steamers—and this is a very important point—I would fix the rate to be levied here at 1¾ annas per ton, to provide for the special 1½ annas rate now being paid at Madras, and ¼ of an anna to meet the share of the group rate, which Madras will now lose by its entire separation therefrom.

From Sir RICHARD BARLOW, *Bart.*, C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 6th May 1889, No. 1617.

I have the honor to acknowledge the receipt of G.O., No. 158, dated 15th April 1889, and to submit herewith a resolution of the Board passed at their meeting of Friday last, giving the rates of Port dues which the Trustees suggest should be levied under Act X of 1889 upon vessels calling at the port of Madras.

2. I regret I was unable to attend the meeting, but as regards my individual views on the subject, I beg to refer Government to my letter as Collector of Sea Customs, No. 175—B. & G., dated 29th April 1889, to which I adhere as Chairman.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the offices of the Board on Friday, the 3rd day of May 1889.

* * *

5. Read G.Os., Nos. 124 and 158, Marine, dated 27th March and 15th April 1889, respectively, regarding the rate of Port dues to be levied under Act X of 1889 at the port of Madras.

Read minutes by Captain H. A. Street and the Honorable Mr. J. A. Boyson.

Resolved—that the following rates be submitted to Government for approval :—

Class A	3	annas (three).
„ B	2¼	„ (two and pies three).
„ C	1½	„ (one and pies six).
„ D	1¼	„ (do.).

* * *

From Captain H. A. STREET, H. M's. I. M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 7th May 1889, No. 183-G.

In compliance with the instructions contained in G.O., No. 158, Marine, dated 15th April 1889, I have the honor to submit, for the consideration of Government, the undermentioned rates in connection with Madras and the out-ports, viz. :—

MADRAS.

Foreign Vessels.	*Coasting Vessels.*
(*a*) 3 annas a ton.	(*c*) 1½ anna a ton.
(*b*) 2¼ „ „	(*d*) 1½ „ „

These rates are practically the same as now charged. There will be a loss, however, to Madras of its share of the group rate, but as the sum representing this share may be taken roughly at about Rs. (7,000) seven thousand per annum, it seems to me that, pending a trial of the rates proposed, it is unnecessary to increase the rate on coasting steamers by so small a sum as a quarter of an anna a ton. If any increase should become necessary hereafter, I think that the burden should fall on the coasting steamers, as these vessels benefit so largely by the harbour improvements.

2. The rate to be levied under sections (46) and (47) of the Act should, I think, be the maximum as proposed in each section.

3. With respect to the out-ports, I have the honor to state that I placed myself, as directed, in communication with the Chamber of Commerce and similar bodies existing at such ports on the subject through the medium of the different Port Officers, and the information obtained is set forth in the accompanying enclosure marked A. In many cases, the mercantile community have offered no opinion on the different points, and in other cases seem scarcely to have grasped the question.

4. Taking into consideration the financial condition of the several out-ports, I am of opinion that, for the present, no reduction is possible, and I would, therefore, recommend that the maximum rates be levied in every case.

5. With respect to the dues leviable under sections 46 and 47 of the Act, I consider that the maximum rate leviable should be charged.

Enclosure.

GOPALPUR.

No opinion expressed.

BIMLIPATAM.

General approval expressed of the rates as they stand.

VIZAGAPATAM.

General approval expressed of the rates as they stand.

COCANADA.

The Chairman of the Chamber of Commerce in reply informed the local Port Officer that the matter would be placed before the Chamber. Up to date, no further information has been received.

MASULIPATAM.

Foreign Vessels.

(*a*) No remarks.
(*b*) Recommends rate being lowered to 2 annas per ton and one anna in case of vessels trading from Ceylon.
(*c*) No remarks.
(*d*) Rate as it stands approved.

Coasting Vessels.

(*e*) Recommends rate being reduced to one anna per ton whether in ballast or not.
(*f*) Rate as it stands approved.

Rates under Sections 46 *and* 47.

In respect to (46) recommends no.

As regards (47) the mercantile community are opposed to any change in connection with country vessels, but approve of it being applied to foreign vessels, with the exception of vessels from Ceylon.

NEGAPATAM.

Foreign Vessels.	*Coasting Vessels.*
(*a*) 2 annas per ton.	(*e*) 1 anna per ton.
(*b*) 2 „ „	(*f*) 3 „ „
(*c*) 4 „ „	
(*d*) 4 „ „	

Rates under Sections 46 *and* 47.

Under (46), three-fourths of the rate with which the vessel would otherwise be chargeable.
Under (47), half the rate with which the vessel would otherwise be chargeable.

TUTICORIN.

Mercantile community had no suggestions to offer.

COCHIN.

Foreign Vessels.

(*a*) and (*b*)—A charge of 2 annas in each case per ton.
(*c*) and (*d*)—3 annas a ton in each case.

The object of the reduction in the cases of (*c*) and (*d*) it is stated is to encourage a trade which has lately sprung up.

Coasting Vessels.

No remarks.

Rate under Sections 46 and 47.

The maximum rate laid down in each case.

CALICUT.

Foreign Vessels.

(*a*) and (*b*)—2 annas per ton in each case.
(*c*) and (*d*)—3 „ „ „

Coasting Vessels.

(*e*) 1 anna per ton.
(*f*) 3 „ „ „

Rate under Sections 46 and 47.

Maximum rates.

MANGALORE.

Mercantile community have expressed no opinion.

From the Honorable J. A. BOYSON, Chairman, Chamber of Commerce, Madras, to the Chief Secretary to Government, dated Madras, 9th May 1889.

I have the honor to acknowledge, on behalf of the Chamber, the receipt of the Proceedings of the Madras Government, dated the 15th ultimo, No. 158, Marine, in which the Chamber is invited to offer its opinion as to the rates of Port dues to be imposed at the port of Madras under the new schedule of the Indian Ports Act of 1888.

2. In reply I am desired to state that, owing to the difficulty of accurately estimating how far the old exemption on re-entry affected the payment of dues and the probable effect of the new charge on each entry into the port, it appears to the Chamber desirable that, as far as possible, the equivalents of the dues now paid at this port should be imposed under the new schedule until practical results are ascertained. Those equivalents are as follows :—

Under Part II of the schedule—

Clause (*a*).—In the case of a foreign ship or steamer engaged in trade with the Straits Settlements or Ceylon calling at Madras, three annas a ton, which would exempt the ship or steamer for 60 days from liability to pay the due again.

Clause (*b*).—In the case of any other foreign ship or steamer calling at Madras, $2\frac{1}{4}$ annas a ton on each entry.

Clause (*c*).—In the case of a coasting ship calling at Madras, $1\frac{1}{2}$ annas a ton, exempting from liability to pay the dues again for 60 days.

Clause (*d*).—In the case of a coasting steamer, calling at Madras, $1\frac{1}{2}$ annas a ton on each entry.

Under the above arrangement the port, it is estimated, will only lose its share of the old group rate, but it is presumed that the dues as collected will now be paid direct to the Harbour Trust and be promptly invested, and that the interest accruing therefrom and from the recent and prospective refunds of accumulated Port dues will compensate the port for the above loss of dues.

I am at the same time requested to ask the Government to consider whether the time has not arrived for conceding to the port the advantage of a reduction of the rate of interest on the harbour construction loan from $4\frac{1}{2}$ to 4 per cent.

ORDER—dated 10th June 1889, No. 243, Marine.

After careful consideration of the various proposals made in the foregoing papers regarding the rates of port dues to be levied at Madras and at the several outports under Act X of 1889, His Excellency the Governor in Council is pleased to direct that the notifications appended to these proceedings be published in accordance with section 33 (4) of the Act, and that the rates therein prescribed be brought into force with effect from the 1st September 1889.

2. *Madras.*—(i) In the case of foreign steamers not engaged in trade with the Straits Settlements or Ceylon, the Government has accepted the reduced rate of $2\frac{1}{4}$ annas a ton proposed by the Chamber of Commerce, the Harbour Trust Board, and the Presidency Port Officer, as an experimental measure; while in the case of all foreign sailing-ships, the rate has been reduced to 2 annas a ton for the reasons given by the Collector of Sea Customs, Madras.

(ii) The rate on coasting steamers has been fixed at $1\frac{3}{4}$ annas a ton, as proposed by the Collector of Sea Customs, to make good the loss of the share of the old group rate, which will no longer be credited to Madras.

(iii) The suggestion of the Chamber of Commerce that the collections at Madras should be handed over to the Harbour Trust Board, as they accrue, for investment, cannot be adopted. It is necessary that these receipts should be retained at the credit of the Madras port fund to meet current charges, and, as the law now stands, the port fund must be kept distinct from the moneys appertaining to the Harbour Trust.

(iv) The Government of India has been separately addressed on the subject of reducing the rate of interest on the harbour construction loan from $4\frac{1}{2}$ to 4 per cent.

3. *Outports.*—(i) As regards outports, the Government considers that it is clearly unnecessary to levy the maximum rates on foreign vessels calling at a single port in districts such as Malabar and Tinnevelly which have a large surplus to their credit, though it might be advisable to raise the rate to 3 annas a ton at the ports in any particular districts where the receipts do not at present cover, or are barely sufficient to cover, the charges. The Presidency Port Officer will submit definite proposals regarding the outports or districts in which he considers this course will be necessary, and in the meantime a 2-anna rate will be levied throughout both groups.

(ii) In the case of foreign vessels calling at more than one port within the Eastern or the Western group, the rate fixed will be $1\frac{1}{2}$ annas per ton over and above the rate chargeable at the first port, the additional rate ($1\frac{1}{2}$ annas) under ii (*c*), column 2, of the schedule in Notification A, being paid at the first port called at. The additional due under ii (*d*) should be levied at the second port. On further entry within the same group during the periods specified in column 4 of the notification, the vessel will be entirely free.

(iii) The Government considers that cases of the kind referred to in para. 3 (ii) above will be so few, and the amounts involved so small, that it is not worth-while to distribute the additional dues among the ports of the group as in the case of coasting steamers, but the additional due, if levied at the first port, should be credited to the second port of call.

4. The Presidency Port Officer, the Chairman, Harbour Trust Board, and the Chamber of Commerce, will now be asked to report on the rates of fees to be levied under section 35 of the Act for pilotage, hauling, mooring, remooring, hooking, measuring, and other services rendered to vessels at outports and at Madras respectively.

5. The notifications referred to in paragraph 1 will be republished in three consecutive issues of the Fort St. George and District Gazettes.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Collector of Sea Customs and Madras.
" Presidency Port Officer.
" Chairman, Harbour Trust Board, Madras.
" Chairman, Chamber of Commerce, Madras.
" Revenue Department.
" Superintendent, Government Press.

ENDORSEMENT—dated 10th June 1889, No. 244, Marine.

Copy to the Government of India, Department of Finance and Commerce.

J. F. PRICE,
Chief Secretary.

Exd. A. Raitt.

APPENDIX.

NOTIFICATION A.

In exercise of the powers conferred by Sections 33 and 34 of the Indian Ports Act (X of 1889), and in supersession of Notifications Nos. 41 and 42 published in the *Fort St. George Gazette* of the 29th May 1888, page 365, Notifications B and G published in the *Fort St. George Gazette* of 28th June 1881, page 307 *et seq.*, and Notification No. 1 published in the *Fort St. George Gazette* of the 16th March 1881, page 143, His Excellency the Governor in Council is pleased to notify—

(i) That from and after the 1st September 1889, the rates of port dues to be levied on vessels entering the ports specified in the 1st column of the schedule hereto annexed shall be at the rates laid down in the 3rd column of the said schedule.

(ii) That such dues shall be levied subject to the conditions mentioned in the 4th column, and the explanations given at the foot of the said schedule.

(iii) That as regards the levy of port dues, such ports as have been included within double brackets in the 1st column of the said schedule shall be treated as if they were only one port; every vessel in respect of which such dues have been charged and taken at one of any of the said ports being exempted from the dues on entering another port bracketed with it immediately after leaving the one in which the dues were charged and taken.

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rates of port dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
	FOREIGN VESSELS.		
Madras	(*a*) Vessels engaged in trade with the Straits Settlements or Ceylon— (i) Ships .. .. (ii) Steamers ..	2 annas .. 3 " ..	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again.
	(*b*) Other vessels— (i) Ships .. .. (ii) Steamers ..	2 " .. 2¼ " ..	The due is payable on each entry into the port.
	COASTING VESSELS.		
	(*c*) Ships	1½ annas	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again.
	(*d*) Steamers	1¼ "	The due is payable once in 30 days.
OUT-PORTS—EASTERN GROUP.	FOREIGN VESSELS WHETHER SHIPS OR STEAMERS.		
Ganjam .. 1. Gopalpur. 2. Sonnapuram. 3. Baruva. 4. Pundi. 5. Calingapatam.	(i) *Vessels calling at only one Port within the Eastern Group.*		
Vizagapatam .. 6. Konada. 7. Bimlipatam. 8. Vizagapatam. 9. Pudimadaka. 10. Pentakota.	(*a*) Vessels trading with the Straits Settlements.	2 annas	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that port.
Godavari .. 11. Uppada. 12. Cocanada. 13. Coringa. 14. Bendamurulanka. 15. Narsapur. 16. Perupalem.	(*b*) Other vessels	2 "	The due is payable on each entry into the port.

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards.)	Rates of port dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
OUT-PORTS—EASTERN GROUP—*cont.*			
Kistna .. 17. Masulipatam. 18. Penumudi.	(ii) *Vessels calling at more than one Port within the Eastern Group.*		
19. Morutota. 20. Nagayalanka. 21. Kottapalem. 22. Gangadipalem. 23. Nizampatnam. 24. Ipurupalem.	(*c*) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under i (*a*) at the first port called at.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that or any other port in the group.
25. Bodduvanipalem. 26. Motupalle.	(*d*) Other vessels ..	1½ annas in addition to the due chargeable under i (*b*) at the first port called at.	The due is payable once for the voyage.
Nellore .. 27. Kanuparti. 28. Kottapatnam. 29. Itamukkala. 30. Pakala. 31. Karedu. 32. Ramayapatnam.			
33. Chennayyapalem. 34. Tummalapenta. 35. Juvaladinne. 36. Iskapalle. 37. Ponnapudi.			
38. Maipadu. 39. Kistnapatam.			
40. Pamanji. 41. Tupili. 42. Dugarazpatnam.			
43. Pudi.			
Chingleput .. 44. Pulicat. 45. Ennore. 46. Covelong.			
South Arcot .. 47. Sirakanam. 48. Cuddalore.	COASTING VESSELS.		
49. Porto Novo.			
Tanjore .. 50. Tirumalavasal. 51. Kodiyampalaiyam.	(*e*) Ships calling at any port.	1 anna	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again at that port.
52. Tranquebar.			
53. Nagore. 54. Negapatam.			
55. Velankani.			
56. Topputurai. 57. Point Calimere.			
58. Mutupet.			
59. Adirampatnam.			
60. Gopalapatnam. 61. Kattumavadi. 62. Krishnajipatnam.			
63. Ammapatnam. 64. Kottaipatnam. 65. Sundarapandiyapatnam.			
Madura .. 66. Pasipatnam. 67. Damodarapatnam. 68. Tondi. 69. Nambitalai. 70. Pudupatnam. 71. Karangadu.	(*f*) Steamers calling at one or more ports within the Eastern group.	3 annas	The payment of the due at the first port called at in the group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other port in the group.
72. Tiruppalankudi. 73. Devipatnam. 74. Mudiyanpatnam.			
75. Attankarai. 76. Emanangundu. 77. Pillaimadum.			
78. Pamban.			
79. Rameswaram. 80. Mandapam. 81. Vedalai. 82. Marakkayapatnam.			
83. Muttupettai. 84. Kilakarai. 85. Ervadi. 86. Valinokkam.			
Tinnevelly .. 87. Vaippar. 88. Tuticorin. 89. Kayalpatnam. 90. Kulasekharapatnam.			

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rates of port dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
OUT-PORTS—WESTERN GROUP.	FOREIGN VESSELS WHETHER SHIPS OR STEAMERS.		
Malabar .. 91. Cochin.			
92. Arrupuram. 93. Kukkuyi. 94. Madayi.	(i) *Vessels calling at only one Port within the Western Group.*		
95. Attakuri. 96. Chavakad. 97. Veliyangod. 98. Ponani. 99. Kuttayi.	(*a*) Vessels trading with the Straits Settlements.	2 annas	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that port.
100. Parapanna. 101. Tanur. 102. Parpanangadi. 103. Kadalvandi.	(*b*) Other vessels	2 annas	The due is payable on each entry into the port.
104. Beypore. 105. Molakkadava. 106. Calicut. 107. Pudiyangadi. 108. Elaturu.	(ii) *Vessels calling at more than one Port within the Western Group.*		
109. Kappatta. 110. Quilandi. 111. Kollam. 112. Kadalura. 113. Trikodi.	(*c*) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under i (*a*) at the first port called at.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that or any other port in the group.
114. Kottakkal. 115. Badagara. 116. Muttankal. 117. Chompayi.			
118. Kallayi. 119. Talayi.			
120. Tellicherry.	(*d*) Other vessels	1½ annas in addition to the due chargeable under i (*b*) at the first port called at.	The due is payable once for the voyage.
121. Dharmapatnam. 122. Ezhara.			
123. Cannanore.			
124. Pudiyangadi. 125. Palapatnam (Baliapatam).			
126. Ettikulam. 127. Kavvayi.			
South Canara 128. Hosdrug. 129. Baikal. 130. Kasaragod.	COASTING VESSELS.		
131. Kumbale.	(*e*) Ships calling at any port.	1 anna	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again at that port.
132. Manjesvara.			
133. Mangalore.			
134. Mulki. 135. Padubidri.			
136. Ermala. 137. Uchhila. 138. Kaph. 139. Udiyavara. 140. Malpe.	(*f*) Steamers calling at one or more ports within the Western group.	3 annas	The payment of the due at the first port called at in the group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other port in the group.
141. Barkur or Hangarakatta.			
142. Coondapoor.			
143. Nyakinakatte (Nayakkankottai).			
144. Baindur.			
145. Siruru.			

Explanation.—In this part of the schedule—

(*a*) "ship" means a sailing vessel, and "steamer" a steam vessel:

(*b*) "coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under Section 164 of the Sea Customs Act, 1878:

(*c*) "foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION B.

In exercise of the powers conferred by Section 46 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to direct that the rates of port dues chargeable on

any vessel entering a port in ballast and not carrying passengers shall be three-fourths of the rate laid down in Notification A above.

NOTIFICATION C.

In exercise of the powers conferred by Section 47 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to direct that when a vessel enters a port but does not discharge or take in any cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in Notification A above.

Reprinted 50 copies on 15/3/01
6 copies sent to P.P. offices on 15/3/01

Govt. of {1889} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., &c., 10th June 1889,
Nos. 243, 244.

JUNE.

ES

Port Dues.

Passing orders regarding the rates of — to be levied on vessels, from 1st September 1889, at Madras and at the outports under Act X of 1889; and calling on certain officers and the Chamber of Commerce to report on the rates of fees to be levied under section 35 of the Act for certain services rendered to vessels.

13 14

Ref. on No. 175 Bdg

SEA CUSTOM HOUSE,
Madras, 29 April 1889.

FROM

R. W. Barlow, Lgr. C.M.H.

Collector of Sea Customs,
Madras,

TO

The Hon'ble J. F. Price, C.S.
Offg Secretary to Govt
Marine Department.
Asta commd.

SIR,

As directed at para 1 of G. O. No 15
Marine, dated 15th instant, I have the hon
to recommend that the following min
mum rates of Port Dues be imposed a
this port, under Schedule I Part II of the
Indian Ports Act X of 1889, for the present

Foreign Vessels

(a) The rate for steamers coming under
this class should, I think, be fixed at
3 As. per ton, with the 60 days free re-entry
this practically corresponds with the
rate now being charged viz; 4½ As. per ton
once in 90 days. In the case of Ships, I
propose, the rate should be fixed at
2 As. with the 60 days re-entry; they are
not accommodated with anchorage
space inside the Harbour, and do not
enjoy the same privileges as steamers; this
rate is further the same as the one now
subsisting (2 As and 90 days re-entry)

Charges

though I may note that there are no ships now trading between Madras Ceylon and the Straits, but cases may hereafter arise, and should be provided for.

(b) The rate for Steamers under this clause should, I submit, be fixed at 3 As: on each entry. The rate now levied is 4½ As: with 90 days re-entry. The new rate would, on the whole, be advantageous to Port Funds, as, in the case of regular liners trading between London, Madras and Calcutta, and vice versâ, 1½ As. would be gained per ton on each vessel entering both from London & from Calcutta, while there would be a slight loss of 1½ As: per ton, in the case of vessels calling at Madras only, on the outward or homeward voyage, and this reduced rate would tend to encourage casual callers.

As regards ships I would propose the rate at 2 As:, as these vessels do not enter the Harbour and therefore cannot derive any benefit from the artificial works. Should ships be brought inside by tugs hereafter, this rate may be raised. The present due is 3 As: per ton for 90 days, but, as sailing vessels seldom or never make a second voyage to Madras within 90 days,

there would be a slight loss of one anna per ton, though I may add that few such vessels enter here now, as Steamers have nearly entirely taken their place.

Coasting Vessels

(c) The only Coasting ships now calling here are Native Craft, and I would propose the maximum rate (1½ As:) provided in the Schedule for adoption here. This was the rate levied prior to June last and is what was contemplated in the Schedule to Ports* Act XII of 1875, i.e., half the rates I now propose on other vessels, not necessarily Coasting "Steamers" as seems contemplated by Govt. at para 2 of G. O. Marine № 79 dated 1st ultimo, though the rate on Coasting steamers and Foreign going Steamers happens now to be the same (4½ As: per ton).

(d) For Coasting Steamers - and this is a very important point - I would fix the rate to be levied here at 1¾ As: per ton, to provide for the Special 1½ As: rate now being paid at Madras, and ¼ of an anna to meet the share of the group rate, which Madras will now lose by its entire separation therefrom.

* Vide also Notification № 42 at page 305 of Fort St. George Gazette Part I, 29th May 1868.

Thames &c.a

/Signed/ R.W. Barlow

Collector & Sea Customs

/True Copy/

W. Wadsworth

Collector & Sea Customs

A0420

Sea Customs (1889 DEPARTMENT.
Marine

From

THE COLLECTOR OF SEA CUSTOMS,

Madras,

To

The Hon'ble J. F. Price,
Chief Secretary to Govt.
Marine Department
Ootacamund

CHIEF SECRETARY
27 MAY 89
GOVERNMENT OF MADRAS

Dated 25
Despd. } May 1889.
Recd. 27

2° Ref. No. 175 / B&G of 89

ENCLOSURES. one

Subject.

Forwarding copy of his office letter regarding Port Dues addressed to Govt. on the 29 April last.

19

2° Ref. on No. 175 / B&G of 89 SEA CUSTOM COLLECTOR'S OFFICE,
Madras, 25th May 1889.

Encl: 1 FROM Sir Richard Barlow, Bart.
Collector of Sea Customs,
Madras,

To The Hon'ble J. F. Price f.s.
Chief Secretary to Government
Marine Department
Ootacamund

SIR,

I have the honor to acknowledge the receipt of your telegram of yesterday's date, and to forward herewith, as requested therein, Copy of my letter Ref. No. 175 / B&G dated 29th April 1889, proposing rates of port dues to be levied at this port under the new Indian Ports Act.

I have the honor to be
Sir,
Your most obt. servant

Collector of Sea Customs.

Encs

3 P 21

Harbour Trust Board Office,

MADRAS, 6th May 1889

No. 1617

FROM Sir Richard Barlow Bart C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

To

The Honorable J. F. Price C.S.

CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Stone House Hill

Sir,

I have the honor to acknowledge the receipt of G. O. No. 158 dated 15th April 1889, and to submit herewith a resolution of the Board passed at their meeting of Friday last fixing the rates of Port Dues which the Trustees suggest should be levied under act X of 1889 upon Vessels calling at the Port of Madras.

2. I regret I was unable to attend the meeting, but as regards my individual

views

views on the subject, I beg to refer Government to my letter as Collector of Sea customs No. 175 B & C. dated 29th April 1889, to which I adhere as Chairman.

I have the honor to be
Sir
Your most obdt. Servant

(Signed) R. W. Barlow
Chairman
Harbour Trust Board

(True copy)

C. Pinnent
Secretary
Harbour Trust Board

HARBOUR TRUST BOARD.
25 MAY. 89
MADRAS.

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

DATED } 188 .
RECEIVED }

ENCLOSURE

No.

SUBJECT.

Enclosure 4 of 5

EXTRACT of Proceedings of the TRUSTEES of the HARBOUR of MADRAS, at a Meeting held at the Offices of the Board on Friday the 3rd day of May 1889.

× × ×

5. Read G. O^s Nos 124 and 158 Marine dated 27th March and 15th April 1889, — respectively, regarding the rate of port-dues to be levied under act X of 1889 at the Port of Madras.

Read minutes by Captain H. A. Street and the Honorable Mr J. A. Boyson.

Resolved, — that the following rates be Submitted to Government for approval:

Class a . . . 3 annas three
" b . . . 2¼ " two and pies three
" c . . . 1½ " one and pies Six
" d . . . 1½ " one and pies Six.

× × ×

(True Extract)

HARBOUR TRUST BOARD
25 MAY 89
MADRAS.

Secretary
Harbour Trust Board.

Harbour Trust Board Office,

MADRAS, 25th May 1889.

No. 1861

FROM Sir Richard Barlow Bart C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

To

The Honorable J. F. Price C.S.

CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Stone House Hill

Sir

I have the honor to acknowledge the receipt of your telegram of yesterday's date, and as directed therein to forward herewith duplicate of my letter No. 1617 dated 6th instant with enclosure.

I have the honor to be

Sir

Your most obdt. Servant

C. Lee

Chairman

Harbour Trust Board

Go 450

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,

CHIEF SECRETARY'S OFFICE
27 MAY 89
GOVERNMENT OF MADRAS

Marine Department.

DATED 25th May 1889.

RECEIVED 27

ENCLOSURES 3

No. 1861

SUBJECT.

Forwarding duplicate of letter No. 1617 dated 6th May 1889 in reference to rates of Port Dues at Madras.

To Trust

Port called for

27/5

Board Trust

Ootacamund, May 10, 1889.

NOTIFICATION.

No. 47.—The following minutes of the Proceedings of a meeting of the Trustees of the Madras Harbour, held at the Board's Office on Friday the 3rd May 1889, are published :—

Present :

Mr. S. R. Turnbull.
The Hon'ble Mr. J. A. Boyson, *President.*
Captain H. A. Street, I.M.
Captain W. L. C. Baddeley, R.E.
Mr. C. Seton.
Mr. Mirza Mehdy Ispahani.
Mr. Cowasjee Eduljee Panday.
M.R.Ry. M. Varadarajalu Chetty Garu.

In the absence of the Chairman from indisposition the Honorable Mr. Boyson was elected to preside.

2. Read and recorded the minutes of the proceedings of the meeting of the 15th April 1889 confirmed in circulation.

3. Read letter from the Secretary, dated 23rd April 1889, applying for casual leave, and note by the Chairman.

Sanctioned.

4. Read correspondence between the Secretary and the General Storekeeper, South Indian Railway, and note in reference thereto by the Chairman regarding the loss of tin ingots *ex* S S. *Navarino.*

Read minutes by Captain H. A. Street, H.M.'s I.M., and Messrs. Cowasjee Eduljee Panday and M. Varadarajalu Chetty.

Resolved,—that in the opinion of the Board their Contractor is responsible to make good the loss.

5. Read G.Os. Nos. 124 and 158 Marine, dated 27th March and 15th April 1889 respectively, regarding the rate of port-dues to be levied under Act X of 1889 at the Port of Madras.

Read minutes by Captain H. A. Street and the Honorable Mr. J. A. Boyson.

Resolved,—that the following rates be submitted to Government for approval :—

Class *a*	..	3	annas three.
,, *b*	..	2¼	,, two and pies three.
,, *c*	..	1½	,, one and pies six.
,, *d*	..	1½	,, one and pies six.

6. Read letter No. H-67, dated 13th April 1889, from the Presidency Port Officer, regarding the furniture purchased for the Deputy Conservator, together with previous correspondence and note by the Chairman.

Read minutes by Captain W. L. C. Baddeley, R.E., Captain H. A. Street, H.M.'s I.M., and the Chairman.

Read also G.O. No. 174 Marine, dated 25th April 1889, Marine, sanctioning the expenditure as a special case.

Recorded.

7. Read letter No. 59, dated 12th April 1889, from the Engineer, Harbour Trust Board, requesting orders respecting work during the Easter holidays.

Read minutes by Captain W. L. C. Baddeley, R.E., the Honorable Mr. J. A. Boyson, and Captain H. A. Street, H.M.'s I.M.

Read also note in reference thereto by the Chairman.

Resolved,—that the Chairman's action be confirmed; but that no overtime fees be paid to the Construction Staff in future until the whole question of overtime fees to Harbour Trust employés has been considered by the Board.

8. Read letter from the Board's Engineer, No. 62, dated 13th April, requesting permission to be allowed to draw the allowance sanctioned to the late Superintendent under G.O. No. 70, dated 5th March 1888.

Read minutes by the Chairman, Mr. Cowasjee Eduljee Panday and Captain W. L. C. Baddeley, R.E.

Resolved,—that the Board decline to reconsider their former decision.

9. Read G.Os. No. 446 W., Public Works, dated 15th February, and No. 157 Marine, dated 15th April 1889, stating that in consideration of the charge made of 1 per cent. on the value of all stores consigned to the Harbour Trust Board by the India Office, Government would make good any loss, and pay general average contribution.

Read minutes by the Chairman and Captain H. A. Street, H.M.'s I.M.

Recorded.

10. Read the following letters in reference to the supply of chips and rubble from the Pallaveram quarries—

From the Engineer, No. 76, dated 16th April 1889.

From the Contractor, No. 21, dated 12th idem, and

From the Agent, South Indian Railway, dated 11th idem.

Read minutes by Captain H. A. Street, H.M.'s I.M., and Captain W. L. C. Baddeley, R.E.

Resolved,—that in the opinion of the Board, it is premature to try any new system of working the Pallaveram quarries. The Contractor should be held to the terms of his agreement.

11. Read letter from Messrs. P. Ramanjulu Naidu and Sons, dated 4th April 1889, bringing to notice the extra outlay and expenditure incurred by them on account of cooly labor for work done at night, and requesting that some concession may be made to them on account of such.

Read minute by Captain H. A. Street, H.M.'s I.M.

Resolved,—that the Board decline to accede to the Contractor's request.

12. Read letter No. 1318, dated 9th April 1889, from the Secretary, Kurrachee Port Trust, forwarding a copy of the Administrative Report of the Kurrachee Port Trust for the year 1887-88.

Recorded.

13. Read letter No. H-62, dated 2nd April 1889, from the Presidency Port Officer, requesting information with reference to the registration, licensing and inspection of boats, canoes, and catamarans in this port.

Read also letter No. 547, dated 6th April, and No. 575, dated 10th April 1889, from the Deputy Conservator, giving the required information.

Read minute by Captain H. A. Street, H.M.'s I.M.

Resolved,—that the Deputy Conservator be desired to adhere to the scale of fees laid down in G.O. No. 287, dated 18th June 1881.

14. Read G.O. No. 136 Marine, dated 4th April 1889, passing orders regarding the proportion in which the charges for the maintenance of the Presidency Port Office building will be debited.

Recorded.

15. Read G.O. No. 156 Marine, dated 15th April 1889, sanctioning the entertainment of an additional signaller on Rupees 20 per mensem.

Recorded.

16. Read G.O. No. 135 Marine, dated 4th April 1889, passing orders on the proposals of the Pre-

sidency Port Officer for working the life-saving rocket apparatus.

Read again previous correspondence.

Read minutes by Captain W. L. C. Baddeley, R.E., and Captain H. A. Street, H.M.'s I.M.

Resolved,—that the Engineer be requested to furnish a list of men who would be available for working the rocket apparatus, under the orders of the Presidency Port Officer, when required.

17. Read letter No. H-61, dated 1st April 1889, from the Presidency Port Officer, returning three bills for the Harbour Masters' life-boat and Port gigs, and inquiring whether the charges for the same might not be debited to the Pilotage and Harbour Dues accounts respectively.

Read minutes by the Hon'ble Mr. J. A. Boyson and the Chairman.

Resolved,—that in the opinion of the Board, the Pilots' boats should be paid for from Port Funds, and the Preventive Officers' boat from General Revenues as hitherto.

18. Read letter No. 89, dated 20th April 1889, from the Board's Engineer, forwarding Progress Report for February upon the Madras Harbour Works. Examined tracing and statement of expenditure to date.

Read minute by Captain W. L. C. Baddeley, R.E.

Recorded.

Resolved,—that the Chairman be invited to address Government regarding the confirmation of Mr. Pogson in his appointment as Engineer to the Board.

19. Read letter No. 653, dated 23rd April 1889, from the Deputy Conservator, regarding fees to Harbour Masters for attending during the Easter holidays; and the Chairman's reply thereto, No. 218 C, dated 24th April 1889, inviting his attention to No. 16 of the rules for the conservancy of the port.

Recorded.

20. Read again G.O. No. 785 R, Public Works, dated 26th September 1888, in reference to the proposed new line of rails to connect, at the expense of the South Indian Railway Company, the South arm of the Harbour with the Harbour Works Construction main line, and the surrender to the South Indian Railway, in lieu, of certain lines further south.

Read also letter from the Secretary to Government, Public Works Department, Railway Branch, No. 83 D, dated 24th April 1889.

Resolved,—that the plan be forwarded to the Engineer, and that he be requested to commence the work as soon as practicable.

21. Read letter from Mr. C. Stolberg, Traffic Manager, on furlough, forwarding a petition for submission to Government with reference to the circumstances under which furlough has been granted to him.

Read minutes by Captain H. A. Street, H.M.'s I.M., and Captain W. L. C. Baddeley, R.E.

Read letter No. 884, dated 23rd September 1886, from Mr. C. Stolberg, reporting upon repairs then needed to Carlton House, and examined estimate forwarded therewith.

Read minutes by Messrs. S. Vencatakrishnamah Chetty and R. G. Orr.

Read resolutions No. 2 of 4th November 1886 and No. 7 of 20th January 1887.

Read statement prepared by the Chief Accountant, showing amounts expended on repairs to Carlton House during the years 1886-87 and 1887-88, and how charged.

Recorded.

22. Read letter from the Deputy Conservator, No. 655, dated 24th April 1889, reporting that Mr. Taylor, Acting Senior Harbour Master, had met with a serious accident when boarding the S.S. *Tibre* to take her out of Harbour, and had been sent to the General Hospital for treatment.

Read minutes by Captain H. A. Street, H.M.'s I.M., and Captain W. L. C. Baddeley, R.E.

Read clause 9 of section 72 of the Civil Leave Code.

Resolved,—that the Chairman be invited to address Government and the Agent of the Messageries Maritimes Company. In the opinion of the Trust, clause 9, section 72 of the Civil Leave Code, should be made applicable to the Harbour Masters.

23. Read letter No. 116, dated 30th April 1889, from the Engineer, Harbour Trust Board, forwarding an application from Mr. Dumphy, Sub-Engineer, for twenty days' privilege leave, and recommending that the same may be granted him from the 6th instant.

Sanctioned.

24. Examined list submitted by the Chief Accountant, dated 15th April 1889, giving particulars of subscriptions to Provident Fund standing to the credit of persons who have for various reasons left the Board's service.

Resolved,—that the money paid by the individuals be repaid, and that the Trust's contribution be credited to the Fund.

25. Examined Madras Bank Pass-books showing to the credit of the Chairman on Revenue account Rs. 14,487-13-10, Construction account Rs. 48,212-10-6, Port Conservancy account Rs. 8,333-2-7, and Port Fund account Rs. 1,542-13-1.

J. F. PRICE,
Chief Secretary.

Duplicate

No. 9/183.

PRESIDENCY PORT OFFICE,
Madras, 7th May 1889.

Heading.

Port Dues.

FROM

THE PRESIDENCY PORT OFFICER,
MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

In compliance with the instructions contained in G.O. No 158, Marine dated 15th April 1889, I have the honor to submit for the consideration of Government the undermentioned rates in connection with Madras and the Outports — viz,

— Madras —

Foreign vessels,

(a) 3 annas a ton

(b) 2 1/4 " " "

Coasting Vessels

(c) 1 1/2 anna a ton

(d) 1 1/2 anna a ton

These rates are practically the same as now charged. There will be a loss however to Madras

Madras of its share of the groos rate, but as the sum representing this share may be taken roughly at about — Rupees (7000) Seventhousand per annum, it seems to me, that pending a trial of the rates proposed, it is unnecessary to increase the rate on coasting steamers by so small a — sum as a quarter of an anna a ton. If any increase should become — necessary hereafter, I think, that the burden should fall on the coasting steamers as these vessels benefit so largely by the harbour improvements.

2. The rate to be levied under Sections (46) and (47) of the Act, should, I think be the maximum as proposed in each section.

3. With respect to the outports I have the honor to state that I placed myself, as directed, in communication with the Chambers of Commerce and — similar

6P 35

bodies existing at such ports on the subject through the medium of the different Port Officers, and the information obtained is set forth in the accompanying enclosure — marked A.— In many cases, the — Mercantile Community have offered no opinion on the different points, and in other cases seem scarcely to have grasped the question.

4. Taking into consideration, the Financial condition of the several outports, I am of opinion that for the present, no reduction is — possible, and I would therefore recommend, that the maximum rates be levied in every case.

5. With respect to the dues — leviable under Section 46 and 47 of the Act, I consider that the maximum rate leviable should be

be charged.

I have the honor to be

Sir,

Your Obedient Servant

J.A. Theed

Captain R.N. & I.M.

Presidency Port Officer.

Gopalpur

– No opinion expressed –

– Bimlipatam –

General approval expressed of the rates as they stand.

– Vizagapatam –

General approval expressed of the rates as they stand.

– Coconada –

The Chairman of the Chamber of Commerce in reply informed the local Port Officer that the matter would be placed before the Chamber. Up to date no further information has been received.

– Masulipatam –

– Foreign vessels. –

(a) no remarks

(b) recommends rate being lowered to 2 annas per ton and one anna in case of vessels trading from Ceylon.

(c) no remarks.

(d) Rate as it stands approved

— Coasting vessels —

(e) Recommends rate being reduced to one anna per ton whether in ballast or not.

(f) Rate as it stands approved.

— Rates under Sections 46 & 47 —

In respect to (46) recommends no

As regards (47) the — " —
Mercantile Community are — "
opposed to any change in connection
with coasting vessels but approve
of it being applied to Foreign
vessels with the exception of — "
vessels from Ceylon.

— Negapatam —

— Foreign vessels —

(a) 2 anna per ton
(b) 2 — " — " — "
(c) 4 — " — " — "
(d) 4 — " — " — "

— Coasting Vessels —

(e) 1 anna per ton
(f) 3 anna per ton

— Rates under Sections 46 and 47 —

under (46) 3/4 " of the rate with which
the vessel would otherwise be —
chargeable.

under (47) Half the rate with which
the vessel would otherwise be
chargeable.

— Tuticorin —

Mercantile Community
had no suggestions to offer

— Cochin —

— Foreign vessels —

(a) and (b) a charge of 2 annas in
each case per ton.

(c) and (d) 3 annas a ton in each case

The object of the reduction in the cases
of (c) and (d) it is stated is to encourage
a trade which has lately sprung up.

— Coasting vessels —

No remarks.

Rate

—Rate under Section (46) and (47)—

The maximum rate laid down in each case.

—Calicut—

—Foreign vessels—

(a) and (b) - 2 annas per ton in each case

(c) and (d) 3 —— " —— " —— " ——

—Coasting vessels—

(e) - 1 anna per ton.

(f) - 3 anna per ton.

—Rate under sections 46 and 47—

Maximum rates.

—Mangalore—

Mercantile Community have expressed no opinion.

H. A. Tweet

Captain H.M.S.

Presidency Port Officer.

MSJ

Marine (1889) Department.

No 454

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

GOVERNMENT OF MADRAS
No. 27 MAY 89
183

Dated 7 May 1889.

Received

No.

Subject.

Submitting report on the levy of Port Dues at Madras & at Pulicat.

The Madras Chamber of Commerce,

Madras, 25th May 1889.

To

The Chief Secretary to Government
Ootacamund

Sir

As desired in your telegram of the 24th inst. I beg to hand you herewith copy of the Chamber's letter to you of the 9th idem regarding the rates of port dues to be imposed at the Port of Madras under the new Schedule of the Madras Ports Act of 1889.

I have the honor to be,
Sir,
Your most obedt. Servant.

Arthur L Lawson
Asst Secretary.

9 Pub

The Madras Chamber of Commerce,

Madras, 9th May 1889.

From

The Hon'ble J. A. Bozon

CHAIRMAN CHAMBER OF COMMERCE,

MADRAS.

To

The Chief Secretary to Government,

Ootacamund.

Sir,

I have the honor to acknowledge, on behalf of the Chamber, the receipt of the Proceedings of the Madras Government, dated the 15th ultimo, No 158, Marine, in which the Chamber is requested to offer its opinion as to the rates of port dues to be imposed at the Port of Madras under the new Schedule of the Indian Ports Act of 1889.

In reply I am desired to state that owing to the difficulty of accurately estimating how far the old Exemption or re-entry affected the payment of dues and the probable effect of the new charge on each entry into the port, it appears to the Chamber desirable that as far as possible the equivalents of the dues now paid at this port should be imposed under the new Schedule until practical results are ascertained