

Marine (1897) Department.

G.O., No. 556 was

DATED 19 June 1897

[Despatch Abstract.]

Local Distribution of oil: Considering that the system of ~~it~~ — from ports in India for the various Lighthouses should be tried, the results being reported in due course.

25/6/97

1/7/97

BACK PAPERS.

## FURTHER PAPERS.

| FURTHER PATENTS. |        |             |       |      |     |             |       |
|------------------|--------|-------------|-------|------|-----|-------------|-------|
| G.O.             | No.    | Department. | Date. | G.O. | No. | Department. | Date. |
| 7                | 121247 |             |       |      |     |             |       |

PUBLIC WORKS DEPARTMENT.

*Distribution of oil to  
light houses.* PROCEEDING

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

(40-4,000-14-3-95.)

Note for the Honourable Member.

It is found convenient to print all important orders. Papers of this class are frequently called up for reference in the Secretariat, and it often happens that several copies are distributed in different files at the same time. When a paper issues in M/S the only document available for office purposes is the original of the draft, and if this happens to be out with a particular file, a subsequent reference has to lie over till this original can be set free.

2. Again, it is not always convenient to break up files immediately on their return to the records, and multiple copies admit of files being kept intact till the subject is finally disposed of.

3. The order in question was judged to be an important one, seeing that it formulated general instructions in regard to the preparation of indents and introduced a new rule into the Marine Department in regard to fixing an "Established proportion". Orders of this kind are usually circulated by the Presidency Port Officer amongst his subordinate Port Officers, and provision has to be

made

See - There is much force in this. Still slope printing is being kept down - The cost of the Press has risen enormously in the last few years.

WS  
19/6/97

Do be shown to  
on his return - the  
Meanwhile the  
20 can issue  
17 June 97

made in the Secretariat for supplying him with a sufficient number of copies.

4. The Presidency Port Officer is more of a centre of distribution in the Marine Department than the Secretariat itself. He frequently circulates G.O.s on Marine subjects not only to his own subordinates, but also to officers of other departments <sup>to</sup> and the mercantile community. This fact has to be kept in view in arranging for printing.

5. The system in the P.W.D. is much the same, but a great many more orders are issued in M/S, when the addressees are few.

6. In addition to the M/S orders of Government, copies have to be made of almost all the Chief Engineer's correspondence. Scarcely anything of this is printed. It is thus not unlikely that more M/S work is done in the P.W. Department of the Secretariat than in any other Department, and so far as the copying establishment goes it is almost certain that this is the case. In no other Department of the Secretariat is the head of the office <sup>a</sup> ~~the~~ controlling officer of a Department; and much of the work done in this Department is unknown elsewhere, and never comes before Government. It is thus also necessary in deciding on the issue of papers in M/S to estimate the working capacity

capacity of the limited establishment at command. There have been serious blocks over and over again, and it is only by working very long hours indeed that these have been got over.

LS.

W.H.

17.6.97

ca. 18/6/97

B.W.

# Marine (1897) Department.

The Hon. Mr. P. S. S. S.

CURRENT No. 811

For orders.

In para 3 of his letter the Presidency Port officer gives the reasons which appear to him to preclude the adoption of Mr. Ashpitel's proposal for central order depots on each coast for the receipt and distribution of oil. They are

- (1) Irregularity of shipping
- (2) Cost of redistribution
- (3) Loss by loading & unloading owing to injury to cases.

Wd

11-6-97 for M

R. S. I consider that the system of local distribution from ports in India should certainly be tried. This is the one which is certainly in force in regard to general merchandise & if merchants find it very profitable they should.

Why was the G.O. of May 4 printed? Presidency. As it had to issue to one officer only, should it not have gone into the M.S.? What is the use of printing in the M.S.D. & Marine D.?

At Am. 11-6-97 14/6/97

From

The Presidency Port officer, Madras

No. 95/208 G

Dated 3<sup>rd</sup> June 1897

Received

Registered

Enclosures

Spare copies

SUBJECT.

Replying to G.O. Marine no 422 of 4<sup>th</sup> May 1897 regarding the supply and distribution of heavy mineral oil to the Lighthouses in the Madras

BACK PAPERS.

| No.          | Date.   |
|--------------|---------|
| 422 8        | 4-5-97  |
| 346 7 9      | 10-4-97 |
| 266 7 9      | 7-11-96 |
| 108 9        | 21-2-96 |
| 310-11 9 29  | 10-95   |
| 245 8 8-4-96 |         |

FURTHER PAPERS.

| No.       | Date.    |
|-----------|----------|
| Ma. 933 8 | 15-11-97 |

Heading.  
Stores.

No. 9, S/ 2084

Presidency Port Office,  
Madras, 3rd June, 1897.

From

Commander H. A. Street, R.I.M.,  
Presidency Port Officer,  
Madras,

To

The Secretary to Government,  
Marine Department,  
Chepak.

Sir,

With reference to G. O. No. 422, Marine, dated 4th May 1897, I have the honour to state that the instruction contained in para's 1 and 2 thereof will receive due attention.

2. In respect to the question contained in para 3, I have to remark that a full report on the same was submitted to Government in this office letter No. 280, G, dated 4th October 1895, and that G.O. No. 310 dated 29th October 1895 seemed to imply that the explanation regarding the distribution of oil was satisfactory, for Government forwarded to the India Office the Indent which had been held over pending the receipt of the report that had been called for. The greater portion of this office letter No. 280, G, dated 4th October 1895 related to the distribution and not to the local consumption of oil, but further information was called for on the latter point, and the Order of Government No. 108 dated 21st February 1896 was understood to apply to both subjects.

3. With regard to Mr. Achpitel's suggestion that a system of obtaining 18 months' supply of oil and distributing it from certain centres, say Madras and Cocanada on the East Coast and Cochin on the West Coast, might prove

G.O. 310-11 Mar  
29.10.95

G. 310-11  
29.10.95

Hay 8

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245 8 8-4-96

prove more economical" I have to remark as follows, viz-  
(a) that Madras is the only port in direct communication with London, and that although Steamers occasionally proceed from Home ports to Coconada and Cochin respectively, the uncertainty of their movements would render it impracticable to depend on them as a certain means for renewing the stock of oil at these two centres, and further the arrangements regarding freight are in the hands of the Home Authorities.

(b) Assuming, however, that the difficulty of supplying Coconada and Cochin direct could be got over by the Home Authorities, there still remains the difficulty attending local distribution which could be only carried out by coasting steamers from Cochin, at, of course, an additional charge. At Coconada, however, the distribution could be made by either rail or steamer, but the cost of landing and forwarding would have to be added to the cost of freight from London to Coconada;

(c) there is another objection to Mr. Ashpitel's proposal, and that is, the loss of oil due to injury to the cases while in course of distribution; under existing arrangements the loss is not very great as the cases are not subjected to much handling.

4 X In conclusion I would observe that under existing arrangements the stock of oil at the several light-houses is renewed with regularity and care, and I consider it very doubtful if any more certain and economical method could be adopted while Madras port is the only one in direct communication with London.

I have the honour to be,

Sir,

Your Obedient Servant,

*K. A. Theet*

Comdr., R.I.M.,

Presidency Port Officer.

*Ld.*