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[Despatch Abstract.]

Port Clearance at Madras.

Approving the propo to extend the time for the grant of — upto 9 P.m and stating that the Govt will be disposed to consider the questio of increasing the emoluments of the Deputy Conservat should experience show that the exten causes a sensible increase to his — es.

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

Proceedings of the Board of Revenue (Separate Revenue), dated 13th March 1895, Mis. No. 1137.

Read—again the following paper:—

Proceedings of the Board of Revenue (Separate Revenue), dated 18th February 1895, Mis. No. 766.

Read—the following papers :—

From Messrs. ARBUTHNOT & CO., Agents to the Peninsular and Oriental Steam Navigation Company, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated Madras, 5th February 1895.

We have the honour to submit a matter of considerable importance to us as agents of the P. and O. Company and request you will be good enough to lay it before the Board of Revenue for its favourable consideration.

The steamers homewards call here during the season only, viz., February to May in each year, and it invariably happens that they arrive here late in the evening and we are therefore unable to give them quick despatch owing to the hard-and-fast rule laid down for the guidance of the Collector of Sea Customs that port clearance can be granted up to 6 P.M. only. As the P. and O. vessels calling here do not take any cargo, but embark and disembark passengers and their baggage and take a few company's parcels only, the delay occasioned by keeping a steamer in harbour for fifteen hours or more merely for the port clearance is a serious hindrance to the exigencies of the company's service, and the present days of keen competition make it imperative that vessels be kept in port for as short a time as possible. Under the circumstances we have the honour to request that the time for granting port clearance be extended up to 8 or 9 P.M., for which concession we shall be glad to pay whatever extra fees the Board may consider reasonable.

As this concession will not entail extra labour on the general subordinate staff except the Deputy Collector as the executive officer and a clerk, we think there can be no difficulty whatever in extending the time as requested.

We understand that every facility is afforded at other ports of call, and it is a distinct inconvenience to the trade of this port that Madras should be so unnecessarily strict in its adherence to a rule which was framed more than twenty years ago when sailing vessels held the monopoly of the eastern trade.

We do not intend that the Board should understand that every homeward steamer will arrive late in the evening. We only ask that the concession may be granted when they do so arrive. We may mention that the steamers call fortnightly and there will be only an occasional necessity for the concession. Further, we think that the time has arrived when there should be a change in the practice of granting port clearance, inasmuch as the harbour is nearly completed and steamers are allowed (weather permitting) to enter and leave the harbour at any hour of the night.

We trust that the Board will be pleased to give this matter every consideration and pass the necessary orders as early as possible as the first steamer homewards calls here on the 11th instant.

Board's reference thereon, to the Collector of Sea Customs, Madras, dated 6th February 1895, requesting an immediate report as to why port clearance should not be granted in the case of homeward steamers up to 9 P.M.

From E. TURNER, Esq., Acting Collector of Sea Customs, Madras, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 13th February 1895, No: 682-G.

With reference to Board's reference on petition No. 111, dated 6th instant, I have the honour to report that I agree with the Port officer, copy of whose letter I herewith forward, in thinking that, for the present, it is not advisable to extend the grant of port clearance up to 8 or 9 P.M.

2. The object of the P. and O. vessels in calling here from Calcutta is said to be for the convenience of passengers; but I submit that, in their interests, it will be well not to grant port clearances after 6 P.M.

ENCLOSURE.

From the Presidency Port officer, Madras, to the Collector of Sea Customs, Madras, dated 12th February 1895, No. 1445-C.—27.

In reply to your letter No. 569-G, dated 7th instant, I have the honour to state that, for the present, the change is not advisable as several questions will be opened up upon which Government will have to be addressed.

Resolution—dated 18th February 1895, Mis. No. 766.

The Collector is requested to report more in detail upon the matter after ascertaining from the Presidency Port officer the several questions upon which Government will have to be addressed as intimated in his letter.

(True Copies and Extract.)

(Signed) D. D. MURDOCH,
Secretary.

Read—also the following paper:—

From E. TURNER, Esq., Acting Collector of Sea Customs, Madras, to the Secretary to the Commissioner of Salt, Abkári and Separate Revenue, dated 11th March 1895, No. 1103-G.

With reference to Board's Proceedings, Mis. No. 766, dated 18th ultimo, I have the honour to enclose copy of letter, No. 1445/336, dated 22nd ultimo, received from the Presidency Port officer, explaining in detail the different questions which, he thinks, would have to be considered before it can be decided to extend the privilege of granting port clearances to vessels up to 9 P.M.

2. The first of these is whether the appliances now provided are sufficiently complete to afford safe anchorage to vessels within the harbour. At present only two berths are provided with bow moorings, and when these are occupied, the Port officer considers it would be unsafe to allow vessels to enter the harbour at nights.

3. Customs port clearances are granted to vessels on production of the requisite certificates from the Deputy Conservator of the Port that they are properly manned, that there are no epidemics on board, and that the provisions of the Explosives Act, the Merchants Shipping and the Indian Port Acts have been complied with. As for the late landing of passengers, it has been expressly laid down that no passenger shall be compelled to land after 6 P.M., and that has probably found place in the rules of the

port to ensure the safety and convenience of invalids and children who may happen to arrive after dark, especially in bad weather, and not be able to provide themselves with the means of conveyance or find accommodation at a late hour.

4. So far as this department is concerned, there is no objection to granting clearances to the P. and O. steamers up to 9 P.M., provided they satisfy the Port officer and Deputy Conservator that they have conformed to the rules of the port, quoted above, and are able to produce the certificates of the latter officer on which port clearance may be granted.

ENCLOSURE.

From the Presidency Port Officer, Madras, to the Collector of Sea Customs, dated Madras, 22nd February 1895, No. 1445/336.

In reply to your letter, No. 780-G of 19th instant, I have the honour to inform you that the certificate granted by the Deputy Conservator of the Port, to enable a vessel to obtain clearance at the custom house, can only be granted on production of the ship's papers, however short the period of her stay in port may be.

2. If the concession asked for by the P. and O. Company is granted, other lines will expect the same concession, and this will necessitate an increase in the number of Harbour Masters and to the Boat department, as the present staff are quite insufficient to cope with any increase in night work.

3. The P. and O. agents are mistaken in stating that steamers are allowed (weather permitting) to *enter* at any time of night; this is only allowed as a very special concession to the vessels of the P. and O. Company when berths with bow moorings were available and the harbour comparatively free from shipping. On occasions, when the stay of the steamer was only for a few hours, permission has been given to anchor near the entrance inside, but this could only be allowed under the most favourable weather conditions and when no vessels wished to leave the harbour on that particular night.

4. If bow moorings are provided to other berths, there will be no objection to vessels coming in at night in ordinary weather and when there is little current outside. The buoys will have to be lighted.

5. A special fee to the Harbour Master will also be advisable for increased risk and responsibility. In this connection I would observe that the concession asked for will entail extra labour on the Deputy Conservator and his office establishment. The latter are compensated by fees, but those earned by the former are credited in full to Government. That officer is at present deprived of more than half the Sundays and nearly all the holidays in the year without any remuneration, and any change involving a serious addition to his office hours should not be made without the Government being asked to compensate him; as the extra charge falls on the shipping company requiring his services, there is no extra expense to Government.

Resolution—dated 13th March 1895, Mis. No. 1137.

The correspondence will be submitted to Government. The Peninsular and Oriental Company's agents ask that the time for granting port clearance in the Madras Harbour may be extended up to 8 or 9 P.M. There is no objection so far as the Collector's office is concerned. The Presidency Port officer (paragraphs 2 and 5 of his letter) objects on the ground that extra work will be caused and that the staff will prove inadequate. The difficulties raised in paragraphs 3 and 4 of his letter are beside the point, as the Peninsular and Oriental Company's agents do not ask that steamers should be allowed to enter the harbour at any hour of the night, but merely to be allowed to obtain port clearance up to 8 or 9 P.M. when necessary. As the concession asked for can only be availed of at most once a fortnight during the months of February to May, and then only if the steamer happens to arrive in the evening, and as it will be of advantage to the public making use of the steamers, the Board does not consider the Presidency Port officer's objections conclusive and refers the matter for the orders of Government.

(True Copies and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department,
with petition, in original, to be returned.

Mis. No. 1226, Revenue.

Transferred to the Marine Department.

FORT ST. GEORGE, 22nd March 1895.

(Signed) W. B. AYLING,
Ag. Secretary to Government.

To the Marine Department.

From the Chief Secretary to Government, dated 24th April 1895, No. 902.

From W. J. H. LE FANU, Esq., I.C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 17th May 1895, No. 636.

I have the honour to acknowledge the receipt of your memorandum, No. 902, Marine Department, forwarding current No. 248 (herewith returned), for an expression of the opinion of the Harbour Trust Board regarding the application of the agents of the P. and O. Company that their steamers may be allowed to clear up to 9 P.M. upon their homeward voyages during the months of February to May, and I submit herewith, for the information of Government, copy of resolution passed by the Board at its meeting held on 3rd instant.

2. The Trustees are unanimously of opinion that the concession should be granted to the P. and O. Company in the case of their passenger steamers, which do not, as a rule, carry cargo: It is not anticipated that any such concession would be claimed, in consequence, by the agents of other steamers. All the other lines take on every voyage a considerable quantity of cargo, and there is ample time, during their stay, to comply with all port regulations and customs formalities during regular office hours. It might, however, happen that an occasional steamer would take passengers only, but the Board is of opinion that little additional work would devolve upon port and customs officials in consequence. The concession might therefore, without inconvenience, be made general.

3. With regard to the additional outlay necessary, Government has already sanctioned the entertainment of a fourth Harbour Master, and his salary and whatever extra boat establishment may be necessary, chargeable to Pilotage funds, will form the subject of a separate recommendation from the Board and will not be affected in any way by the hour at which clearance certificate may be granted in the office of the Deputy Conservator and port clearance by the Deputy Collector of Sea Customs.

4. It is proposed, now that the harbour is practically complete, to permit vessels to enter and leave the port at any hour of the night, and it is chiefly on this account that a fourth Harbour Master will be required.

5. The only official who would be affected to any great extent would be the Deputy Conservator of the Port, and it has been found that the necessity for his attendance at office upon Sundays and holidays to grant port clearance certificates imposes very heavy work upon him as Port officer. I append a memorandum showing the number of times he has so attended during the year 1894–95.

6. The Deputy Conservator's salary was fixed at the present figure Rs. 770, the pay of rank with staff allowance for a third-class port, at a time when fees were paid to all officers for attendance upon Sundays and holidays and after hours. When Government ruled that half fees were to be credited to Port funds, the then incumbent, Commander Simpson, R.I.M., was granted a personal allowance of Rs. 170 per mensem in lieu of *all* out fees, and the only additional outlay which the Board would now recommend is that this personal allowance, paid to Captain Hewett's predecessor, should be continued to the present and all future officers holding the appointment. The outlay will indirectly be made good to Port and Pilotage funds by extra fees received from steamers entering and leaving at night.

7. The Deputy Conservator is the executive Port officer of Madras in exactly the same manner as the Port officers of Bombay or Karachi are of those ports, having full executive control of all shipping entering the port, and must not be confounded with the assistant to the Presidency Port officer, which latter officer is the administrative officer of all ports in the Presidency. According to the Cyclone Code the Deputy Conservator (Port officer) is responsible for the safety of the shipping, not only during a cyclone, but at all times, and the necessity of keeping a careful watch over the safety of the vessels in harbour, and a proper control over the pilots, is a matter of grave responsibility, entailing constant attention at all times. The Port officer therefore has but little time to himself either on Sundays or holidays; and as the proposal to allow steamers to enter the harbour and clear at night-time will entail extra labour and responsibility upon him, the Board would strongly recommend to the favourable consideration of Government that the personal allowance of Rs. 170 per mensem should be made a permanent part of the emoluments of the office of Deputy Conservator (Port officer) of Madras.

8. All vessels pay fees for the services rendered by the Port officer (Deputy Conservator) on Sundays and holidays and after office hours; these fees are credited to Port funds and are sufficient to cover the personal allowance it is now recommended to restore.

ENCLOSURES.

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 1895.

* * * * *

3. Read memorandum No. 902, Marine Department, Current No. 248, dated 24th April, from the Chief Secretary to Government, forwarding, for the opinion of the Harbour Trust Board, papers referring to a request from the P. and O. Company that port clearances might be granted to their steamers up to 9 P.M. when homeward bound during the months of February to May.

Read minutes by Messrs. H. Scott, G. L. Chambers, R. J. Black, J. F. Davies and F. W. Ashpitel, A.M.I.C.E.

Resolved that the Board is of opinion that arrangements should be made to meet the wishes of the agents of the P. and O. Company. The Chairman is requested to address Government.

* * * * *

MEMORANDUM of the number of vessels worked during 1894–95 on Sundays, holidays, &c.

Days.	Number of vessels entered.	Number of vessels cleared.	Total.
32 Sundays	34	41	75
14 holidays	30	28	58
6 before hours	7	7	14
3 after hours	3	3	6

Fees realized and paid on account of the Deputy Conservator of the Port, Rs. 1,812

From the Chief Secretary to Government, dated 5th June 1895, Ref. No. 1200.

From W. J. H. LE FANU, Esq., I.C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 14th June 1895, No. 1092.

I have the honour to acknowledge the receipt of memorandum, No. 1200, Marine, dated 5th instant, and to inform you, in reply, that the Board does not propose to sanction any other expenditure whatever on fees or otherwise beyond the personal allowance recommended for the Deputy Conservator.

2. It is not anticipated that extra fees taken between 6 and 9 P.M. will cover this allowance of Rs. 170 per mensem. The Board has submitted, for the favourable consideration of Government, the grant of that allowance in view of the responsible and continuous duties which devolve upon the Port officer (Deputy Conservator), and the fees which are *now* received for his attendance upon Sundays and holidays are sufficient to cover the amount.

3. The additional facilities proposed to be given to steamers to enter and leave the port at night will increase the responsibility of the Deputy Conservator, and necessitate still extra work, which will devolve upon him out of regular hours.

Proceedings of the Board of Revenue (Separate Revenue), dated 26th July 1895, Mis. No. 3130.

Read—endorsement of the Government of Madras, Revenue Department, dated 17th July 1895, Mis. No. 2848.

Resolution—dated 26th July 1895, Mis. No. 3130.

The Board stated in its Proceedings, dated 13th March 1895, Mis. No. 1137, when submitting the correspondence on the petition of Messrs. Arbuthnot & Co., as agents of the Peninsular and Oriental Steam Navigation Company that there was no objection, so far as the Collector's office was concerned, to the extension of time for the grant of port clearance from 6 to 9 P.M. The Board has nothing more to add with regard to the present reference.

(True Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to the Government of Madras,
Revenue Department, with papers returned.

Mis. No. 3103, Revenue.

Transferred to the Marine Department with the remark that there is no objection to the proposed extension of time for the grant of port clearances at Madras.

OOTACAMUND,
3rd August 1895.

(Signed) W. B. AYLING,
Ag. Asst. Secretary to Govt.

To the Marine Department with enclosures.
Copy to the Board of Revenue (Separate Revenue).

ORDER—dated 30th August 1895, No. 267, Marine.

The Government approves the proposal to extend the time for the grant of port clearance at Madras up to 9 P.M. In consequence, however, of the uncertainty as to the amount of extra work which will devolve on the Deputy Conservator as the result of this, His Excellency the Governor in Council is not at present prepared to move in the matter of the grant of an allowance to him. Should experience show that the extension causes a sensible increase to his duties, the Government will be disposed to consider the question of increasing his emoluments.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.
" Revenue Department.
Copy to the Presidency Port officer.

Exd. S. J. Pereira.

Govt. of {1895} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 30th August 1895, No. 267.

AUGUST.

Port Clearance at Madras.

Approving the proposal to extend the time for the grant of — up to 9 P.M., and stating that the Government will be disposed to consider the question of increasing the emoluments of the Deputy Conservator should experience show that the extension causes a sensible increase to his duties.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

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As this concession will not entail extra labour on the general subordinate staff except the Deputy Collector as the executive officer and a clerk, we think there can be no difficulty whatever in extending the time as requested.

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With reference to Board's reference on petition No. 111, dated 6th instant, I have the honour to report that I agree with the Port officer, copy of whose letter I herewith forward, in thinking that, for the present, it is not advisable to extend the grant of port clearance up to 8 or 9 P.M.

2. The object of the P. and O. vessels in calling here from Calcutta is said to be for the convenience of passengers; but I submit that, in their interests, it will be well not to grant port clearances after 6 P.M.

ENCLOSURE.

From the Presidency Port officer, Madras, to the Collector of Sea Customs, Madras, dated 12th February 1895, No. 1445-C.—27.

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2. The first of these is whether the appliances now provided are sufficiently complete to afford safe anchorage to vessels within the harbour. At present only two berths are provided with bow moorings, and when these are occupied, the Port officer considers it would be unsafe to allow vessels to enter the harbour at nights.

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port to ensure the safety and convenience of invalids and children who may happen to arrive after dark, especially in bad weather, and not be able to provide themselves with the means of conveyance or find accommodation at a late hour.

4. So far as this department is concerned, there is no objection to granting clearances to the P. and O. steamers up to 9 P.M., provided they satisfy the Port officer and Deputy Conservator that they have conformed to the rules of the port, quoted above, and are able to produce the certificates of the latter officer on which port clearance may be granted.

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3. The P. and O. agents are mistaken in stating that steamers are allowed (weather permitting) to *enter* at any time of night; this is only allowed as a very special concession to the vessels of the P. and O. Company when berths with bow moorings were available and the harbour comparatively free from shipping. On occasions, when the stay of the steamer was only for a few hours, permission has been given to anchor near the entrance inside, but this could only be allowed under the most favourable weather conditions and when no vessels wished to leave the harbour on that particular night.

4. If bow moorings are provided to other berths, there will be no objection to vessels coming in at night in ordinary weather and when there is little current outside. The buoys will have to be lighted.

5. A special fee to the Harbour Master will also be advisable for increased risk and responsibility. In this connection I would observe that the concession asked for will entail extra labour on the Deputy Conservator and his office establishment. The latter are compensated by fees, but those earned by the former are credited in full to Government. That officer is at present deprived of more than half the Sundays and nearly all the holidays in the year without any remuneration, and any change involving a serious addition to his office hours should not be made without the Government being asked to compensate him; as the extra charge falls on the shipping company requiring his services, there is no extra expense to Government.

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Assistant Secretary.

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Transferred to the Marine Department.

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5. The only official who would be affected to any great extent would be the Deputy Conservator of the Port, and it has been found that the necessity for his attendance at office upon Sundays and holidays to grant port clearance certificates imposes very heavy work upon him as Port officer. I append a memorandum showing the number of times he has so attended during the year 1894–95.

6. The Deputy Conservator's salary was fixed at the present figure Rs. 770, the pay of rank with staff allowance for a third-class port, at a time when fees were paid to all officers for attendance upon Sundays and holidays and after hours. When Government ruled that half fees were to be credited to Port funds, the then incumbent, Commander Simpson, R.I.M., was granted a personal allowance of Rs. 170 per mensem in lieu of *all* out fees, and the only additional outlay which the Board would now recommend is that this personal allowance, paid to Captain Hewett's predecessor, should be continued to the present and all future officers holding the appointment. The outlay will indirectly be made good to Port and Pilotage funds by extra fees received from steamers entering and leaving at night.

7. The Deputy Conservator is the executive Port officer of Madras in exactly the same manner as the Port officers of Bombay or Karachi are of those ports, having full executive control of all shipping entering the port, and must not be confounded with the assistant to the Presidency Port officer, which latter officer is the administrative officer of all ports in the Presidency. According to the Cyclone Code the Deputy Conservator (Port officer) is responsible for the safety of the shipping, not only during a cyclone, but at all times, and the necessity of keeping a careful watch over the safety of the vessels in harbour, and a proper control over the pilots, is a matter of grave responsibility, entailing constant attention at all times. The Port officer therefore has but little time to himself either on Sundays or holidays; and as the proposal to allow steamers to enter the harbour and clear at night-time will entail extra labour and responsibility upon him, the Board would strongly recommend to the favourable consideration of Government that the personal allowance of Rs. 170 per mensem should be made a permanent part of the emoluments of the office of Deputy Conservator (Port officer) of Madras.

8. All vessels pay fees for the services rendered by the Port officer (Deputy Conservator) on Sundays and holidays and after office hours; these fees are credited to Port funds and are sufficient to cover the personal allowance it is now recommended to restore.

ENCLOSURES.

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 1895.

* * * * * *

3. Read memorandum No. 902, Marine Department, Current No. 248, dated 24th April, from the Chief Secretary to Government, forwarding, for the opinion of the Harbour Trust Board, papers referring to a request from the P. and O. Company that port clearances might be granted to their steamers up to 9 P.M. when homeward bound during the months of February to May.

Read minutes by Messrs. H. Scott, G. L. Chambers, R. J. Black, J. F. Davies and F. W. Ashpitel, A.M.I.C.E.

Resolved that the Board is of opinion that arrangements should be made to meet the wishes of the agents of the P. and O. Company. The Chairman is requested to address Government.

* * * * * *

MEMORANDUM of the number of vessels worked during 1894–95 on Sundays, holidays, &c.

Days.	Number of vessels entered.	Number of vessels cleared.	Total.
32 Sundays	34	41	75
14 holidays	30	28	58
6 before hours	7	7	14
3 after hours	3	3	6

Fees realized and paid on account of the Deputy Conservator of the Port, Rs. 1,812

From the Chief Secretary to Government, dated 5th June 1895, Ref. No. 1200.

From W. J. H. LE FANU, Esq., I.C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 14th June 1895, No. 1092.

I have the honour to acknowledge the receipt of memorandum, No. 1200, Marine, dated 5th instant, and to inform you, in reply, that the Board does not propose to sanction any other expenditure whatever on fees or otherwise beyond the personal allowance recommended for the Deputy Conservator.

2. It is not anticipated that extra fees taken between 6 and 9 P.M. will cover this allowance of Rs. 170 per mensem. The Board has submitted, for the favourable consideration of Government, the grant of that allowance in view of the responsible and continuous duties which devolve upon the Port officer (Deputy Conservator), and the fees which are *now* received for his attendance upon Sundays and holidays are sufficient to cover the amount.

3. The additional facilities proposed to be given to steamers to enter and leave the port at night will increase the responsibility of the Deputy Conservator, and necessitate still extra work, which will devolve upon him out of regular hours.

Proceedings of the Board of Revenue (Separate Revenue), dated 26th July 1895, Mis. No. 3130.

Read—endorsement of the Government of Madras, Revenue Department, dated 17th July 1895, Mis. No. 2848.

Resolution—dated 26th July 1895, Mis. No. 3130.

The Board stated in its Proceedings, dated 13th March 1895, Mis. No. 1137, when submitting the correspondence on the petition of Messrs. Arbuthnot & Co., as agents of the Peninsular and Oriental Steam Navigation Company that there was no objection, so far as the Collector's office was concerned, ~~for~~ the extension of time for the grant of port clearance from 6 to 9 P.M. The Board has nothing more to add with regard to the present reference.

(True Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to the Government of Madras,
Revenue Department, with papers returned.

Mis. No. 3103, Revenue.

Transferred to the Marine Department with the remark that there is no objection to the proposed extension of time for the grant of port clearances at Madras.

OOTACAMUND,
3rd August 1895.

(Signed) W. B. AYLING,
Ag. Asst. Secretary to Govt.

To the Marine Department with enclosures.
Copy to the Board of Revenue (Separate Revenue).

ORDER—dated 30th August 1895, No. 267, Marine.

The Government approves the proposal to extend the time for the grant of port clearance at Madras up to 9 P.M. In consequence, however, of the uncertainty as to the amount of extra work which will devolve on the Deputy Conservator, ~~in~~ as the result ~~consequence~~ of this His Excellency the Governor in Council is not at present prepared to move in the matter of the grant of an allowance to him. Should experience show that the extension causes a sensible increase to his duties, the Government will be disposed to consider the question of increasing his emoluments.

(True Extract.)

Chief Secretary.

To the Chairman, Harbour Trust Board.
" Revenue Department.

Exd. S. J. Pereira.

Copy to the D. S. Offr.

Govt. of {1895} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 30th August 1895, No. 267.

AUGUST.

Port Clearance at Madras.

Approving the proposal to extend the time for the grant of — up to 9 P.M., and stating that the Government will be disposed to consider the question of increasing the emoluments of the Deputy Conservator should experience show that the extension causes a sensible increase to his duties.

Port Clearance, Madras

from Orders

To the Secy. of Govt. Ret. Dept.
for pressing of communication

Marine Currents 248, 370, 456
& 616.

248

G.O. & 30th August 1895. No 267
A

Print as marked and let me see a proof.

The Govt approves ~~of~~ the proposal to Extension ~~of~~ the time for the grant of port clearances at Madras up to 9 p.m.

2. In consequence, however, of the uncertainty as to the amount Extra work which will devolve on the Dy Conservator, [in consequence of this] as the result H.E. the Governor in Council is not at p to move in the mat prepared to the grant of an allowance to the Dy. Should experience show the Extension causes a sensible increase to will the Govt to consider the question of his Emolum

from Order

C.W.
25 Aug 95

JS
27/8/95

The Chairman N.T. Board 6
" Revenue Department 7
" Presidency Port Officer 6

F.D.B.
26/8/95.

dups
26/8/95

W 29/8

They certainly will not have anything to say to the removal of the allowance of Rs. 175.

They would probably say that the fees taken between 6 & 9 P.M. would be so few and far between that even if the system of taking half fees was one which was regarded with approval the occasions upon which the Dy Con. would be called upon to remain in office to grant clearances between 6 & 9 ~~would be far apart that they~~ must be regarded as part of his ordinary work

JS
17/8/95

There is no case at present. If after the exclusion of time for port clearances up to 9 p.m. is granted (and there seems no objection now to this) it is found that the result is to give the Deptl Conservator an appreciable amount of extra work, Govt. could then go up for sanction – but as matters now stand we shd be thrown out at once. I think we had better say that in consequence of the uncertainty wh. prevails as to the amount of extra work wh. will be thrown upon the Dep.t Conservator in consequence of the exclusion of hours for the granting of Port Clearances at, Govt. is not present prepared to move in the matter. But (as I have already said) if it appears that he really has much extra work – Govt. ought certainly to try & get something for him – even perhaps retrospectively – but what shd be done can only be done after the future experience.

W
20 Aug.

PORT CLEARANCE, MADRAS.

~~H.E. the Governor~~
Hon. Mr. Grose

In Gen. & 30/8/95
No. 267 Marine

JS 23/8

Marine Dept.

C.No.456 and file

In para 3(a) of its letter in G.O.dated 16th October 1889, No.439, India decided that the Deputy Conservator of the Port of Madras should cease to retain any fees.--

(1) leviable under various heads for duties of a public nature, &

(2) for work falling within the scope of his ordinary duty but performed on holidays or after office hours for the convenience of private persons.

In para 11 of G.O. dated 11th February 1890, No.51/52, the Govt. of India was moved to grant the Deputy Conservator an allowance of Rs.175 per mensem to compensate him for the loss of these fees: this was sanctioned by the Secretary of State (G.O.dated 12th June 1890 No.316) for the then incumbent only.

The Deputy Conservator is an officer of the Indian Marine, and the staff allowance attached to his appointment is Rs.870. In his letter recorded

conservator before 6.

It is suggested that the papers should be forwarded to the Chairman, H. D. Bd, for an expression of the Board's opinion as to whether the time has arrived for granting port clearances upto 9 p.m. and if so, and if they recommend the extension, what steps would be necessary to give effect to it.

The S.O. of the Board (No. 55, para 7(b)) that passengers shall not be compelled to land after 6 p.m. is a good one and should it is sub. be enforced. It does not appear in the port rules nor does there seem to be a clause of § 6, act X of 89, under which such a rule cd. be framed.

The rule is one [illegible] and [illegible] is practically utterly useless.

If [illegible] allowed all officers concerned in giving clearance two shifts between 6 & 9 p.m. [illegible] fees nothing would be said against the extent of the P.D.O. [illegible] P.T.O.

J.B.B.
10.3.95

Port clearance, Madras

H.E. the Governor

C 17/4
R 19/4

Marine Current 248

Messrs Arbuthnot & Co. request that a special concession may be made in favor of P. & O. vessels to enable them to receive port clearance up to 9 p.m. No such exception could be made - a general rule in favor of all steamers is the only alternative to the existing state of affairs - which restricts the grant of port clearance to 6 p.m. At present, vessels can obtain port clearance at Madras 24 hours before they sail - If P. & O. captains would expend a little more coal they could reach Madras by 5 o'clock instead of a couple of hours later and they would then be in time to get their clearance from the Deputy Con

I should like first to hear what the H. S. Board has to say on the subject, and what granting permission to vessels to leave the Harbour up to 9 p.m. would involve in the way of extra establishment - or expense, & how it would be proposed to provide for these.
Of course any such rule must be of general application.
Within reason, we should do all we can to make the Madras Harbour popular.

W
19 Apr.

9/18 10,000—25-3-95.

1895.

REVENUE DEPARTMENT.

Current Number. 545 9.

From
The Board of Revenue,
Separate Revenue

CHIEF SECRETARY'S
15 AUG 95
COMMUNICATIONS

Dated 26 July 1895
Received 29 —
Enclosures 1 file

No. 3130 Misc

SUBJECT.

Reporting to Government with regard to a reference upon the subject of the extension of the time for granting port clearance at Madras from 6 to 9 P.M., that it has nothing more to add to what it has already stated when submitting the correspondence on the petition of the P & O Co's agents in Board's Proceedings No. 1137 dated 13 March 1895

P.T.O.

not circulated in Pd

ABSTRACT.

CURRENT No. 546

Endorsement No. 3103 Misc

Marine Dept

Print

Transferred to the Marine Department with the remark that there is no objection to the proposed extension of time for the grant of port clearances at Madras

W B Sharp
Ag. Asstt. Secretary to Govt.

Orders communicated
3 August 1895.
Read 5 "
Rept 6 "
Cir 456 not 2
etc.

To
The Marine Department
with enclosures

Copy to Board - Sep Rev.

220

Proceedings of the Board of Revenue.
(Separate Revenue)
Dated 26 July 1895.
No. 3130 Miscellaneous.

Read Endorsement of the Government of Madras, Revenue Department dated 17 July 1895 No. 2848 Miscellaneous

Resolution

The Board stated in its Proceedings dated 13 March 1895 No. 1137 when submitting the correspondence on the petition of Messrs Arbuthnot & Co. as agents of the Peninsular and Oriental Steam Navigation Company that there was no objection, so far as the Collector's office was concerned, for the extension of time for the grant of port clearance from 6 to 9. The Board has nothing more to add with regard to the present reference.

(True extract)
(Signed) Edmund Millett
Assistant Secretary

To

The Secretary to the Government of Madras, Revenue Department
with papers returned

new of the responsible and continuous duties which devolve upon the Port Officer (Dy Conservator), and the fees which are now received for his attendance upon Sundays and holidays are sufficient to cover the amount.

3. The additional facilities proposed to be given to steamers to enter and leave the port at night will increase the responsibility of the Dy Conservator, and necessitate still extra work, which will devolve upon him out of regular hours.

I have the honour to be
Sir
Your obedient servant
Walace
Chairman
Madras Port Trust Board

C. Secy.

CURRENT No. 456

Madras Harbour Trust.

SECRETARY'S OFFICE,

14th June 1895.

No. 1092

21 B

From H. LeFanu Esquire I.C.S

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To The Honble J. F. Price C.S.I., I.C.S

Chief Secretary to Government,

Marine Department.

Print

SIR,

I have the honour to acknowledge the receipt of Memo No. 1200 Marine dated 5th instant and to inform you in reply that the Board does not propose to sanction any other expenditure whatever on fees or otherwise beyond the personal allowance recommended for the Dy Conservator.

2. It is not anticipated that extra fees taken between 6 and 9 P.M. will cover this allowance of Rs. 170 per mensem. The Board has submitted for the favourable consideration of Government that allowance in

Endt No. 1521 of 3rd Aug 1895

Referred to the Revenue Dept. for favour of early intimation whether there is any objection to the proposed extension of time from 6 to 9 p.m. for the grant of Port clearances at Madras

Note Original not returned Rev. Dept.

1895 Mar Dept. Enclosure No. 456 To

1895 REVENUE DEPARTMENT Enclosure No. 1 T. Current No.

1895 REVENUE DEPARTMENT. Enclosure No. 9 Current No.

CURRENT NO. 456

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 14th day of June 1895.

Don't print

Read memo No. 1200, Marine, dated 5th June 1895, from the Chief Secretary to Government, directing the Chairman to report what other expenditure on fees or otherwise beyond the proposed allowance for the Deputy Conservator would be necessitated by the extension of the hour for granting Port clearance up to 9 P.M.

Read draft reply
Approved.

True Extract

HARBOUR TRUST
MADRAS 15 JUN. 95
SECRETARY'S OFFICE

C. Pittut
Secretary
Harbour Trust Board

1895
Mar. Dep.
No. 2
370

1895
REVENUE DEPARTMENT
Enclosure 1
Dept. No.
4747

Board is of opinion that arrangements should be made to meet the number of the agents of the P & O. Co. Chairman is requested to address Government.

True Extract

Secretary
Harbour Trust Board

Memo of the number of vessels worked during 1894-95 on Sundays, holidays &c

20 Apr

Days	No. of vessels entered	No. of vessels cleared	Total	Remarks
32 Sundays	34	41	75	
14 Holidays	30	28	58	
6 Before hours	7	7	14	
3 After hours	3	3	6	

Fees realized and paid on account of the Deputy Conservator of the Port Rs 1812

Secretary
Harbour Trust Board

Harbour Trust
Madras, 17th May 1895

1895
REVENUE LETTER
Enclosure to
Its Current No. 370

1895
Mar. Dept.
No. 1
370

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 1895.

3. Read memo No. 902 Marine Department, current No. 248, dated 24th April, from the Chief Secretary to Government, — forwarding for the opinion of the Harbour Trust Board papers referring to a request from the P & O Co: that port clearances might be granted to their Steamers up to 9 P.M. of which Homeward bound during the months of February to May.

Read minutes by Messrs H. Scott, G. L. Chambers, R. J. Black, J. T. Davies and F. W. Ashpitel A.M.I.C.E.

Resolved that the Board entail extra labour and responsibility upon him, the Board would strongly recommend to the favourable consideration of Government that the personal allowance of Rs 170/- per mensem should be made a permanent part of the emoluments of the office of Dy. Conservator (Port Officer) of Madras.

8. All vessels pay fees for the services rendered by the Port officer (Dy. Conservator) on Sundays and holidays and after office hours, these fees are credited to Port Funds, and are sufficient to cover the personal allowance it is now recommended to restore.

I have the honor to be
Sir
Your obedient servant

Chairman
Harbour Trust Board

1895
REVENUE DEPARTMENT.
Enclosure No.
Current No.

the Presidency Port Officer, which latter office is the administrative office of all ports in the Presidency. According to the cyclone code the Dy: Conservator, Port Officer, is responsible for the safety of the shipping, not only during a cyclone but at all times, and the necessity of keeping a careful watch over the safety of the vessels in Harbour, and a proper control over the pilots, is a matter of grave responsibility, entailing constant attention at all times. The Port Officer therefore has but little time to himself, either on Sundays or holidays; and as the proposal to allow steamers to enter the Harbour, and clear at night-time, will entail

menson in lieu of all outfits, and the only additional outlay which the Board would now recommend is that this personal allowance, paid to Captain Hewett's predecessor, should be continued to the present and all future officers holding the appointment. The outlay will indirectly be made good to Port and Pilotage funds by extra fees received from steamers entering and leaving at night.

7. The Dy: Conservator is the Executive Port Officer of Cocanada, in exactly the same manner as the Port Officers of Bombay or Karachi are of those ports, having full Executive control of all shipping entering the port, and must not be confounded with the Assistant to the

necessity for his attendance at office upon Sundays and holidays, to grant port clearance certificates, imposes very heavy work upon him, as Port Officer. I append a memo showing the number of times he has so attended during the year 1894-95.

6. The Dy. Conservator's Salary was fixed at the present figure Rs 770, the pay of rank with staff allowance for a 3rd class port, at a time when fees were paid to all officers for attendance upon Sundays and holidays, and after hours. When Government ruled that half fees were to be credited to Port Funds, the then incumbent — Commander Simpson R.I.N. was granted a personal allowance of Rs 170/- per mensem

recommendation from the Board, and will not be affected in any way by the hour at which clearance certificate may be granted in the office of the Deputy Conservator, and Port clearance by the Dy. Collector of Sea Customs.

4. It is proposed now that the Harbour is practically complete, to permit vessels to enter and leave the port at any hour of the night, and it is chiefly on this account that a fourth Harbour Master will be required.

5. The only official who would be affected, to any great extent, would be the Deputy Conservator of the Port, and it has been found that the necessity

office hours. It might however happen that an occasional steamer would take passengers only: but the Board is of opinion that little additional work would devolve upon Port and Customs officials in consequence. The concession might therefore without inconvenience be made general.

3. With regard to the additional outlay necessary: Government has already sanctioned the entertainment of a fourth Harbour Master and his Salary and whatever extra boat establishment may be necessary, chargeable to Pilotage Funds, will form the subject of a separate

Note
This question of Harbour Master is coming up separately.

× No, it did not. An acting appointment was made during Mr Tuy's absence on leave.

I submit herewith for the information of Government copy of Resolution passed by the Board at its meeting held on 3rd Instant.

2. The Trustees are unanimously of opinion that the concession should be granted to the P & O Co. in the case of their passenger steamers, which do not as a rule carry cargo. It is not anticipated that any such concession would be claimed, in consequence, by the agents of other steamers. All the other lines take on every voyage a considerable quantity of cargo, and there is ample time, during their stay, to comply with all port regulations, and Customs formalities, during regular

office

CURRENT No. 370

Madras Harbour Trust.

SECRETARY'S OFFICE,

17th May 1898.

No. 636

14

Print

From W. J. H. Le Fanu Esqr. I. C. S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To The Honble Mr. J. F. Price C. S. I. I. C. S.

Chief Secretary to Government,

Marine Department.

SIR,

I have the honour to acknowledge the receipt of your memo No. 902 Marine Department, forwarding current No. 248 (herewith returned) for an expression of the opinion of the Harbour Trust Board regarding the application of the Agents of the P & O Co. that their Steamers may be allowed to clear up to 9 P. M. upon their Homeward Voyages, during the months of February to May, and

1892

CURRENT No. 370

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

TO

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

CHIEF SECRETARY'S OFFICE 20 MAY 1895 GOVERNMENT OF MADRAS

DATED 19th May

DESPATCHED 18th 189 5

RECEIVED

ENCLOSURE Three with Mar Cir 248 ref.

No. 636

SUBJECT.

Current No. 248

Replying to reference on ——— regarding application from agents P & O Co. that port clearance might be granted upto 9 P. M.

The Harbour Trust Board approve of the concession being made general.

Quote / phrase only

Ref No. 1200 / 15-6-95

The Ch: H.T. Bd: is requested to report what other expenditure outside or otherwise beyond the proposed allowance for the Dy Conservator wd: be necessitated by the extension of Port clearance upto 9. p.m. The probability of the extra fees taken between 6 & 9 p.m. covering the allowance of Rs: 170 and any other necessary charges should be ~~[illegible]~~ demonstrated.

7.D.B. 31/5/95.

1/6/95

C.S.

I believe very little advantage wd: be taken of the concession.

To the Chairman H.T. Bd (2)

Despatched 5/6.

Port Clearance, Madras

Refer only

from orders

1895 REVENUE DEPARTMENT. Enclosure No. 5 to Current No. 248

24/4

13 heading only

Marine Circuit 248.

Endt No 902 dt 24.4.95

The papers will be forwarded to the Chairman, Harbour Trust Board, for an expression of the Board's opinion on the subject, and a statement of what granting permission to vessels to obtain clearance and to leave the harbour up to 9 p.m. would involve in the way of extra establishment and expense, and how it would be proposed to provide for these.

Note

Note

They can leave now up to 9 p.m. The question is the grant of port clearance between 6 & 9 p.m.

From orders

HO
23/4/95

S.B.
20.4.5.

To the Chairman, Harbour Trust Board (with all papers in original to be returned)

(9) Recd to 24/4

Recommendation

for the orders of Government.

(True Copy and Extract)

Edmund Mellett
Assistant Secretary.

To
The Secretary to Government,
Revenue Department,
with petition in original to be returned.

E.M.
15/3

are beside the point as the Peninsular and Oriental Company's Agents do not ask that steamers should be allowed to enter the harbour at any hour of the night, but merely to be allowed to obtain port clearance up to 8 or 9 P.M. when necessary. As the Concession asked for can only be availed of at most once a fortnight during the months of February to May, and then only if the steamer happens to arrive in the evening, and as it will be of advantage to the public, ~ making use of the steamers, the Board does not consider the Presidency Port officer's objections ~~valid~~ conclusive and refers the matter for

Other steamers may ask for the same concession & if so have to be of general application.

quoted above, and are able to produce the certificates of the latter officer, on which Port ~ clearance may be granted."

Resolution.

The ~~whole~~ Correspondence will be submitted to Government. The Peninsular and Oriental Company's ~ agents ask that the time for granting Port clearance in the Madras Harbour may be extended up to 8 or 9 P.M. There is no objection so far as the Collector's office is concerned. The Presidency Port officer, (paras 2 and 5 of his letter), objects on the ground that extra work will be caused and that the staff will prove inadequate. The difficulties raised in paras 3 and 4 of his letter are

has been expressly laid down that no passenger shall be compelled to land after 6 P.M. and that has probably found place in the rules of the Port to ensure the safety and convenience of invalids and children who may happen to arrive after dark, especially in bad weather, and not be able to provide themselves with the means of conveyance or find accommodation at a late hour.

B.S.6 of 1955 para 7(b)

4. So far as this Department is concerned, there is no objection to granting clearances to the P. and O. steamers up to 9 P.M., provided they satisfy the Port officer and Deputy Conservator that they have conformed to the rules of the Port, quoted

appliances now provided are sufficiently complete to afford safe anchorage to vessels within the harbour. At present, only two berths are provided with bow moorings; and when these are occupied, the Port officer considers it would be unsafe to allow vessels to enter the harbour at nights.

3. Customs Port Clearances are granted to vessels on production of the requisite certificates from the Deputy Conservator of the Port that they are properly manned, that there are no epidemics on board, and that the provisions of the Explosives Act, the merchants shipping and the Indian Port Acts have been complied with.

As for the late landing of passengers, it has

Port officer the several questions upon which Government will have to be addressed as intimated in his letter."

Read also the following letter from the Collector of Sea Customs, Madras, dated 11th March 1895, No. 1103 G:—

"With reference to Board's Proceedings, No. 766 mis, dated 18th ultimo, I have the honour to enclose copy of letter, No $\frac{1445}{336}$, dated 22nd ultimo, received from the Presidency Port Officer, explaining in detail, the different questions which, he thinks, would have to be considered before it can be decided to extend the privilege of granting Port Clearances to vessels up to 9 P.M.

2. The first of these is whether the appliances

× copy attached.

"With reference to Board's Reference on petition, No 111, dated 6th instant, I have the honour to report that I agree with the Port officer, copy of whose letter I herewith forward, in thinking that for the present it is not advisable to extend the grant of Port Clearance up to 8 or 9 P.M.

× copy attached.

2. The object of the P. and O. vessels in calling here from Calcutta is said to be for the convenience of passengers; but I submit that in their interests it will be well not to grant Port Clearances after 6 P.M."

Resolution:

The Collector is requested to report more in detail upon the matter after ascertaining from the Presidency Port

Also - the following proceedings:

CURRENT No. 248

REVENUE BOARD OFFICE
MADRAS.

18

Proceedings of the Board of Revenue

(Separate Revenue.)

Dated 13th March 1895.

No. 1137. Mis.

Read again the following Proceeding of the Board of Revenue, Separate Revenue, dated 18th February 1895, No 766 mis.:—

"Read petition* from the Agents, Peninsular and Oriental Steam Navigation Company dated 5th February 1895; and also Board's reference thereon dated 6th February 1895, to the Collector of Sea Customs, Madras for immediate report as to why port clearance should not be granted in the case of homeward steamers up to 9 P.M.

Read also the following letter from the Collector of Sea Customs, Madras, dated 13th February 1895, No 682. G:—

"With

* enclosed in original.

Also 267 D Print

1895
Mar
Encls. No. 3
To
C. No. 248

1895
REVENUE DEPARTMENT
Enclosure No. 3
To Current No. 248

Sea Customs House
Madras, 4 March
1895.

(True Copy)

(Sd) C. Turner.

Ag Collector of Sea Customs

(True Copy)

Edmund Mullett
Assistant Secretary

Ex Dt
15/3

enclo

the former are credited in full to Government. That officer is at present deprived of more than half the Sundays and nearly all the holidays in the year without any remuneration, and any change involving a serious addition to his office hours should not be made without the Government being asked to compensate him; as the extra charge falls on the shipping company requiring his services, there is no extra expense to Government.

I have etc.

(Sd) Not Flank on the Collr's copy
Commander. R.I.M.

Presidency Port Officer

(True Copy)

vessels wished to leave the harbour on that particular night. 108

4. If bow moorings are provided to other berths, there will be no objection to vessels coming in at night in ordinary weather and when there is little current outside. The buoys will have to be lighted.

5. A special fee to the Harbour Master will also be advisable for increased risk and responsibility: In this connection I would observe that the concession asked for will entail extra labour on the Deputy Conservator and his office Establishment. The latter are compensated by fees; but those earned by the

insufficient to cope with any increase in night work.

3. The P. and O. agents are mistaken in stating that steamers are allowed (weather permitting) to enter at any time of night; this is only allowed as a very special concession to the vessels of the P. and O. Company when berths with bow moorings were available and the harbour comparatively free from shipping. On occasions, when the stay of the steamer was only for a few hours, permission has been given to anchor near the entrance inside; but this could only be allowed under the most favourable weather conditions, and when no vessels

No. 1445
336.

Presidency Port Officer.
Madras, 22nd February 1895

To The Collector of Sea Customs,
Madras.

Sir.

In reply to your letter, No. 750 G. of 19th instant, I have the honour to inform you that the certificate granted by the Deputy Conservator of the Port, to enable a vessel to obtain clearance at the Custom House, can only be granted on production of the ship's papers, however short the period of her stay in port may be.

2. If the concession asked for by the P. and O. Company is granted, other lines will expect the same concession, and this will necessitate an increase in the number of Harbour masters and to the Boat department, as the present staff are quite insufficient.

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Enclosure No. 2
No. 248
REVENUE DEPARTMENT
1895
Enclosure No. 2
Current No. 2128 4767

No. 1445 C
27.

Presidency Port Office
Madras, 12th February
1895

To the Collector of Sea Customs,
Madras.

Sir,

In reply to your letter No 569 g, dated 7th instant (enclosure herewith returned), I have the honour to state that for the present the change is not advisable as several questions will be opened up upon which Government will have to be addressed.

I have etc
(Sd) H. D. Baddeley.
for Presidency Port Officer.

(True Copy)
(Sd). E. Turner
Ag. Collector of Sea Customs.

Sea Customs House.
Madras. 13th
February '95.

(True Copy)

Edmund Mullett
Assistant Secretary

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REVENUE DEPT
Enclosure No.
Current No. 248

Further we think that the time has arrived when there should be a change in the practice of granting port clearance inasmuch as the Harbour is nearly completed and steamers are allowed (weather permitting) to enter and leave the Harbour at any hour of the night.

We trust that the Board will be pleased to give this matter every consideration and pass the necessary orders as early as possible as the first steamer homewards calls here on the 11th instant.

We have the honour to be
Sir
Your Most Obedient Servants
(Sd) Arbuthnot and Co.
agents

days of their completion render it inoperative that vessels be kept in port for as short a time as possible. Under the circumstances we have the honor to request that the time for granting Port Clearance be extended up to 8 or 9 P.M. for which concession we shall be glad to pay whatever Extra fee the Board may consider reasonable.

As this concession will not entail extra labour on the general subordinate Staff except the deputy Collector as the Executive Officer and a clerk we think there can be no difficulty whatever in extending the time as requested.

We understand that every facility is afforded at other ports of call and it is a distinct inconvenience to the Trade of this port that Madras should be so unnecessarily strict in its adherence to a rule which was framed more than 30 years ago when sailing Vessels held the monopoly of the Eastern Trade.

We do not intend that the Board should understand that every homeward steamer will arrive late in the Evening. We only ask that the concession may be granted when they do so arrive. We may mention that the steamers call fortnightly and there will be only an occasional necessity for the concession.

Further

Very Urgent.

59

MADRAS.

Peninsular and Oriental Steam Navigation Company,

5th February 1895.

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Transferred 7 Feb 1895 Coughtrie

The Secretary to the Board of Revenue.
Separate Department
Madras.

Sir,

We have the honor to submit a matter of considerable importance to us as Agents of the P & O Company and request you will be good enough to lay it before the Board of Revenue for its favorable consideration.

The steamers however and do call here during the season only viz February to May in each year, and it invariably happens that they arrive here late in the Evening and we are therefore unable to give them quick despatch owing to the hard and fast rule laid down for the guidance of the Collector of Sea Customs that Port clearance can be granted up to 6 P.M. only. as the P & O vessels calling here do not take any cargo but unbank and disembark passengers and their Baggage and take a few Company's parcels only the delay occasioned by keeping a steamer in Harbour for 15 hours or more merely for the Port clearance is a serious hindrance to the expeditious of the Company's service and the present

Be entered under Section 16 of Act III of 1895 & number put up