Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

21

Govt. of 18 96 Madras.

~~PUBLIC WORKS.~~

Re Marine

Dated

Recd.

Encl.

G.O., 921 1896. No. 77-Mar

y:- The Conservator of the Port of Madras.

=

lved that the sanction of the
of India be applied for, to
es levied for extra work
performed on Sundays and
olidays being retained
the — subject to a
maximum of Rs. 1800 a year.

—

itto. Requesting sanction
the fees levied for extra work
performed on Sundays and
olidays being retained
the — subject to a
imum of Rs. 1800 a year.

=

16/2

12-7-12 ✓
4-10-12 ✓
21-7-14 ✓
7-12-14 ✓

G.O. 370, Mar, d/ 23-5-96
G.O. 267, Mar, d/ 30-8-95

27-8-15 ✓
27-6-16 ✓
31-7-15 ✓

60/2

Removed for G.O. 370 Mar, d/ 23-5-96

13

X4

No. 77, Marine, 8 February 1896.

GOVERNMEN'OF MADRAS.

MARINE DPARTMENT.

Read—the following papers:—

From Commander W. POWELL, R.M., Presidency Port Officer, Madras, to the Joint Secretary to Governmer Marine Department, dated 11th January 1896, No. 444/7 G.

In submitting the accompanying lett dated 30th December 1895, No. 304 C., from the Chairman, Harbour Trust Boa, Madras, recommending the grant of a local allowance of Rs. (175) one hundred a seventy-five to the Deputy Conservator of the Port, I have the honour to offer thollowing remarks.

2. The Deputy Conservator of the Prt may be called upon by any firm to attend office on Sundays and other closeolidays and out-of-office hours, for the purpose of entering and clearing vessels, d a very considerable amount of work is performed in the year in compliance withhis call. It is true that every effort is made by the mercantile community to cau the Deputy Conservator as little inconvenience as possible in this matter; but hing once applied for his office to be opened for the transaction of business and paid thnecessary fee, they believe, and I think rightly, that they are entitled to that offic's attendance for as long as he may be required by them. This I have known imany cases to extend to three and four hours of the day owing to unforeseen circustances, such as ship's papers not being ready on board immediately on arrival inort, or the non-arrival of vessels at the expected time, &c. As a rule, mercantile rms prefer to pay fees in advance even if the ships do not arrive, rather than risk a elay once they have arrived in port.

3. The following two instances will faly illustrate what often happens: On 7th December last, the agents, Peninsular andriental Company, gave notice of their intention to enter and clear the S.S. *Simla* at P.M., on the following day. The Deputy Conservator, with his establishment, waitedn office till 8-30 P.M. on the 8th December to enable the vessel, if possible, to take out earance by 9 P.M. in accordance with G.O. No. 267, Marine, dated 30th August 189 but the vessel arrived so late that the agents were unable to take out clearance ntil 11-40 A.M. on 9th December. Again, on 20th December last, upon the applicatiorof the agents, the Peninsular and Oriental Steamer *Bengal* was granted permission to car by 9 P.M. entering at any time that day. s kept the Deputy Conservator and his tablishment waiting in office till 8-30 P.M., verbal notice was given that the vess would clear at 6 A.M. on the 21st. The ty Conservator attended again at 6 A. on the 21st, but the ship's papers were ready until 10 A.M.

4. There is also the fact, though it oy indirectly bears on the question, that the Deputy Conservator at Madras, compard with officers holding a similar position at Aden, K achi, and nearly all ports of cl, is placed at a pecuniary disadvantage as regards house accommodation; for, whilethose officers are provided with houses either free of cost, or on a rental of one-tem of their salaries, the Deputy Conservator has to find his own house accommodation c abnormally high rental. He has also to keep a carriage on account of his office wor. The horse must have rest once a week, and this, besides his time being taken up o Sundays, holidays and out-of-office hours, invariably puts him to the necessity of hirg a conveyance at his own expense.

5. I have written at some little length on the subject, as I am anxious that the Government should realize the actual state of affairs and reconsider the question whether it is reasonable that the Deputy Conservator should be compelled to work on Sundays, holidays and out-of-office hours in the interests of private firms, and the whole of the fees earned by that special work should be credited to Government. I most strongly endorse the Board's opinion that some compensation should be given, and I consider that it should take the form of a local allowance of Rs. (175) one hundred and seventy-five per mensem payable to any officer who actually performs the duties of the Deputy Port Conservator.

ENCLOSURES.

From W. AUSTIN, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Secretary to Government, Marine Department (through the Presidency Port Officer, Madras), dated 30th December 1895, No. 304 C.

I have the honour to submit, for the favourable consideration of Government, copy of a letter from the Deputy Port Conservator, No. 1851, dated the 8th October, which was considered by the Trustees at their last meeting, having been held over until the return of the Presidency Port Officer from privilege leave.

2. Commander Hewett requests that Government will again take into consideration the question of continuing to the officer holding the appointment of Deputy Conservator of this port the personal local allowance of Rs. 175 per mensem paid to Commander Simpson, in lieu of fees for attendance on Sundays and holidays which are now credited to Port funds; and the Board in supporting Commander Hewett's request would invite the attention of Government to the statement printed on page 5 of G.O. No. 2, Marine, dated 30th August 1895, showing that, during the year 1894–95, 153 vessels were entered inwards, and cleared outwards, upon Sundays and holidays and before and after hours, while the fees charged for the attendance of the Deputy Port Conservator amounted to Rs. 1,812.

3. The Board would submit, as these fees are paid by private parties for the personal attendance of the Deputy Port Conservator on Sundays and holidays, for the convenience of shipping, that either (*a*) that officer might be allowed to retain the fees earned by him at much personal inconvenience, and at some expense, through having to find conveyance to and from his office when his attendance there is not otherwise required, or that (*b*) he should continue to draw the allowance of Rs. 175 per mensem sanctioned in the case of Commander Simpson.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the offices of the Board on Friday the 20th day of December 1895.

* * * * *

2. Read letter No. 1851, dated 8th October 1895, from the Deputy Port Conservator, requesting that the Government may be re-addressed regarding the continuance of the personal local allowance of the officer carrying on the duties of Deputy Conservator of the Port.

Read minute by a Trustee.

Resolution.—Resolved that the Chairman is requested to address Government.

* * * * *

(True Extract.)

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

From Commander C. W. HEWETT, R.M., Deputy Conservator of the Port of Madras, to the Chairman, Harbour Trust Board, Madras, dated 8th October 1895, No. 1851.

With reference to G.O. No. 267, Marine, dated 30th August 1895, I have the honour to request that the Government may be again addressed regarding the continuance of the personal/local allowance to the officer carrying on the duties of Deputy Conservator of the Port.

In their Government Order above quoted, Government appear to have misapprehended the arguments put forward by the Harbour Trust Board inasmuch as it is under the impression that the proposed allowance is to compensate the Deputy Conservator for the extra work imposed

by the clearings of Peninsular and Oriental steamers up to 9 P.M. This is apparently not the case, the allowance being intended as a compensation for the extra work now performed and the case of the Peninsular and Oriental steamers being an additional reason for granting the allowance.

There is probably not another port in the British dominions at which the officer in charge is deprived of nearly all Sundays and holidays throughout the year without adequate compensation.

ORDER—No. 77, Marine, dated 8th February 1896.

Ordered that the Government of India be addressed.

[Here enter No. 78, Marine, dated 8th February 1896.]

(True Extract.)

Under Secy. to Government.

To the Presidency Port Officer.
" Chairman, Harbour Trust Board.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Govt. of {1896} Madras.

MARINE.

Dated February, 8th.

Recd. *Encl.*

G.O. No. 77, 8th February 1896.

FEBRUARY.

Deputy Conservator of the Port of Madras

Ordered that the sanction of the Government of India be applied for to the fees levied for extra work performed on Sundays and holidays being retained by the —, subject to a maximum of Rs. 1,800 a year.

No. 78, Marine, 8th February 1896.

MARINE DEPARTMENT.

Letter—from

Colonel D. McNEIL CAMPBELL, R.E.,
Joint Secretary to the Government of Madras,
Marine Department.

To

The SECRETARY to the GOVERNMENT OF INDIA,
Finance and Commerce Department,

Sir,

I am directed to forward, for the orders of the Government of India, the accompanying recommendation * from the Harbour Trust Board on behalf of the Deputy Conservator of the Port of Madras. It is proposed that this officer shall continue to receive a personal allowance of Rs. 175 paid to his predecessor Commander Simpson, in lieu of fees for attendance on Sundays and holidays.

2. In paragraph 3 (*a*) of Government of India letter No. 4548, Finance, dated 4th September 1889, it was 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 ; and
(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.

3. As compensation for this loss of fees, the Government of India was moved † to grant the Deputy Conservator an allowance of Rs. 175 per mensem, and this was sanctioned ‡ by the Secretary of State for the then incumbent only.

4. The Deputy Conservator is an officer of the Indian Marine, and the staff allowance attached to his appointment is Rs. 370. In his letter recorded with G.O. Nos. 320–321, Marine, dated 28th August 1890, the Presidency Port Officer recommended that the two allowances of Rs. 370 and Rs. 175 should be consolidated for future incumbents, but the Government of India declined § to make any change; consequently the present incumbent receives only Rs. 370 in addition to the pay of his grade.

5. It has been pointed out that the Deputy Conservator as the Executive Port Officer of Madras has full executive control of all shipping entering the port; that he is responsible for the safety of the vessels, not only during cyclones, but at all other times; that this necessitates continuous and careful watch over the shipping and close control over the pilots; that it entails grave responsibility and allows him but little leisure either on Sundays or holidays; and that his attendance even after office hours is frequently necessary to admit of steamers entering and leaving the harbour at night.

---

* G.O. No. 77, Marine, dated 8th February 1896.

† *Vide* paragraph 11 of G.O. Nos. 51–52, Marine, dated 11th February 1890.

‡ Secretary of State's Despatch No. 40 Statistics, dated 30th April 1890, communicated with Government of India No. 2618, Finance, dated 29th May 1890.

§ No. 4845, Finance, dated 9th October 1890.

6. Fees are now levied for the extra services rendered by the Deputy Conservator on Sundays, holidays and after office hours, and these are credited to Port funds. The following statement shows the number of vessels worked during 1894-95 on Sundays, holidays and after office hours :—

Days.	Number of vessels entered.	Number of vessels cleared.	Total.
Thirty-two sundays	34	41	75
Fourteen holidays	30	28	58
Six before-hours	7	7	14
Three after-hours	3	3	6

7. The fees realized on account of the Deputy Conservator amounted to Rupees 1,812.

8. It has also been explained that, in addition to a heavy charge for house-rent, the officer holding the position of Deputy Conservator is put to considerable extra expense in the matter of carriage hire in consequence of his attendance at the port being necessary on sudden emergencies, at times other than the usual working hours.

9. On careful consideration of these facts, His Excellency the Governor in Council is of opinion that, as the special services thus rendered necessitate the loss of almost all Sundays and holidays and must be a serious mental and bodily tax, as well as a source of extra expense, it may well be met by an additional allowance. I am accordingly to request that the Government of India may be moved to reconsider the decision communicated in Government of India letter No. 4845, Finance, dated 9th October 1890, and that sanction be accorded to the fees levied for the extra work in question being retained by the Deputy Conservator, subject to a maximum of Rupees 1,800 a year.

I have the honour to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Joint Secy. to Government.

Madras,
8th February 1896.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Govt. of {1896} Madras.

MARINE.

Dated February, 8th.

Recd. *Encl.*

G.O. No. 78, 8th February 1896.

FEBRUARY.

Deputy Conservator of the Port of Madras

Requesting sanction to the fees levied for extra work performed on Sundays and holidays being retained by the —, subject to a maximum of Rs. 1,800 a year.

Marine
~~Public Works~~ Department.

No 77 Marine dt 8th Feby 1896

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Presy: Port Officer (with enclos.) (H.E. No. 474/7 G.d/11 Jany 96)

W
31 Jan

Ordered that the Government of India be addressed.

The Presy: Port Officer
" Chairman H.T.B.

(H.E. No. 78 Marine dt 8th Feby 1896)

This shd. be circulated

W

DESPATCHED
24 FEB. 96

To,
The Secretary to the Government of India
Finance & Commerce Dept.

Sir,

I am directed to forward for the orders of the Government of India the accompanying recommendation from the Harbour Trust Board on behalf of the Deputy Conservator of the Port of Madras. It is proposed that this officer shall continue to receive ~~the~~ a

I quite agree that the Dy Consr. shd. get something - But why Rs 175 p.m.? Rs 175 × 12 = Rs 2100 - But the total fees levied come to Rs 1812 (= Rs 150 p.m.) only. I think he should get the fees, subject, say, to a maximum of Rs ~~R~~ 1800 p. a.

DB
1/2/96

I agree
JG
4/2/96

Pro. No. 77 Marine dt 8-2-96

Very well

W
6 Feb

(40—1,000—21-4-94.)

personal allowance of Rs. 17~~0~~ *5 paid to his predecessor, — Commander Simpson, in lieu of fees for attendance on Sundays and holidays.

* Note
The amount actually drawn by Commander Simpson was Rs 175.

2. In para 3 (a) of Govt. of India letter No. 4548 Finance, dated 4th September 1889, it was 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 and

(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.

3. As compensation for this loss of fees, the Government of India was moved* to grant the Deputy Conservator an allowance of Rs. 175 per mensem, and this was sanctioned ✗ by the Secretary of State for the then incumbent only.

* vide para 11 of G.O. No. 51-52, Marine, dated 11th Feby: 1890.

✗ Secy of States' Despatch No. 40 Statistics dated 30th April 1890 communicated with Govt of India No. 2618 Finance dated 29th May 1890.

4. The Deputy Conservator is an officer of the Indian Marine, and the staff allowance attached to his appointment is Rs. 370. In his letter recorded with G.O. No. 320-321, Marine, dated 28th August 1890, the Presidency Port Officer recommended that the two allowances of Rs. 370 & Rs. 175 should be consolidated for future incumbents, but the Govt. of India declined# to make any change; consequently the present incumbent receives only Rs. 370 in addition to the pay of his grade.

No. 4845, Finance, dated 9th Oct. 1890.

5. It has been pointed out that the Deputy Conservator as the Executive Port Officer of Madras has full executive control of all shipping entering the Port, that he is responsible

for the safety of the vessels not only during cyclones but at all other times, that this necessitates continuous and careful watch over the shipping and close control over the pilots, that it entails grave responsibility and allows him but little leisure either on Sundays or holidays, and that his attendance even after office hours is frequently necessary to admit of steamers entering and leaving the harbour at night.

6. Fees are now levied for the extra services rendered by the Deputy Conservator on Sundays holidays and after office hours, and these are credited to Port funds. The following statement shews the number of vessels worked during 1894-95 on Sundays holidays and after office hours:—

Days.	No of Vessels entered	No 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

7. The fees realised on account of the Deputy Conservator amounted to Rs 1812.

8. It has also been ~~pointed~~ explained ~~out~~ that in addition to a heavy charge for house rent the officer holding the position of Deputy Conservator is put to considerable extra expense in the matter of carriage hire in consequence of his attendance at the Port being necessary on sudden emergencies at times other than the usual working hours.

9. On careful consideration of these facts, His Excellency the Governor in Council

is of opinion that as the special services thus rendered necessitate the loss of almost all Sundays and holidays and must be a serious mental and bodily tax, as well as a source of extra expense, it may well be met by an additional ~~the amount of a small~~ ~~personal~~ allowance ~~now~~ ~~proposed~~. I am accordingly to request that the Govt of India may be moved to reconsider the decision communicated in Govt of India letter No. 4845 Finance, dated 9th October 1890, and that sanction be accorded to the ~~proposed~~ ~~local allowance of Rs 175~~ ~~for ever recommended~~ ~~by the Harbour Trust~~ ~~Board~~. fees levied for the extra work in question being retained by the Deputy Conservator, subject to a maximum of Rs 1800 a year.

I have &c

27/1/96

W.

(Marine)

R.S.

CWW 8.2.96

ine 29/1 R 3/2, Am 3/2 R 5/2

H.E. the Governor
The Hon Mr. Birch C.I.E.
The Hon Mr. Grose C.S.I.

Personal allowance of Rs 175 to Commander Hewett.

Recirculated to His Excellency the Governor with reference to remarks of Honorable Members.

5/2/96

W.

W/ Pencil alterations submitted for approval
R.S.
7 Feby 96

approved
7/2/96

CWW
8.2.96

Telephone message
Reply

From the Presidency Port Officer
To the Joint Secretary
Marine Dept

Rupees 170 is an oversight. The Board recommended the continuance of the allowance drawn by Captn Simpson. The amount should therefore be Rs 175

J.O.S.
29/1

Recd P.M.
1.27

W
The figure in the draft order has been altered accordingly.

R.S.
29 Jany 96

29/1/96

H.E. the Governor

is of opinion that as the

P. W. DEPARTMENT.

Telephone

From the Jt. Secty Marine Dept.

To the Presidency Port Officer -

Your letter 474 G. dated 11th January 1896. The amount of the personal allowance recommended for Commander Hewett is Rupees 170- but Commander Skinpson appears to have drawn Rs 175- Is the difference intentional or an oversight.

29/1/96

W

R.S.

Despd 1-10

HK 29/1/96.

is of opinion that the

P. W. DEPARTMENT.

(MARINE.)

READ the following:—

No. 77 Marine of 8th Feby 1896.

Letter from the Presidency Port Officer, No. 474/7 G. dated 11th January 1896.

FOR ORDERS.

An application is submitted from Commander Hewett requesting the continuance to him of the personal allowance of Rs. 170 paid to his predecessor as compensation for the loss of fees. This matter is fully gone into in the notes attached to the original of G.O. No. 267, Marine, dated 30th August 1895, from which it will be seen that all the circumstances were before Government when they declined, in the order quoted, to increase the emoluments of the present incumbent.

21/1/96

W.
(Marine.)

On further consideration, I am disposed to think that we might ask India to increase the emoluments of the Depy. Port Conservator. It is not shown very clearly how much extra work is thrown upon him by the extension of time now allowed to vessels for obtaining port clearances – but there can be no doubt that it must entail more labour – and that too at very inconvenient hours. The loss of all Sundays and holidays must also be a serious tax on any one, and taking all these points into consideration, I think a good case can be made out. Allusion should also be made to the house & horse expenses in Madras, wh. have to be met here.

W
24 Jan

CAHN
22/1/96

N.S CAHN 2/2/96 W (Marin

ine 29/1 R 3/2. Am 3/2 R 5/2.

u.s.

seen

The

H.E.

FOR ORDERS.

Application for a local allowance of Rs.170 to Commander Hewett, Dy. Conservator of the Port of Madras.

7/74 3m

H.E. 22/1

---

whether it is reasonable that the Dy. Conservator should be compelled to on Sundays, holidays and out of Of hours in the interests of private per and the whole of the fees earned by special work should be credited to Gov ment. I most strongly endorse the opinion that some compensation shoul be given and I consider that it should t the form of a Local Allowance of Rup (170) one hundred and seventy five? per mensem, payable to any officer who actually performs the duties of the Deputy Port Conservator.

×175?

I have the honor to be
Sir,
Your Most Obedient Servant

Walter Hewett

Commander R. I. M.
Presidency Port Officer.

To

H. G. O.

P. W. DEPARTMENT. (Marine)

READ the following:—

Letter from the Presidency Port Officer No. 474/7 G dated 11 January 1896.

FOR ORDERS.

An application is submitted from Commander Hewett requesting the continuance to him of the personal allowance of Rs 170 paid to his predecessor as compensation for the loss of fees. This matter is fully gone into in the notes attached to the original of G.O. No. 267, Marine, dated 30 August 1895, from which it will be seen that all the circumstances [illegible] his existing du-

es were concerned. The only further

matter

I disagree with this note. G.O. No 267 dated 30th August 1895 was apparently passed under a misconception: for it alludes to the "uncertainty as to the amount of extra work which will devolve on the Deputy Conservator" as the result of extending port clearance time to 9 p.m. The

H-E. 22/1.

he emoluments of the
present incumbent.

21/1/96

W
(Marine).

H.E.
6

FOR ORDERS.

Application for a local allowance of Rs 170 to Commander Hewett - Dy Conservator of the Port of Madras —

Conservator for having to attend on all Sundays and holidays when the fees taken are sufficient to cover the Rs 170 allowance asked for. This important point is, it is submitted, completely ignored in the G.O.

CHS
20/1/96

H.E. 22/1

To

W. thro DW

It is submitted that the wording of the Note for Orders is correct.

2. In the Chief Secretary's office note dated 17th August 1895 attached to the original of G.O. 267 Marine dated 30th August 1895 it was pointed out that the Government of India had already decided that the Deputy Conservator of the Port should cease to retain any fees.

(Ist). Leviable under various heads for duties of a public nature,

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

3. To compensate the then incumbent of the office for the loss of the fees which he and his predecessors had been drawing, the Secretary of State sanctioned for the then incumbent only a personal allowance of Rs.175 per mensem. It was also pointed out that the recommendation of the Presidency Port Officer to continue this personal allowance to future incumbents had been negatived by the Government of India. Commander Hewitt's claim to the allowance was thus shewn to be out of the question so far as his existing duties were concerned. The only further

matter

matter for consideration, therefore, was whether the new proposal to grant port clearances up to 9P.M. would cause much extra work. There was some uncertainty as to the amount of this extra work, and, pending full information upon this point, the Governor in Council was "not prepared to move in the matter of the grant of an extra allowance to him" It was however intimated that "should experience shew that the extension causes a sensible increase to his duties the Government would be prepared to consider the question of increasing his emoluments".

4. All this is set out in G.O.267 Marine dated 30th August 1895 and the notes attached thereto.

5. The Deputy Conservator now comes up for reconsideration of the G.O. on the supposition that the Govt-misapprehended the arguments put forward by the Harbour Trust Board, and assumes that the Govt.is under the impression that the proposed allowance is to compensate him simply for the extra work imposed by the clearing of P & O steamers up to 9 P.M. It will, however, be seen from what is said ~~about~~ above that the Government were under no misapprehension, that the extra allowance of Rs.170 per mensem had already been vetoed on full consideration of the circumstances, and that if any claim to an extra allowance is now to be established it must be based on the ground that a great deal of extra work devolves on the Dy. Conservator by the extension of Port clearances of P&O steamers up to 9 P.M.

Thus was the G.O. passed under a misapprehension. The question of having to work to a later hour was not dwelt on by the Harbour Trust Board as a matter of importance. Having to work on Sundays & holidays was the main point at issue.

6. There has been no attempt to shew that much additional work is thus caused. X

C.A.W.
20 Jany 96

X I disagree. It has been shown that the Conservator has to work on Sundays and holidays and they are "dies non" representing a considerable fraction of a year.

20/1 96

I think D.W. is wrong. Govt refused to grant compensation to Conservator. Hence [illegible] he had to work Sundays & holidays. [illegible] [illegible] [illegible] should have [illegible] but that question is

written & cannot be
accepted.
The question now is if he
should be compensated for
working from 6 to 8 p.m.
& it is in H. E.'s own
writing that we cannot
ask India to sanction this
till we have definite
information as to the
orders but it [illegible]
the order can therefore issue

[illegible]
22/1/96

Thereto for orders;
should be referred for
submission to H.E.
[illegible] 20 Jany 96.

Marine C No 21

Marine 1896 DEPARTMENT.

No 7 Marine 8 July 1896

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE ~~CHIEF~~ SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
~~Fort St. George.~~ Chepuk.

No. 474/7 G

Dated 11th } January 1896.
Received }

No. ____________

Subject.

Forwarding with remarks letter from the Chairman, [illegible] Board recommending grant of a local allowance [illegible] Rs 170 to the Dy Port Conservator, Madras.

Marine Current No: 21
~~7~~ 818 (97)

Recd: 14.1.96
En: 3

No. 204 d/ 13-5-89 marine
" 224-5 " 25-5-89 "
" 50 " 11-2-90 "
" 230-1 " 2-8-95 "
" 374 " 11-12-95 "
" 20-1 " 11-1-96 "

" 439 " 16-10-89 marine
" 51-2 " 11-2-90 "
" 216 " 12-6-90 "
" 224 " 19-6-90 "
" 320-1 " 28-8-90 "
" 398 " 17-11-90 "
" 13 " 9-1-91 "
" 227 " 25-5-91 "
" 267 " 30-8-95 "

4

Harbour Trust Office,

MADRAS, 30th December 1895.

Despatched 9th Jany 1896

No. 304C

5/8

FROM

Ware Austin Esq I. C. S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

TO

The Hon'ble Col. John Pennycuick, R.E. C.S.I.

SECRETARY TO GOVERNMENT,

Marine Department.

Through
The Presidency Port Officer
Madras

Sir,

I have the honour to submit for the favourable consideration of Government copy of a letter from the Dy: Port Conservator No. 1851 dated the 8th October, which was considered by the Trustees at their last meeting, having been held over until the return of the Presidency Port Officer from Privilege leave.

2. Commander Hewett requests that Government will again take into consideration the question of continuing to the officer holding the appointment

appointment of Dy: Conservator of this Port the personal local allowance of Rs. 170+ per mensem paid to Commander Simpson, in lieu of fees for attendance on Sundays and holidays, which are now credited to Port Funds; and the Board in supporting Commander Hewett's request would invite the attention of Government to the statement printed on page 5 of G. C. Marine, No. 267 dated 30th August 1895, showing that during the year 1894-95, 153 vessels were entered inwards, and cleared outwards, upon Sundays and holidays and before and after hours, while the fees charged for the attendance of the Deputy Port Conservator amounted to Rs. 1812.

+ Note: Should be Rs. 175-

3. The Board would submit, as these fees are paid by private parties for the personal attendance of the Dy: Port Conservator on Sundays and holidays, for the convenience of Shipping, ~~that either~~ — (a) that Officer might be allowed to retain the fees earned by him at much personal inconvenience, and at some expense, through having to find conveyance to and from his office when his attendance there is not otherwise required, or that (b), he should continue to draw the allowance of Rs. 170 per mensem sanctioned in the case of Commander Simpson.

o Rs 175-?

I have the honor to be
Sir
Your obedt. Servant

Wauchlie

Chairman
Harbour Trust Board

J.S.

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday **the** 20th **day of** December **1895.**

2 Read letter No 1851, dated 8th October 1895, from the Dy: Port Conservator, requesting that the Government may be re-addressed regarding the continuance of the personal local allowance of the Officer carrying on the duties of Dy: Conservator of the Port.

Read minute by a Trustee.

Resolved that the Chairman is requested to address Government.

True Extract

HARBOUR TRUST
MADRAS 30.DEC.95
SECRETARY'S OFFICE

C. Pintent

Secretary
Harbour Trust Board

Mar: Ex 3/21/96

Port office
No. 1851 Madras 8th October 1895

From

The Deputy Conservator of the
Port of Madras

To

The Chairman
Harbour Trust Board
Madras

Sir

With reference to G.O. No. 267 marine dated 30th August 1895 I have the honor to request that the Government may be again addressed regarding the continuance of the $\frac{\text{personal}}{\text{local}}$ allowance to the officer carrying on the duties of Deputy Conservator of the Port.

In their G.O. above quoted Government appear to have misapprehended the arguments put forward by the Harbour Trust Board in as much as it is under the impression that the proposed allowance is to compensate the Dy. Conservator for the extra work imposed by the clearing of P. & O. steamers up to 9 P.M. This is apparently not the case; the allowance being intended as a compensation for the extra work now performed and the case of the P&O. steamers being an additional reason for granting the allowance.

There is probably not another port in the British Dominions at which the officer in charge is deprived of nearly all sundays and holidays throughout the year without adequate compensation.

I have &c..

(Signed) Charles. W. Hewett

Comr. R. I. N

Dy. Conservator of the Port

True Copy

Vincent

Secretary

Harbour Trust Board

HARBOUR TRUST
MADRAS - 9 JAN. 96
SECRETARY'S OFFICE

Mar. Ex 2
21/96

MARINE DEPARTMENT.

MADRAS

10 JAN 96
MADRAS

From

THE CHAIRMAN,
Harbour Trust Board,
MADRAS.

To

The Secretary to Government,
Marine Department.

Dated 30th Decr/95

Despatched 9th Jany/96

Received

Enclosures Two

No. 304 C.

Mar: Estt 21/96

SUBJECT.

Submitting for favourable consideration of Govt copy of letter from the Dy Port Conservator requesting that the personal local allowance granted to Commdr Simpson in lieu of outfees for attendance on Holidays &c may be continued

SCOT. THE PRESS.

Heading.

allowance.

No. 474/7 G

Presidency Port Office,
Madras, 11 January 1896.

From

Commander W. J. Powell. R. I. M.
Presidency Port Officer,
Madras,

To

The ~~CHIEF~~ SECRETARY TO GOVERNMENT,
Marine Department,
Chepāk ~~Fort Saint George.~~

Sir,

In submitting the accompanying letter, dated 9th January 1896, No 304 C from the Chairman, Harbour Trust Board, Madras, recommending the grant of a local allowance of Rupees (170) one hundred and seventy five? to the Deputy Conservator of the Port, I have the honor to offer the following remarks.

x 175?

2. The Deputy Conservator of the Port may be called upon by any Firm to attend office on Sundays and other close Holidays and out of Office hours, for the purpose of entering and clearing vessels, and a very considerable amount of work is performed in the year, in

compliance

compliance with this call. It is true that every effort is made by the Mercantile Community to cause the Deputy Conservator as little inconvenience as possible in this matter; but having once applied for his Office to be opened for the transaction of business and paid the necessary fee, they believe and, I think rightly, that they are entitled to that Officer's attendance for as long as he may be required by them. This I have known in many cases to extend to three and four hours of the day owing to unforeseen circumstances, such as ships' papers not being ready on board immediately on arrival in port or the non-arrival of vessels at the expected time, &ca. As a rule Mercantile Firms prefer to pay fees in advance even if the ships do not arrive rather than risk a delay, once they have arrived in port.

3. The following two instances will fairly illustrate what often happens. On 7th December last, the Agents, P&O Company, gave notice of their intention to enter and clear the S.S. "Simla" at 4 P.M. on the following day. The Deputy Conservator with his establishment waited in Office till 8.30 P.M. on the 8th December, to enable the vessel, if possible, to take out clearance by 9 P.M. in accordance with G. O. Marine No 267, dated 30th August 1895; but the vessel arrived so late that the Agents were unable to take out clearance until 11-40 A.M. on 9th December. Again on 20th December last, upon the application of the Agents, the P&O Steamer "Bengal" was granted permission to clear by 9 P.M. entering at any time that day. This kept the Deputy Conservator and his establishment waiting in Office till 8.30 P.M., when verbal notice was given that the vessel would clear at 6 A.M. on the 21st. The Deputy Conservator attended again at 6 A.M. on the 1st but the Ship's papers were not [illegible] by 10 A.M.