

J. H. Septt.

Govt. of 1883 Madras.

MARINE.

N^o 412 May 6th Feby 1883.

Communicated
to the Supy Engineer
Fifth Circle, and the
Superintendent, Madras
Harbor Works, Members
of the Committee appointed
in G.O. 463 of 18th Nov 1882
(Marine)

sd/ J. D.
S. W.

Issued

Recd.

Encl.

G.O., 1st February 1883, No. 69.

N^o 412 May 6th Feby 1883.

FEBRUARY.

Harbour Dues Act, 1882.

Referring, for consideration, to the Committee
appointed under G.O., No. 463 of 1882, previous
to bringing the — into force, certain matters
brought to notice by the Master Attendant, and
requesting Colonel Drever to join the Committee.

To
The S. E. Fifth Circle
" Supt. M. H. Works

Write or der

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

G.O., dated 30th December 1882, No. 163, Legislative.

ABSTRACT.—*Madras Harbour Dues Act.*—Passing the necessary orders consequent on this Act having been assented to by His Excellency the Governor-General.

G.O., dated 23rd January 1883, No. 18, Legislative.

ABSTRACT.—*Madras Harbour Dues Act VI of 1882.*—Recording letter of the Government of India, Legislative Department, returning, with remarks, the authentic copy of this Act duly assented to by His Excellency the Governor-General.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Secretary to Government, Public Works Department, dated Madras, 6th January 1883, No. 49.

Administrative Department.

The Harbour Bill having received the sanction of the Governor-General in Council, it becomes necessary that no loss of time be incurred in composing the Harbour Board, and delegating to it the duty of considering the rate of future dues, and the method of collecting them before the Notification required by law in the *Fort St. George Gazette* brings the Bill into operation, for under its provisions no Pier dues are leviable under the present Pier Act.

2. The method pursued in Calcutta and Bombay, where the dues on goods landed and shipped are levied under Port Trusts, is to defray all the expenses of establishment on the Government Departmental scale, out of dues on shipping, and the Port Officer after arranging this hands over the balance to the Port Commissioners for the benefit of the port. This balance during the past year has amounted to nearly half a lakh of rupees.

3. The Board should be required to arrange that all expenses provided for, a sum of not less than a rupee a ton be set aside for interest of the money expended by Government in the construction of the Harbour up to this period. It may be after a year's experience the rates may be reduced, but the information I am able to obtain does not warrant me in placing the trade at more than (250,000) two hundred and fifty thousand tons, while a sum of (3) three lakhs will be required.

4. The first subject of the Board's attention should be boat-hire, as by that, which is the chief saving effected by the Harbour, the other dues may be regulated.

5. Then the pier and its charges, the present amount being an excellent basis.

6. The Custom House godowns, and the charges on portorage in connection with them, and the revenue they produce to Government and how the separation of interests can be best effected.

7. Then the beach arrangements for levy of dues and establishment.
8. The Police in which large saving may be effected without impairing the efficiency.
9. As I have previously pointed out in various Committees, if the object to be gained is the proper position of the port in the eyes of its rivals in business, a concentration of interests and a consolidation of fees would enable the money required to be raised without any additional burthen on the trade of the port. To avoid as carefully as possible any infringement of legal or vested interests will be the only difficulty before the Board.
10. I would recommend that the Chamber be asked if it adheres to the selection of the three gentlemen on the recent Committee, Mr. Ainslie, Mr. Strange, and Mr. Turnbull.
11. The representatives of the Trade Association are the best, Mr. Orr being Chairman of the body.
12. I would have gladly recommended some native merchant for the approval of Government as a member, but I cannot find one who is independent and possesses the knowledge of English and technical experience required. Mr. Mahomed Abdool Bacha Saib would meet these requirements, but he is already a member of the Chamber of Commerce, and has not been selected by it, while it is strongly enough represented.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Secretary to Government, Public Works Department, dated Madras, 8th January 1883, No. 56.

Administrative Department.

I have the honor to forward a revised scheme for the Marine Police of this port. It is desirable in every way that the expense of the port should be consolidated, and a large measure of economy can be effected in this branch. In the first place, I think it only right to observe that I have no fault to find with the present Police, on the contrary their duties are well and carefully carried out as designed in the Act. But I think the time has come, when, owing to changes in the Harbour and shorter service of boats, a total reconstruction of the Harbour Police, on a more economical footing, is desirable. I hold the strongest opinions that, though a Port Trust is inopportune, yet that the state of affairs allow of the duties of the port being carried out as nearly on the lines of a Port Trust as circumstances admit, and that the port should be self-supporting, while at the same time contributing a fair sum towards the interest of the money advanced by Government for the artificial Harbour. The Police at present, in addition to the sum of three annas a trip levied on the boatowner, costs Government a large annual sum, which it is desirable to relieve.

2. I do not now consider that a constable is necessary for every boat; ships lie so close in, and the boats are under convenient supervision from ship and shore; speculation as it used to be conducted from and to the roads is almost impossible. I would therefore do away with the present large staff of constables, and place a small force under the control of the Executive Officers of the port, the members of the force being Europeans or East Indians, respectable men, who can read and write, and one such officer at least be sent on board each ship on arrival, and relieved once during the day. He could generally give attention to the loading of the boats and conduct of the boatman, which requires restraint and strong measures of repression to prevent the crowding and inconvenience they occasion on board on a vessel's arrival. The tindals of each boat could be required to draw the officer's attention to any damaged package placed in their boats, and he could be furnished with a book with counterfoil leaves, and give a leaf to each tindal in cargo boat, detailing such damage, to be delivered up to the officers on the beach, where similar supervision would be held. All reports to be made to the Executive Officers as soon as possible.

3. As dues will in future be levied on the beach as well as the pier, these officers would be of great assistance, and in each of the sheds it is intended to erect on the beach an office could be arranged where all the necessary detail could be carried out. Vessels in the outer roads which generally bring coarse goods, coals, &c., would not require Police attention except on rare occasions. My object now is merely to lay down a general principle, and if it meets approval of Government, the elaboration of the scheme would be easily carried out in consultation with the Harbour Committee, aided by the local advice of the Executive.

4. The value of the services of respectable officers on board vessels cannot, I believe, be overrated. While a small body of constables on general duty would be retained, and on emergent occasions one of them could be available for separate boat service, one Police boat would be employed patrolling the Harbour throughout the day with an officer or two on board, and could be readily summoned by any vessel. I calculate roughly that less than one anna a ton would be the cost of this service, to be included in the consolidated rate.

No. 91-C.

Endorsement on the above two papers.

Transferred to the Marine Department for disposal at an early date.

(By Order.)

MADRAS,
11th January 1883.

(Signed) R. H. SANKEY, Col., R.E.,
Secy. to Govt., P.W.D.

ORDER—dated 1st February 1883, No. 69, Marine.

Previous to bringing the Harbour Dues Act, 1882, into force, the Government resolve to request the gentlemen now sitting in Committee* to be good enough to take into their consideration the matters enumerated by the Master Attendant in his letters of the 6th and 8th January, Nos. 49 and 56, and to favor the Government with their views thereon, arranged according as the subject falls under Sections 3, 5, and 6, respectively of the Act.

2. In connection with Captain Taylor's proposal in the second of his letters to reduce the present Marine Police Force to a very appreciable extent, it seems desirable that the Commissioner of Police should be associated with the Committee in the matter. Colonel Drever is accordingly requested to join the Committee.

(True Extract.)

C. G. MASTER,
Chief Secretary.

To the Collector of Sea Customs, as Chairman of the
Committee appointed under G.O.,
dated 18th November 1882, No. 463.

„ Master Attendant, Madras.
„ Public Works Department.
„ Commissioner of Police.

Exd. J. Wright.

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