

25-7-03

Marine (1898) Department.

G.O., No. 384 *ma*

DATED 14. *ma* 1898

[Despatch Abstract.]

Lighthouse Construction & Maintenance; Letter
from the Supdt of Works Lighthouse Dept. on
giving information relative to the aid given
by foreign Governments for — independent of
of the proceeds of light dues, recorded

17/5/98

BACK PAPERS.

FURTHER PAPERS.

Public Works (1898) Department.

CURRENT No. 4108

From the Supdt. of works
Light House Dr.
Madras

Recorded

No. 995

Dated 10th May 1898

Received }
Registered } 11-5-58

Enclosures 2 Volumes

Spare copies

SUBJECT.

Light dues

Submitting two volumes
of Report bearing on
the imposition of
— as called for at

Collect

FURTHER PAPERS.

No. 995 Dated 10th May 1898.

F. W. ASHPITEL, Esq.,

SUPERINTENDENT OF WORKS,

LIGHT-HOUSE DIVISION,

Madras,

THE Chief Engineer,
Public Works Department

SIR,

With reference to your No. 652 dated 21st April 1898 I have the honor to inform you that the statement in para 28 of the report printed with Government Order No. 245 Marine dated 8th April 1896 is apparently not strictly accurate so far as a separate light due is concerned, as, in many countries, light dues are included in the general tonnage rates collected, and are credited to General revenue, to which the cost of construction and maintenance of lights is debited without reference to the amount of ~~tonnage rate~~ collected. What I had in my mind was that all countries

Collect

Collect a due of some sort though they do not always keep a separate account and, judging from the recent telegrams from America, are not precluded from applying dues collected from ~~the~~ shipping to war and other purposes. there is no separate light due L.B.

(2) The British system is to levy a toll on the passing trade, so that all ships which pass a light during a voyage contribute towards its construction and maintenance. By this system which has been adopted by some foreign countries and, it is believed, by the Colonies, all ships, foreign or native, contribute, and the outcry at home against the system is probably largely attributable to the practice of levying tolls far in excess of requirements and using the money so collected for other purposes. The diagram at the end of Vol 1 of the report of the Commissioners appointed

which?

This is the
French system
L.B.

to enquire into the condition and management of lights, buoys, and Beacons 1861, herewith forwarded, shows clearly the extent to which tolls in excess of requirements were, at one time, levied by Trinity House and other Light-house Boards in Great Britain. After the passing of the Merchant Shipping Act the dues were, it is believed, reduced, but are still much in excess of requirements. An advantage of the English system is that it is easy to find out whether the money collected from shipping is spent on the work for which it is collected.

The French system is to levy a tonnage rate or port due on ships which actually enter the various ports and, in addition to, simplicity, has the advantage of greater economy of labour and of expense of collection. This tonnage rate is credited to general revenues and the lights are constructed and maintained from general revenues without any reference to the amount collected from shipping. The system recommended for adoption in Great Britain

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Britain by the Committee of 1861 and other special Committees is that the expense of erecting and maintaining Light-houses should be defrayed solely out of Public revenue and that no due of any sort should be collected for this purpose.

This is what is now being economized in India as regards lighthouses.

(3) The reason for the different systems of maintaining lights is, probably, that in England and other countries where light dues are levied and the cost of construction and maintenance of lights is met from those dues, the construction and maintenance of harbours is left to private enterprise. In France, on the other hand, the Government constructs and maintains harbours as well as lights and consequently only one due is collected. It thus appears that in countries where no separate light due is imposed, the only ships which do not pay for the lights are those which do not pass a light but do not touch at a

port

* Lights in England were also at first left to private enterprise.

The same might be said of lighthouses.

port and as is stated in a note printed at page L of Vol II of the report previously quoted "in America no charge whatever" is made on British ships. In France it is the same, though it should be stated "that in that country the port charges which are heavier than in ours, are made to contribute to Imperial Funds and may fairly be said to include light dues." Judging by the recent telegrams from America port charges or tonnage dues are also levied there and contribute to general revenues though not necessarily the full amount required for the upkeep of the lights.

(4) It may be said, therefore, that all countries levy a light due in some form or other, and that the difference between the two systems is that in many countries the efficient lighting of the Coast is considered to be a matter of Imperial interest and is not regulated by the actual amount

collected

28-7-03

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The same might be said of Australia.

(4) It may be said, therefore, that all countries levy a light due in some form or other, and that the difference between the two systems is that in many countries the efficient lighting of the Coast is considered to be a matter of Imperial interest and is not regulated by the actual amount

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collected from shipping in any particular series of years. The lights and harbours are improved from general revenues to which the tonnage rate or port dues are credited and no attempt is made to balance the accounts; the expenditure being regulated solely by the needs of the moment. So much is this the case that in the Memorandum printed at page 669 of the report above quoted it is stated that in France there is no instance of refusal of approbation by the minister of Public Works to the establishment of lights which are admitted to be necessary.

(5) The following information regarding European and other systems is taken from Vol II of the report above quoted pages 651 to 689.-

America. Funds are appropriated by Congress and no special tax or toll is levied (see remarks in para 3)

Norway

Norway. The necessary means are partly obtained from the treasury of the State. Certain Harbour lights are maintained by local authorities. A distinction is made between Coast and harbour lights.

Sweden. All expenses are paid by the State, which levies a light due on shipping.

Hannover Hamburg. Funds furnished by the state.

Spain. System similar to France. Funds provided by special tax but the revenue derived enters at once into the Public Treasury and the amount of the liabilities of each year, whether for new works or for materials, for the maintenance, lighting and service in general are met by drafts on the credits opened in the State budget.

France. The construction and maintenance of lights though actually paid for by a tonnage rate (see note page L of Vol II

of

25-7-03

of report above quoted) does not depend on the amount collected the cost being defrayed from the public revenue.

Denmark. The necessary funds for the light and buoy service are obtained by appropriation of the legislature. Lights are divided into Government and Commercial lights, the first are sea lights and are maintained by Government, the latter are harbour lights maintained locally.

Russia. Funds provided by State.

Holland. — ditto —. Harbour lights ~~are~~ maintained by Government.

Belgium. Funds provided by State.

Austria. Special tax levied on commercial vessels.

Great Britain. Light dues.

Colonies. Some of the lights constructed from

from Imperial Funds. See pages 631 to 643 of Vol II of the Report above quoted and page xxxvii and xxxviii of Vol I also page 146 vol I.

(6) From the above it seems probable that even State except perhaps Spain and Austria grant aid from state funds for Lighthouse construction and maintenance independently of the proceeds of light dues.

* Egypt & Turkey also, it is believed, levy light dues & make no contribution from state funds.

(7) I forward herewith Volumes I & II of the report of the Commissioners appointed to enquire into the condition & management of lights, buoys, and beacons in 1861 which was the only paper bearing on this subject which I was able to procure in England.

I have the honor to be,
Sir,
Your most obed^t. Serv^t.

W. H. P. H.
Superintendent of Works,
Light-House Division.

Copd. L. 10.5.98.

28-7-03

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Russia. Funds provided by State.

Holland. — ditto —. Harbour lights ^{not} maintained by government.

Belgium. Funds provided by State.

Austria. Special tax levied on commercial vessels.

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W. H. P. G.
Superintendent of Works,
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Copd Cl. 10.5.98.

25-7-03

In connection with
the ~~at~~ his instructions to
find out the practice of
the British & Foreign
Govts. in regard to the
grant of aid for light
houses, the following
books have been ex-
amined without result.

Encyclopaedia Britannica
Shackleton's Directory
Whitell's Almanac
Stakeman's Yearbook
and in addition, the
Parliamentary Papers &
Nautical Almanac
with he looked through.

It is possible that
Mr. Ashpitt may have
some information on the
subject. vide paras 28-29
of his report recorded
with G.O. 245 Marine of
8 April 96. A draft thereon
to him is accordingly
submitted.

N.B.
20 April 98

As regards the British
Govt. Sections 658-665
of the Merchant Shipping
Act, 1894 apply. Advise.

Urgent

Public Works Department.

No 65 D of 21-4-98

Despatch.

In para 28 of his report
recorded with G.O. 245 Marine
dated 8th April 1896, Mr.
Ashpitt ^{mentions} ~~states~~ that the im-
position of a light due
has been adopted in all
European countries. He is
requested to be so good
as to state whether he is
in possession of any docu-
ments to show the aid, if
any, granted by Foreign
Governments for lighthouse
construction and maintenance
independently of the proceeds
of light dues.

A very early reply is re-
quested together with the requi-
site document, if any.

To
The Supdt of Works
L.A. Division

N.B.

W.H. 21.4.98
E.W.

25-7-03

In connection with the H. H. instructions to find out the practice of the British & Foreign Govts. in regard to the grant paid for light houses, the following books have been consulted without result.

Encyclopaedia Britannica
Shackleton's Directory
Whitaker's Almanac
Stakman's Yearbook
and in libraries, the
Parliamentary Papers &
Nautical Almanac
with he looked through.

It is possible that Mr. Ashpitt may have some information on the subject. - vide paras 28-29 of his report recorded with G.O. 245 Marine of 8 April 96. A draft memo to him is accordingly submitted.

R.F.
20 Apr 98

As regards the British Govt. Sections 658-665 of the Merchant Shipping Act, 1894 apply. Advise.

Urgent

Public Works Department.

No 65 D of 21-4-98

Enclosed.

In para 28 of his report recorded with G.O. 245 Marine dated 8th April 1896, Mr. Ashpitt ^{mentions} ~~states~~ that the imposition of a light due has been adopted in all European countries. He is requested to be so good as to state whether he is in possession of any documents to show the aid, if any, granted by Foreign Governments for lighthouse construction and maintenance, independently of the proceeds of light dues.

A very early reply is requested together with the requisite document, if any.

To
The Supdt of Works
L.H. Division

R.F.

W.H. 21.4.98
E.W.