PWC № 11181

403 W – 4 – 2 – 88
106 W – 11 – 1 – 88
105 W – 11 – 1 – 88
2233 – 34 – 35 – W – 20 – 1 – 87
104 W – 11 – 1 – 88

Rg 8. 2. 88.

№ 476 W dy 10th Feb/88

Communicated to the Chairman Harbour Trust Board in continuation of G.O. 105 W. dy 11th January 1888.

9. 2.

9/2/88

The Chairman. H.T.B.

Despd 10. 2. 88.

16/2

It is requested that in any further communication on this subject, the undermentioned letters and number may be quoted, and the reply addressed to
The Director General of Stores,
India Office,
Westminster, S.W.

S 547

491

India Office,
Westminster, S.W.,
20 Jan 1888.

Sir,

With reference to the telegram from His Excellency the Governor of Madras noted in the margin, I have the honour to inform you that the cement is due for delivery at the following dates, and that every effort will be made to expedite its shipment.

5000	Casks	by 15th	February.
3352	"	" 29th	"
2848	"	" 31st	March.
11.200			

Telegram dated 11 Jan. 1888.
"Expedite supply of 2000 tons of Portland Cement indented for by Madras Harbour Works, withheld by your Despatch No 1 of 8 Dec last. Cement needed for works now in progress".

I have the honour to be, Sir,
Your obedient Servant,

A. Sapp
Director General of Stores.

The Secretary to the Government of Madras
in the Public Works Department,
Madras.

No 104 W dated 11.1.88
" 105 W dated 11.1.88
" 106 W dated 11.1.88

No 403 W dated 4th February /88

Recorded.

2-2-88

2/2/88

CURRENT NO. 53

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS,

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 24 } January 1888.
RECEIVED }
ENCLOSURE (one)
No. 6080.

No 403 W dated 4th February /88

SUBJECT.

CHIEF SECRETARY GOVERNMENT OF MADRAS 28 JAN 88

Forwarding an Extract from the Proceedings of the Harbour Trust Board in reference to an Indent for 2000 tons Cement for the Madras Harbour Works.

Rd 31 January /88
Transferred to the Public Works Department.
By order.
for Secretary

A.W. 2-2-88
R.H. 2-88

Secretary to Govt.

It is requested that in any further communication on this subject, the undermentioned letters and number may be quoted, and the reply addressed to
The Director General of Stores,
India Office,
Westminster, S.W.

S 547

491

India Office,
Westminster, S.W.,
20 Jan 1888.

8 JAN 88
W. DEPART.

Sir,

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3352	" "	29th	"
2848	" "	31st	March.
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I have the honour to be, Sir,
Your obedient Servant,

A. Jopp
Director General of Stores.

The Secretary to the Government of Madras
in the Public Works Department,
Madras.

[25]

Local and Municipal Department.

CHIEF SECRETARIAT, MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper:—

Letter from the President, District Board, Salem, dated 26th January 1888 No. 142 F.

Referring to para 2 of G.O. No. 2109 2nd 9th December 87, I have the honour to enclose copy of Resolution No. 357 of the Taluk Board, Namakal, 7th Instant, from which it will be seen that the Local Board has agreed to bear the cost of improvements required to the Namakal School building.

Order thereon, 31st January 1888 No. 242 L. (Mis.)

Communicated to the Public Works Department in continuation of G.O. 9th December 1887 No. 2109 L.

+288 W. 24-1-88

(True Extract)

Asst. Secretary.

To
The Public Works Department.
Accountant General.
Director of Public Instruction.

PWC № 1129

Govt. of {188 } Madras.
Local and Municipal Dept.

To

The P. W. Department

Ro. 471 W dt/ 9th Febry 1888



Rp 6.2.88

Proceedings, dated 31st January 1888.
No. 242 2/mis.

Subject.

Communicating to the P. W. Dept. resolution of the Taluq Board Namakal agreeing to bear the cost of carrying out certain improvements to the Namakal School building.

Ro. 471 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 9th Febry 1888

READ the following

Proceedings of Govt. Local and Municipal Department. N. E. No: 242 2 (Mis) dt/ 31st Jany/88

The estimate of Rs. 4,300, sanctioned in G. O. No: 288 W dt/ 24th January 1888 for repairs and improvements to the Govt. Taluk School at Namakal, includes a sum of Rs. 1,152, being the cost of improvements to the building which the Local Board are willing to bear. Adding to this amount, the usual percentage charges for "Establishment"* and "Tools and Plant"† the total sum to be contributed by the Local Board will be Rs. 1,434, which should be paid into the Govt. Treasury to the credit of the P. W. Department.

2. The Suptg. Engineer will arrange to commence the work from the Local Fund contribution and apply for the balance of the estimate, Rs. 3,148, in his statement of demands for incomplete and minor works.

S. 2. 88

* at 23 per cent on Rs. 1,152
† at 1½ per cent on —do—

To The Suptg. Engr. IV Circle
" Examiner of P. W. Accts
" Local & Municipal Deptt
" Educational Department

Desp. 10.2.88.

Maj

8/2/88

288 W—24-1-88

AC

Please send up the original disposal on Public dept. GO. dated 23d. Jan: 1888 No. 87 re amendment of Indian Telegraph Guide.

d/9th Feby 1888

DMW
6.IV.88

B-474 W-10-2-88-Disp.
Original W order herewith—DS
9-4-88

No. 5845. T.

From The Director General of Telegraphs in India,

To The Chief Secretary to the Government of Madras.

Calcutta, the 31st of December 1887.

Sir,

I have the honor to invite your attention to Section XXV of the Indian Telegraph Guide, which contains a list of abbreviated addresses of Government officials to be used in State telegrams.

2. It is believed that some of the titles contained in the list are now obsolete, and that the titles of others have been ommitted. As regards these latter, it is obviously desirable to decide on an abbreviated form and to include them in the next issue of the book.

3. I therefore venture to ask you to cause the list to be examined, and to supply me with a statement of such corrections as should be made, and further with the titles of such officials subordinate to your Government, who frequently send or receive State telegrams, which

which titles are not included in the present list, and the abbreviated form which you propose for each.

I have etc.

(Sd) W. R. Philipps.
For Director General of Telegraphs in India.

(True copy.)

Pereira
Head Clerk Public Works Secretariat.

[25]

Public Department.

CHIEF SECRETARIAT MADRAS.

GOVERNMENT OF MADRAS 24 JAN 88 REVENUE DEPARTMENT

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper

From the Director General of Telegraphs, Calcutta, dated 31st December 1887, No 5845 J.

Order:—23rd January 1888 No 87.

Communicated to the Departments of the Secretariat for compliance with the requests made.

(True Extract)

Asstt Secretary

To

The Departments of the Secretariat.

P.W.C No 884

Madras

Secretary to Government P.W. Dept.	"Madras Works"
Joint Secty. to Govt: Irrigation Branch	Madras Irrigation
Joint Secty. to Govt. Railway Branch	Madras Ry.
Examiner P.W. Accounts	Exr. Works
Examiner Guaranteed Railway accounts	Govt Exr.
Examiner State Railway accounts	Exr. State Ry.
Engineer in Chief Madras State Ry Survey	C. E. State Ry Survey
Superintending Engineer	Supg. Engr.
Consulting Architect	Architect
Executive Engineer	Ex. Engr.
Sub divisional offices	Sub div offr.
Overseer	Ovr

R.S.
4.2.88.

Secy
R. & D.P. have communicated the dept without making any remarks- May it come now-

The Public Dept want their Order and the enclosed letter from the Director Genl of Telegraphs returned to them- shall I do so, retaining copies-

R P
8/2/88

C. no 884

P. W. Dept.

No. 474 W of 10th February 88

To

The Director General of Telegraphs

Sir,

Adverting to your letter no 5845 T. dated 31st December 1887 to the Chief Secretary to the Govt of Madras, I am directed to forward, herewith, a list of the officers subordinate to this Government in the Public Works Department with abbreviated addresses. The red ink entries do not now find a place in the published list of the Telegraph Department. It is proposed that they shall be added to future lists

2 No further alteration seems necessary in the published lists, so far as the P. W. Dept of this Government is concerned.

I have the honour to be
Sir
Your most obedient servant
R. Sankaran Nair
Secretary to Government

Depch 11-2-88.

R. S. / Jobe 4/2/88.

R. S. / J. J. / C. J. J. } For favours of any remarks considered necessary in regard to this letter.

Rpt 7 Feb

28

This does not seem to have been sent by I.S.R.C.
without doubt.

Sm

H.C.

Jpcac
4/2/88

No 4774 W dated 10th Febry/88
D.D. forwarded

I think it necessary
to obtain
7-2-88 Mr Hutchinson's
remarks
W.W.
Feb 8

Klw. with Tel. [illegible]
6.11.88
R 7.11.88

8.2.88
W.W.

T—14.

Class XS | INDIAN TELEGRAPH. | Monthly Local No. 81

To
Station Tripicane

From
Station Calcutta

Words.	Day.	Hour.	Minute.	Official Instruction.
13	8	11	48	[illegible]

To (Person)
works madras

From (Person)

1
2 defence [illegible]
3 have negatived this
4 site high [illegible]
5
6
7
8
9
10
11
12
13
14

Recd. from L. N. | Sent to L. N.
At Hrs. Mts. By | At Hrs. Mts. By

Date TRIPLICANE 8-2-88 Postmaster.

E. Ellis, C P G 18 F—No. 205 P O—18-3-87—2,000 Dbs.

POST DEPARTMENT H.R.S.I.P. 8 FEB 88

POST DEPARTMENT MADRAS

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender, and name and residence of Person) is transmitted free.

	First 8 words.	Each additional word.
Deferred Message	... 8 Annas	... 1 Anna.
Ordinary "	... 1 Rupee	... 2 Annas.
Urgent "	... 2 Rupees	... 4 Annas.

A group of 3, or less figures is reckoned as one word.

No charge for delivery within a distance of 5 Miles.

B No 475 Wa/10 7 Feb 88/88

Communicated to the Judicial Department

No. 475 Wa/10. 7 Febry/88
R 8-2-88

Jdl
9/2/88.

Communicate to Jdl. Dept
Jdm
Complete file

7 Febry/88

9.2.88

Jdm

Jdm

Submitted

10.2.88

To The Judicial Dept

8.2.88

North orders

Hlw. with Jdl. file
6 11-88
R 7-11-88

536 C - 7 - 2 - 88
283 W - 24 - 1 - 88
60-62 W - 8 - 1 - 88
3388 W - 10 - 12 - 87
3514 W - 31 - 12 - 87
3459 W - 17 - 12 - 87
3311 W - 3 - 12 - 87
2707 W - 13 - 10 - 87
823 D - 16 - 7 - 87
1719 W - 23 - 7 - 85
1663 W - 17 - 7 - 85
1153 W - 15 - 5 - 85
423 W - 1 - 8 - 84
503 C - 6 - 2 - 88

GOVERNMENT OF MADRAS

No. 475 dy 10 Febry 1888

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following papers :—

From the Honorable R. W. BARLOW, C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 8th August 1887. No. 2373.

I have the honor to forward herewith, in triplicate, for transmission to England indent for sundry stores required by the Superintendent of the Madras Harbour Works for harbour construction.

2. I also enclose copy of a letter, No. 434 S., dated 26th July 1887, from the General Superintendent, Public Works Stores, intimating that the following can be supplied by him :—

Item No. 18, iron flat, $2\frac{1}{2}'' \times \frac{1}{4}''$, bars 20,
" " 19, iron round, $1\frac{3}{8}''$, bars 12,

and the indent has been altered accordingly.

ENCLOSURE.

From A. JOYCE, Esq., General Superintendent, Public Works Stores, to the Secretary, Harbour Trust Board, dated Madras, 26th July 1887, No. 434 S.

In returning indent, in triplicate, on the Home Government, received with your letter, No. 2005, dated 25th July 1887, I have the honor to state that the undermentioned articles are available in the Public Works Stores, and can be supplied if indented for at once :—

Item 18, iron flat, $2\frac{1}{2}'' \times \frac{1}{4}''$, bars 20.
" 19, iron round $1\frac{3}{8}''$, bars 12.

Transferred to the Public Works Department.

(By Order.)

(Signed) W. S. MEYER,
Ag. Asst. Secy., Marine Dept.

OOTACAMUND,
15th August 1887.

ORDER—dated 20th August 1887, No. 2233 W., Public Works.

Ordered to be forwarded to the Home Government for compliance.

(Here enter Nos. 2234, 2235 W., dated 20th August 1887.)

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Chairman, Madras Harbour Trust Board.
" Marine Department.

LETTER—to the Director-General of Stores, India Office, London, dated Fort St. George, 20th August 1887, Nos. 2234, 2235 W.

I am directed to forward, for compliance, an indent for stores required for the Madras Harbour Works, and to state that it includes the four pairs crusher jaws asked for in telegram from this Government, dated 28th July 1887.

2. The usual certificate by the Examiner, Public Works Accounts, is not attached, as the expenditure on the works is not now audited by that officer, but I am to state that provision to meet the cost of the stores has been made in the estimates of the Harbour Works for the current year.

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

ENDORSEMENT—dated 20th August 1887, No. 2235 W., Public Works.

Copy of the above, with copy of the indent, forwarded to the Government of India.

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

Exd. J Moses.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated August, 20th.

Recd. *Encl.*

G.O., 20th Aug. 1887, Nos. 2233, 2234, 2235 W.

AUGUST.

Stores required for the Madras Harbour Works

Forwarding copy of letter to the Director-General of Stores with copy of indent for certain —.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following despatch from the Right Honorable Viscount CROSS, Her Majesty's Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India Office, London, 8th December 1887, No. 1 P.W. (Stores). :—

With reference to your Secretary's letter in this Department, No. 2234 W., dated 20th August 1887, addressed to the Director-General of Stores in this Office, forwarding an indent for stores for the Madras Harbour Works, I have to inform your Excellency that I have sanctioned the supply of the stores required, with the exception of 2,000 tons of Portland cement, the provision of which will be withheld until a decision has been arrived at on the recommendations of the Committee as to the entrance of the harbour.

2. The four pairs of crusher jaws asked for in the telegram, dated 28th July 1887, have already been despatched.

ORDER—dated 11th January 1888, No. 105 W., Public Works.

Communicated to the Chairman, Harbour Trust Board, with reference to G.O., No. 2233 W., dated 20th August 1887.

2. The Secretary of State will be requested by wire to expedite the supply of the cement in question, the Superintendent having reported, in paragraph 10 of his letter No. 1125, dated 10th December 1887, that the cement is needed for the works.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secretary to Govt., P.W.D.

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

Exd. J. Moses.
Spare Copies.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated January, 11th.

Recd. *Encl.*

G.O., 11th Jan. 1888, No. 105W.

JANUARY.

Madras Harbour Works

Despatch from the Secretary of State for India sanctioning indent for stores required for the —, communicated to the Chairman, Harbour Trust Board, and the Secretray of State requested by wire to expedite the supply of Portland cement.

No 106 W dy 11th January 1888.
Telegram

B

From - Governor
To - Secy. of State.

Vaccinia - London -
Illigata
Please expedite supply of
Sistitis
2000
Cupidini
tons Portland cement
Lauidrio
indented for
Insisted
Madras Harbour works
withheld
Ferreoi
your despatch No.,
1
Expectum
8th December 1887
cement needed for works
Percepto
in progress

Please expedite supply of 2000 tons Portland cement for Madras Harbour works withheld under your Despatch No. 1 dated 8th December 1887. cement needed for works in progress.

R.S.V.

W.C.W. 11.1.88

Despd. 11/1/1888

CURRENT NO. 53 Mar

Harbour Trust Board Office,

MADRAS, 24th January 1888

No. 6080

FROM R. W. Barlow Esquire C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

To

The Honorable Mr. W. E. Stokes C.S.

CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Fort St. George.

Sir

I have the honor to forward herewith Extract from the Proceedings of the Harbour Trust Board at their meeting of 16th instant, Confirmed on Friday evening last, in reference to the Boards' indent for 2000 tons of cement for the Harbour Works, and am requested to thank you for your prompt action in telegraphing to the Secretary of State to comply with the indent, as the speedy arrival of even a portion will save

a additional

additional outlay.

I have the honor to be
Sir
Your most obedient servant

Rec

Chairman
Harbour Trust Board.

Extract of Proceedings of the TRUSTEES of the HARBOUR of MADRAS, at a Meeting held at the Offices of the Board on Monday the 16th day of January 1888.

8. Read G.O. No 105-W dated 11th January 1888, communicating despatch from the Secretary of State for India Public Works (Stores) No 1 dated 8th December 1887, regarding indent for 2,000 tons of Portland cement for the Harbour Works, stating that a telegram will be despatched to the Secretary of State requesting that the indent may be complied with.

Read minutes by Captain H.A. Street, Captain W.L.G. Baddeley R.E. Messrs J. McLintock, V. Mahomed Shereiff Sahib Bahadur and George King.

Resolved that the Board regret that the supply was stopped as in order to prevent Blockmaking being interrupted they have had to purchase in

the local market, at an enhanced rate, which might have been avoided had the Trusts wishes been complied with even in part.

x x x

/ Verne Extract-/

C Sinnott

Secretary
Harbour Trust Board.

E.1
1971/88
Chron 53/88

No. 104 W. dated 11. 1. 88
" 105 W. dated 11. 1. 88
" 106 W. dated 11. 1. 88

No. 403 W dated 4th February 88

Recorded.

CURRENT NO. 53

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

DATED 24 } January 1888.
RECEIVED / }

ENCLOSURE (one)

No. 6080.

No. 403 W dated 4th February 88

SUBJECT.

GOVERNMENT OF MADRAS 26 JAN 88 CHIEF SECRETARY

Forwarding an Extract from the Proceedings of the Harbour Trust Board in reference to an Indent for 2000 tons Cement for the Madras Harbour Works.

ff 31 January 88

Transferred to the Public Works Department.

By order.

for Secretary to Government.

14TH JANUARY 1888, No. 139 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following paper :—

From the Superintending Engineer, IV Circle, dated 7th January 1888, No. 7 E.W.

ORDER—dated 14th January 1888, No. 139 W., Public Works.

The following sums, surrendered by the Superintending Engineer, IV Circle, under Provincial Civil Works, are resumed and credited to the reserve with the Government under that head :—

		Rs.
1.	Constructing a second-class police station at Naduvatam ...	266
2.	Improving and extending the police station and huts at Masnigudi	186
3.	Providing lightning-conductor for St. Stephen's Church, Ootacamund	350
4.	Providing lightning-conductor for place-of-arms, Mount Stuart, Ootacamund	250
5.	Providing lightning-conductor for Mount Stuart buildings, Ootacamund	350
6.	Providing lightning-conductor for Government office Stone-house, Ootacamund	450
7.	Providing lightning-conductor for Council Chamber, Ootacamund	250
8.	Providing lightning-conductor for St. Thomas' Church, Ootacamund	350
9.	Improving and extending the police huts at Kalhatti	250
10.	Supplying partition and additional record-racks for the offices on Mount Stuart, Ootacamund	30
11.	Constructing a close prison at Coimbatore	912
12.	Sub-Registrar office at Kollegál	1,430
13.	Civil Buildings, Minor Works, Coimbatore division	143
14.	Improving and metalling the main road from Ootacamund to Gúdalúr	200
15.	Constructing three toll-houses on Kullar-Gúdalúr road ...	300
16.	Constructing a raised foot-path from Charing Cross to the market, Ootacamund	114
17.	Improving the water-supply of that portion of Ootacamund lying north of the lake	13,500
	Total ...	19,331

2. The following appropriations are made from the Provincial reserve :—

		Rs.
1.	Alterations to jail, Ootacamund	2,680
2.	New Breeks' Memorial School at Ootacamund	1,550
3.	Renewing the roof of clerk's offices, Stone-house, Ootacamund ...	2,250
4.	Flooring the choir and chancel of St. Thomas' Church, Ootacamund	257
5.	Repairs to the floor of the Inspector's quarters at Gúdalúr ...	470
6.	Repairs to the police station huts and Inspector's quarters at Wellington	600
7.	Repairs to the police station and huts at Coonoor	923
8.	Miscellaneous Public Improvements, Repairs, Nílgiri division ...	81
	Total ...	8,811

3. The sum of Rs. 2,260, required for supplying furniture for the Roman Catholic Church at Wellington, will be provided later in the year should funds become available.

4. In the absence of explanation of urgency for the lump sum allotments applied for under the marginally-noted heads, no provision has been made for them. Funds are, however, immediately wanted to meet liabilities already incurred in other circles, and the unappropriated amount of the surrenders made by the Superintending Engineer, IV Circle, is therefore reserved with Government.

Civil Buildings, Repairs, Nílgiri and Coimbatore divisions.

Communications, Repairs, Nílgiri division.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secretary to Govt., P.W.D.

To the Superintending Engineer, IV Circle.
„ Examiner, Public Works Accounts.
„ Judicial Department.
„ Public „
„ Ecclesiastical „

Exd. J. Moses.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated January, 14th.

Recd. *Encl.*

G.O., 14th Jan. 1888, No. 139 W.

JANUARY.

Funds

Orders on statement submitted by the Superintending Engineer, IV Circle, of surrenders and demands.

Executive Engineer's Office,
3rd February 1888.

No. 218
FROM G. B. Lambert Esqr.
EXECUTIVE ENGINEER,
COIMBATORE DIVISION.

TO THE Superintending Engr
4th Circle

SIR,

Enclosures

With reference to para 4 of G.O. No. 139 W dated 14th January 1888, I have the honor to request you will be so good as to obtain the sanction of Government for an additional allotment of Rs. (600) Six hundred only under Provincial Repairs, First Buildings at the rate of Rs. 300 for each of the works noted below;—the repairs being of Emergent nature:—

1 Repairing Sub collector's quarters at Erode. Estimate Rs. 6,150 sanctioned in Register No. 28 of 1887-88.

2. Repairing the Taluq Cutcherry at Tirupatur. Estimate Rs. 972 sanctioned in Register No. 34 of 1887-88.

2. These 2 works have not been put in hand for want of funds.

3. In my statement of surrenders and demands dated 29th December 1887, I applied for an additional allotment of Rs. 1,040 with the hopes of utilizing the same if sanctioned by the end of January 1888. The sum of Rs. 600 now applied for, can only be expended if sanction is given early in February 1888.

I have

I have the honor to be
Sir,
Your most obed. Servt.

Executive Engineer

No. 48/W.
Submitted to the Chief Engineer P.W.D. for favor of orders with reference to para 4 of G.O. dated 14th January 1888

Executive
Offg. Supdg. Engr. 4th Circle
7-2-88

SUPG: ENGINEER'S OFFICE
NO. 830
4- FEB. 88
P. W. D.
FOURTH CIRC

P. W. D.

FROM G. B. Lambert Esq

Executive Engineer,

Coimbatore Division.

Dated 3rd
Despatched 4 } February 1888
Received

No. 218

Enclosures.—

SUBJECT.

Provincial Repairs
Civil Buildings:—

Requests to obtain Sanc-
tion of an additional
allotment of Rs 600 for
the following two works
under—.

PWC No. 1218

B

139 W – 14 – 1 – 88.

From

The Offg: Supg: Engr:
Fourth circle.

Dated 7th
Recd: 9 } February 188.

No. 48

No. 470 W of Gov. Feby 1888

Allotment of Rs: 600 for certain Works under "Provincial Repairs" Civil Buildings":–

Submitting for favor of orders, letter No. 218 of 3d Feby 1888 from the Executive Engineer Coimbatore Division, requesting to obtain sanction for an additional —.

No. 470 W. PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 9th Feby 1888

READ the following

From the Supty. Engineer IV circle. H. E. No: 48 E. W. d/ 7th February 1888.

Ordered that the following telegram be sent to the Supty. Engr. IV circle:–

"Your 48 E.W. 7th. Rs. 600 allotted from Provincial reserve for Repairs, Civil Buildings, Coimbatore Division"

9.2.88

Tel despd 9/2

To
The Supty. Engr. IV circle √
" Examiner of P. W. Accts √
Despd. 10-2-88

9/2/88.

R.S.

Maj 9/2

P. W. D.

No. 468 W dt/7 Feby 1888

Draft letter

To

The Secy to the Govt of India
P.W. Department.

Sir,

I am directed to request that the revised estimate of charges for 1887-88 under Incorporated Local Funds may be reduced to Rs. 2,11,928 and that the budget estimate for 1888-89 under the same funds may be increased to Rs. 2,03,525.

2. The reduction in the revised estimate for 1887-88 is due to the withdrawal, by the Revenue Department, of the grant of Rs. 59,090 for the purchase of a steamer for the Rajahmundry Ferry, and to surrender from grants for certain other works which could not be utilised before the close of the current official year.

3. The increase in the budget estimate for 1888-89 is due to the provision made for the purchase of the Rajahmundry Ferry steamer having been increased, and to funds having been provided for additional works proposed for execution during the ensuing year.

Maj R.S. 8/2

8.2.88

Joll 8/2/88.

Despd 9.2.88.

Budget Estimate for 1888-89.

	Rs
Figure adopted in the preliminary budget	179,770
Reduction in the grant for the road on the Coleroon bank vide G.O. No. 55 W dt/7 Jany/88 G.O. No: 295 W dt/24 Jany/188	-1000
Increased grant for the purchase of a steamer for Rajahmundry	9,540
-Do-Do- for the construction and repair of ferry boats on the Kottur Mannyam Junction canal	500
Grant for the construction & repair of ferry boats	6,000
Grant for construction of bridges over irrigation canals & drainage channels	7,000
Establishment and Tools and Plant on Rs. 7000	1,715
Total Increase	23,755
Budget estimate as it now stands	2,03,525

The accompanying draft letter to the Govt. of India is therefore submitted for approval.

Maj 8/2

9/2/88

Note.

The revised estimate of charges for 1887-88 and the budget estimate for 1888-89 under Incorporated Local Funds were fixed at Rs. 2,73,186 and Rs. 1,79,770 respectively in the budget estimate forwarded to the Govt. of India with endorsement No: 3473 W dated 20th December 1887. The modifications of grants sanctioned subsequent to the submission of the preliminary issue of the budget reduced the revised estimate to Rs. 2,11,928 and increased the budget estimate to Rs. 2,03,525 as shown below:-

Revised estimate for 1887-88.

	Rs
Figure adopted in the preliminary budget	2,73,186
Surrender from the grant for the landing at Bezvada G.O. No: 259 Wa/21st Jany/88	Rs. 300
Withdrawal of the grant for the purchase of a steamer for the Rajahmundry Ferry G.O. No: 295 Wa/24th Jany/88	59,090
Surrender from the grant for the landing place at Doulaishweram, vide G.O. No: 295 Wa/24th Jany/88	1,868
Total Surrenders.	61,258
Revised estimate as it now stands.	2,11,928

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 17th January 1888, No. 5877.

I have the honor to forward, for the information of Government, copy of Proceedings of a meeting of the Harbour Trust Board held on Friday, the 6th day of January 1888, the same having been confirmed at the meeting of the Trustees held last evening.

ENCLOSURE.

MINUTES of the Proceedings of a Meeting of the Trustees of the Madras Harbour, held at the Board's Office on Friday the 6th January 1888.

Present:

Mr. R. W. Barlow, C.S., *Chairman.*
The Honorable Mr. S. R. Turnbull.
Mr. J. McLintock.
Mr. J. R. Hunter.
Mr. G. L. Chambers.
Captain H. A. Street, I.M.
Captain W. L. C. Baddeley, R.E.
Mr. George King.
Mr. Cowasjee Eduljee Panday.
V. Mahomed Shereiff Sahib, Bahadur.
M.R.Ry. S. Venkatakistnamah Chetty Garu.

1. Read the minutes and confirmed the Proceedings of the last meeting held on 16th December 1887.

2. Read G.O., No. 3484 W., dated 20th December 1887, communicating despatch from the Secretary of State for India regarding the proposed north-east entrance to the Harbour, and also the London Committee's report therein referred to.

Read G.O., No. 3485 W., dated 20th December 1887, stating, in reference to the Board's Proceedings, No. 2, dated 11th November 1887, that the Secretary of State for India has not finally sanctioned the construction of a north-east entrance to the Harbour.

Read minutes by the Honorable Mr. S. R. Turnbull, Captain H. A. Street, Messrs. J. McLintock, George King, Captain W. L. C. Baddeley, R.E., Mr. Cowasjee Eduljee Panday and the Chairman.

Resolved,—that Government be requested to favor the Trustees with early information as to whether any further despatch has since been received from the Secretary of State.

3. Read and discussed draft of proposed agreement between the Trustees of the Madras Harbour and Mr. F. N. Thorowgood.

Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R.E., and Mr. G. L. Chambers.

Resolved.—that this agreement be redrafted as now amended.

4. Read letters, dated 7th and 14th December 1887, from the Honorary Secretary, Madras Metal Trading Company, complaining that as other importers of iron were not prepared to take delivery of their consignments, the Metal Trading Company could not obtain delivery of the balance of their consignments landed within the last four months, and requesting that arrangements might be made to expedite delivery.

Read also correspondence in connection therewith.

Read minute by Captain H. A. Street.

Resolved,—that this correspondence be re-circulated for consideration as to the steps needed to obviate the difficulties pointed out by the Honorary Secretary of the Madras Metal Trading Company.

5. Read letter from Messrs. Hajee Mahomed Badsha Sahib and Company, dated 19th December 1887, submitting a claim for Rs. 711-10-2 for two trunks of Madras handkerchiefs, sea damaged in transit along the Pier in course of shipment to the S.S. *Ganges*.

Read also previous correspondence on the subject.

Read minutes by Captain H. A. Street, Messrs. G. L. Chambers, J. R. Hunter, J. McLintock, George King and the Chairman.

Resolved,—that the matter be referred to the Board's Solicitors.

6. Read letter from the Vice-President, Madras Municipal Commission, P.W., No. 1146, dated 15th December 1887, stating that licenses should be obtained for storing coal, wood, &c., and all combustibles within the Board's premises, and enclosing a list of fees payable for each license.

Read minutes by the Chairman, Captain H. A. Street, Messrs. Cowasjee Eduljee Panday, J. R. Hunter, the Honorable S. R. Turnbull and Mr. G. L. Chambers.

Resolved,—that the question be referred to the Board's Solicitors.

7. Read G.O., No. 3346 W., dated 6th December 1887, recording progress report of the Madras Harbour Works for the month of October 1887,

and communicating telegram despatched to the Secretary of State requesting that the supply of Portland cement indented for in July may be expedited.

Recorded.

8. Read endorsement No. 3449 W., dated 17th December 1887, from the Under Secretary to Government, Public Works Department, communicating a letter, No. 292 A.G., dated Fort William, 30th November 1887, from the Officiating Under Secretary to the Government of India, forwarding statement showing the estimated outlay against indents received in England up to the end of September 1887 for stores for the Public Works and Telegraph Departments.

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9. Read G.O., Marine, No. 550, dated 13th December 1887, recording proceedings of a meeting of the Harbour Trust Board held on the 25th November 1887.

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10. Read letter from Messrs. Campbell and Schultz, Engineers, dated London, 30th November 1887, regarding their patent steel buoys.

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11. Read letter from Mr. J. B. Barton, Accountant, dated 31st December 1887, tendering his services for the joint Auditorship of the Board's accounts.

Read minutes by the Honorable Mr. S. R. Turnbull, Messrs. Cowasjee Eduljee Panday and J. R. Hunter.

Recorded.

12. Examined Madras Bank Pass Books showing to the credit of the Chairman on Revenue account Rupees 18,151-8-3, and on Construction account Rupees 29,609-14-1.

Recorded.

Order—dated 31st January 1888, No. 27, Marine.

Recorded.

(True Extract.)

W. S. MEYER,
Asst. Secy. to Govt.

To the Chairman, Harbour Trust Board.
" Public Works Department.
" Port Officer, Madras.

Exd. A. Raitt.

P.W.D

Govt. of {1888} Madras.

MARINE.

No 467 W a/ 9th February 88

Recorded
10/ J.W.A.

Issued

Recd. *Encl.*

G.O., 31st January 1888, No. 27.

JANUARY.

Madras Harbour Trust Board.

Recording proceedings of a meeting of the — held on the 6th January 1888.

Letter under

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Read minutes by Captain H. A. Street, Captain W. L. C. Baddeley, R.E., and Mr. G. L. Chambers.

Resolved.—that this agreement be redrafted as now amended.

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Read also correspondence in connection therewith.

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" Public Works Department.
" Port Officer, Madras.

Exd. A. Raitt.

P.W.D.

Govt. of {1888} Madras.

MARINE.

No. 467 W dy 9th February 88

Recorded
8/2/88.

Issued

Recd. Encl.

G.O., 31st January 1888, No. 27.

No. 467 W dy 9th February 88

JANUARY.

Madras Harbour Trust Board.

Recording proceedings of a meeting of the — held on the 6th January 1888.

Write under

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Order—dated 31st January 1888, No. 27, Marine.

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(True Extract.)

Asst. Secy. to Govt.

To the Chairman, Harbour Trust Board.
" Public Works Department.
" Port Officer, Madras.

Exd. A. Raitt.

13-F-C

P.W.C. No 1211

Govt. of {1888} Madras.

MARINE.

Issued

Recd. 9.2.88 Encl.

G.O., 31st January 1888, No. 27.

JANUARY.

2 Copies to Coby

Madras Harbour Trust Board.

Recording proceedings of a meeting of the — held on the 6th January 1888.

To Go. 463 w d/ 9th Feby 1888

Recorded.

9.2.88

R.S. 9/2/88

26-11-06.

To Go. 463 w d/ 9th Feby 1888

Communicated to the Superintending Engineer IV Circle in continuation of G.O. 188 W dt 17th January 1888.

8.2.88

8/2/88

P.W.C. No 1164

Govt. of {1888} Madras.

MARINE.

3rd Town

Issued

Recd. 7.2.88 Encl.

G.O., 2nd February 1888, No. 30.

To Go. 463 w d/ 9th Feby 1888

FEBRUARY.

Note by His Excellency on his tour to the Western and Southern Districts.

Passing orders on paragraphs 9, 10 and 15 of the —.

2 Copies to Coby

With Order

2nd February 1888, No. 30, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

G.O., dated 1st December 1887, No. 1596, Public, forwarding to the Marine Department the following extracts from a Note by His Excellency the Governor, dated 21st November 1887, on a tour to the Western and Southern districts:—

Para. 9. The mercantile community at Calicut represented that there was a large balance to the credit of Malabar ports, and in consideration of this fact, and of the approaching completion of the railway to Calicut, whereby its trade will naturally increase, they urged the desirability of forming a Trust for the administration of Port Funds. * * * At Cochin I promised the Chamber of Commerce that Mr. Brunton's scheme for deepening the bar of the harbour should be considered by Government, as well as their requests that a larger portion of the funds collected in the port should be devoted to its improvement, and that a Port Trust should be established. If Mr. Brunton's scheme were found successful, Cochin would be a splendid harbour.

10. In company with several members of the Cochin Municipal Council, I personally inspected the scenes of the different matters referred to in their address, telling them I thought this preferable to giving them a formal answer. The sea is doubtless rapidly encroaching, and the groynes constructed for the protection of the town certainly require early repair. The suggestion that some portion of the Port dues may be devoted to this purpose may be worthy of the consideration of the Marine Department. The river-bank near the cemetery wall also requires revetting. With regard to the contemplated repairs to the landing place, I understand that estimates are now before Government.

15. * * * The Tuticorin Municipality requested that the reserve of their Port Funds might be utilized in making improvements to the jetty and the port.

Order—dated 2nd February 1888, No. 30, Marine.

The whole question of the distribution of Port Fund receipts and charges among the various out-ports is at present engaging the attention of Government. When this general question is decided, the claims of Cochin and Tuticorin to a larger expenditure on their ports, and the requests for the establishment of local Port Trusts at Cochin and Calicut, will be considered.

2. In G.O., dated 16th September 1879, No. 522, Marine, an allotment was sanctioned for the revetment of the river-bank at Cochin. The Port Officer, Madras, will report what further expenditure is now necessary, and also what has been done in his department with reference to the repair of the landing place.

3. The Government in this department have not as yet received any papers regarding Mr. Brunton's scheme for deepening the Cochin harbour bar.

(True Extract.)

~~Ag.~~ *Asst. Secy. to Govt.*

To the Port Officer, Madras.
" Collector, Malabar.
" Resident, Cochin.
Copy to the Public Works Department.

Fwd. A. Raitt.

2321 W-29-4-87
2329 C-9-7-87
1107 W-21-4-87.

B. No. 462 W dy 9th Febry 1888

Communicated to the Supdg. Engr. VI circle.

8.2.88

8/2/88.

Issued

Recd. 7-2-88 Encl.

G.O., 11th January 1888, No. 23.

No. 462 W dy 9th Febry 1888

JANUARY.

Sanitarium at Kodaikanal.

Passing orders on proposals for improving the —.

S. E. VI circle

2 copies to body with Order

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„ Resident, Cochin.
Copy to the Public Works Department.

Exd. A. Raitt.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

READ—the following Proceedings of the Board of Revenue (Land Revenue), dated 19th September 1887, No. 566 :—

H. S. THOMAS, ESQ., F.L.S., F.Z.S.

Read—the following letter from C. H. MOUNSEY, Esq., Acting Sub-Collector, to the Collector of Madura, dated Kodaikánal, 6th June 1887, No. 229 :—

I have the honor to report, in answer to your foot-note to Board's Proceedings, No. 4, of the 4th April (regarding the insertion of certain conditions in future title-deeds for sales of Government waste land at Kodaikánal), of the 22nd April, No. 1068.

2. The first point for report is given in paragraph 3 of the Board's Proceedings above quoted, viz. :—

"The Collector will be good enough to report whether it would be desirable and acceptable to the residents to raise a special quit-rent under paragraph 2 of Board's Standing Order No. 4, on the understanding that an equal sum be contributed from Local and from Provincial funds, the sum thus obtained from these three sources being made available for the upkeep and extension of the hill communications and general improvement of the sanitarum."

3. The question arises what are the exact lands that it is suggested should have the special quit-rent levied on them. Part of the previous paragraph of the Board's Resolution runs :—

"The still unoccupied area available for building purposes is not inconsiderable, and the demand for house accommodation should itself supply the inducement to build. If the land assessment is so low that it is still considered more profitable to hold lands with a view to sale as sites than to build on them, and if the sites or the unoccupied land are under the disadvantage of not being connected by roads, the remedy would seem to lie in so taxing those sites as to provide funds for opening out others with roads."

I suppose that this means that the assessment on lands unoccupied (on which after the waste land rules came into force in 1863 only road-cess is levied) should be increased to provide funds for opening out roads, not to other sites only, but to the unoccupied lands on which the increased assessment is levied.

4. The next question is as to what should be considered as unoccupied sites. Is every separate lot that was disposed of and has no building on it to be considered as unoccupied site? For instance, one gentleman has his house on one lot and has the adjacent two lots used as adjuncts to the lot for his house-site, and in other cases there are many other unoccupied lots all centring round or adjacent to one on which there is a house and all belonging to the same owner. I may mention, as instances of this, the Roman Catholic and American Missionaries, for in these cases it is not possible now to say on which of the plots the houses stand.

5. As the opinion of the residents has been asked as to whether it would be desirable and acceptable to raise a special quit-rent, I think it may almost be assumed that the special quit-rent is suggested to be levied on lands now in the possession of residents; for they cannot be interested in the conditions that may be imposed on lots taken up in the future to any great extent, but only so far as those conditions will retard or otherwise the development of the station.

6. I regret that I have had few replies from residents of Kodaikánal on the subject of the special quit-rent, and I do not think I should delay this report in the hope of receiving more, as some who have not replied have personally expressed their views on the subject to me.

7. I think I may safely assume that the general tenor of the opinion of the residents is that it is neither desirable nor acceptable to tax with a special quit-rent unoccupied sites now in the possession of residents, and that it might seriously retard the growth of the station to levy a tax that might go up to Rs. 10 an acre on lands newly taken up.

8. Colonel Pennycuick, R.E., is of opinion that the principle of the application of the tax to newly taken up sites is a sound one, and is in favor of, and willing to bear his share of, any reasonable amount of local taxation. He goes on to say, and here mentions a point that the other replies do not refer to, —

"The station is increasing in size daily, and there is little doubt that the occupation and building of houses will be a very profitable speculation for some time to come; it is therefore only right that people who take up new land and benefit by the improvements which have been already made, and to which they have contributed nothing, should pay some share of their profits towards public objects.

"Of course in taxation of this kind there is the risk that if the tax be paid too high it may defeat its own object by preventing land from being taken up; but, looking to the very profitable nature of building operations here, I do not think that the rate of Rs. 10 per acre is likely to have that effect."

9. Mr. French is of opinion that if the tax of Rs. 10 per acre is imposed on sites to be taken up hereafter, "the measure will simply retard progress and put an end to any extension of the sanitarium. It it is proposed to lay a similar imposition on lands unoccupied by buildings and already in the hands of purchasers, it will simply ruin the station." He thinks that as houses are only occupied six months out of the twelve, "house-building does not pay as a matter of speculation." As an additional reason for not taxing unoccupied lands, he goes on to say that experience has taught that the planters at Kodaikánal, owing to want of a market and of road-way to the plains, cannot compete with the gardeners at Bangalore, and therefore an increased tax would deter capitalists from attempting to raise cinchona, wheat, garlic and other hill products. Mr. French thinks that a tax of 4 annas an acre on all lands here and at Shembaganur would answer the purpose as far as the present wants of the stations are concerned.

10. Mr. Scott says that as a holder under freehold titles, he is not entitled to express an opinion, but states that the offer to contribute an equal amount from Provincial and a similar amount from Local Funds is really no inducement to the payment of a tax which on the whole exceeds the highest "nunjah" rate in the low country, and would regret that any act should be done by which the obligation of Government to furnish means of communications from any one place to another should be relaxed.

11. Mr. McNair, who refers to the great expense of building and unprofitable nature of growing for the market here, also is strongly against the imposition of a special quit-rent, thinking it premature and inadvisable and likely to deter many people from settling down here. Mr. Mikhell also thinks levying quit-rent on sites newly taken up would have the same effect.

12. Other gentlemen have also informed me that it would not be desirable or acceptable to them that a special quit-rent should be levied on sites belonging to them but unoccupied by buildings.

13. I think myself that many (I cannot say what the Missionary Societies intend to do with their unoccupied sites) of the unoccupied sites belong to gentlemen who hold them for their own sake and not with the intention of speculative building or sale, and therefore an increased tax on them would not promote building to the extent that it might be supposed it would.

14. In regard to the effect of the imposition of a special quit-rent on land to be taken up hereafter, I must report that, in my opinion, the still unoccupied area available for building purposes is small, and therefore that the result possibly will not be large; but I am of opinion that a result however small which tends to give funds towards the extension of the hill communications and general improvement of the sanitarium should be sought after.

15. I forward a map (which I request may be returned when done with) on which I have had marked, though I cannot pretend with perfect accuracy, but with

as great care as could be given to it, in blue pencil sites applied for but not granted, and in red pencil sites taken up but not built on.

16. On the map, B represents forest land and Government shola and C represents what may be considered available land for building. But commencing at the north of the map we find this land is not very desirable for house-sites. Most of the available sites on the north side are on the steep sides of a hill or beyond the ridge of the first hills, outside the hills that forms the boundary of the waterspread of the lake.

17. The lots on the east along the course of the Parapar river are too steep and narrow to be built on, and the land near lots 40 and 36 of the map is taken up for village-site.

18. On the south, the lots are on the slope towards Shembaganur and at a much lower level than the rest of the station, while on the west again the lots are beyond the ridge of the hills that close in the Kodaikánal valley. In fact the most fitting available sites left seem to be the few along the Upper Pombáray road on the north side which were not mentioned above.

19. It almost seems therefore that something else must be done than levying a special quit-rent on sites to be taken up hereafter, for I think such a rent would deter people from taking up sites far from the centre of the station, unless communication was opened up to those places before the sites were allotted, and I do not see how that is to be done with the proceeds of a tax on sites to be taken up hereafter. The proceeds of such a tax would probably be small. I further presume that owners who have bought sites not now connected by roads with the station have done so expecting to have to pay for the making of the road to their lots themselves, as has been done in one instance to my knowledge at an expense of over Rs. 200. Such owners might be asked to contribute at the same time one-third of the amount necessary to open out a road to their lots where they are in the neighbourhood of each other. The different proportions in which they contribute to be settled by the union, and then if equal sums to this were given from Local and Provincial funds, roads might be made. As houses increase, funds at the disposal of the union for repairs will increase, and if equal sums to this also were given from Local and Provincial funds, there would not only be money to keep roads in order, but for the general improvement of the sanitarium.

20. I should mention here that over forty houses are charged for the purpose of the union with a tax of Rs. 5 each.

21. From the list of lots sold under waste land rules and on which no buildings have been erected, sent herewith, I gather that, including lots at Shembaganur, there are over 1,100 acres, all held on freehold tenure. Excluding this, that is, of lands sold before 1863, there are probably not 100 acres, almost all of which is in the hands of the American and Roman Catholic Missionaries, not held on freehold. This land has been held for over 25 years, and I deprecate any taxation of it now.

22. The next point which I was called on to report was in reference to the amount of capital spent by the European community frequenting the hills, some of which was believed to return "to the coffers of the State through the postal returns, and some benefits the inhabitants of the plains by the purchase and hire of their agricultural products."

In regard to the former, taking February, March and April together as representing an average of one quarter of the year's work in the Postal Department at Kodaikánal, figures have been given me to show that the total amount in value of money orders issued and received in that period was Rs. 11,009-15-0, the commission being on an average 1 per cent.; this gives Rs. 110 for the quarter, or say Rs. 440 for the year. In the same three months 158 articles of ordinary parcels were posted and 8 insured parcels. Rs. 30 may be allowed as the postage on these, or say Rs. 120 for the year. The total amount of the value of the postage stamps purchased in that period comes to Rs. 1,190. I think Rs. 690 may be taken as that amount that would have been purchased if it had not been for Kodaikánal being a sanitarium, and this leaves a profit to Government for the year of Rs. 2,000, and all these items added together give a profit of Rs. 2,560; but to be on the safe side, perhaps, we may take it to be a net profit of Rs. 2,000 a year.

23. I found it very difficult to obtain by personal inquiries accurate statistics of the benefits the inhabitants of the plains obtain by the purchase and hire of their agricultural products.

24. Roughly speaking, I think that the benefit as estimated in figures can be put at about Rs. 50,000 a year.

25. The Transit Company is supposed to spend on an average about Rs. 300 a month in the upkeep of their establishment of bullocks and bandies, and they of course receive more than that. I cannot form any estimate of what may be spent in the hire of country carts for carrying luggage, but as one cart from Ammayanáyakanúr costs a little over Rs. 2-4-0, perhaps we may say Rs. 25 a month on the average. I do not reckon anything for cooly-hire.

26. The greatest amount is monthly spent on the supplies obtained from the plains, such as horse-gram, rice, fowls, eggs, mutton, beef, bread, &c. Taking the busy season with the slack, I do not think that Rs. 4,000 a month is too high an estimate.

I have worked this out in consultation with the tahsildar of Periyakulum, the deputy tahsildar here, and from my own experience, and the deputy tahsildar has also made inquiries.

27. In addition to the above-mentioned benefits, it must not be forgotten that there are others; for instance, there is all the carpentering and blacksmith work that ensues owing to the building of houses, shoeing of horses, repairs to sundry articles, &c.; let us call this Rs. 100 a year. I think to these may be added the gain to the State by the increased traffic on the South Indian Railway and the sales of waste land. But omitting these, as I have omitted out of consideration the actual benefit that the coolies derive from carrying things up and down the ghât, the figures as estimated above give a return of Rs. 52,000 a year, and therefore I hope I am not above the mark in suggesting as an estimate Rs. 50,000 a year as the gross result in rupees to the inhabitants of the plains owing to this being a sanitarium; this would give net gains of a very considerable extent. In proof of this, I think I may say that I think I never saw so many cattle belonging to any one village in proportion to its size and cultivation as appear to belong to Periyakulum.

ENCLOSURE No. 1.—Statement.

ENCLOSURE No. 2.—Map.

Endorsement by E. TURNER, Esq., Collector of Madura, dated 16th August 1887, No. 444.

Submitted, with enclosures, to the Secretary to the Commissioners of Land Revenue in reference to their Proceedings, No. 4, dated 4th April 1887. I concur with the Sub-Collector.

2. I beg that the enclosures may be returned when no longer required.

Resolution—dated 19th September 1887, No. 566.

Submitted for the orders of Government.

2. The great majority of the lands are freehold, and it is clear that no appreciable revenue can be anticipated from quit-rent.

3. The only way to promote the growth of the sanitarium would seem to be by the annual grant of Provincial similar to that made to Ootacamund. Parity of policy would suggest it, and the claim of Kodaikánal for such assistance would seem to be established by the Rs. 50,000 a year which it contributes generally and indirectly to the State. It also taxes itself directly as a union which may in time grow into a municipality.

4. It is probable it would do so rapidly if only it had a ghât open to wheeled traffic.

5. It is requested that the map may be returned when done with.

(A true Copy and Extract.)

(Signed) M. HAMMICK,
Acting Secretary.

To the Secretary to Government, Revenue Department,
with two enclosures, to be returned.

Copy to the Collector of Madura.

ORDER—dated 11th January 1888, No. 23, Revenue.

Miscellaneus.

The Government are of opinion that the restrictions, imposed by the orders of 1870 in regard to the sale of land for building purposes within the limits of Kodaikánal settlement, and which appear to have been disregarded, should be maintained. The object in view is to prevent speculative capitalists from buying up all eligible land and holding it until the demand for accommodation becomes so great that they can realize a large profit. For the protection of purchasers, the cancellation of sales on breach of the conditions to build should be made within two years after such breach, and if it is not considered necessary to exercise the right of re-purchase within this period, the sale should become absolute. The Board will, in communication with the Government Solicitor, draw up a form of title-deed to be granted in cases of this kind, and will further issue to the Collector such instructions as will ensure the conditions laid down being observed.

2. The Board have rightly withdrawn their proposal to levy a special quit-rent on building sites at Kodaikánal. It is clear that the quit-rent cannot be legally imposed on lands already sold.

3. The Board's application for a grant to improve the sanitarium and the hill communications will be considered in the Financial Department.

(True Extract.)

H. A. Stuart.

Under Secretary to Government.

To the Commissioners of Land Revenue, with two enclosures returned.
„ the Commissioner of Revenue Settlement and Director
of the Department of Land Records and Agriculture.
„ the Financial Department.
„ the Public Works Department.

Exd. W. H. French.

110 Copies.

2321 W – 29-4-87
2349 C – 9-7-87
1101 W – 21-4-87

Communicated to the Supdg. Engr. VI Circle.

Sole
8/2/88

Govt. of {1888} Madras.

REVENUE.

Issued

Recd. 7-2-88 Encl.

G.O., 11th January 1888, No. 23.

JANUARY.

Sanitarium at Kodaikanal.

Passing orders on proposals for improving the —.

S. E. VI Circle

2 copies to body with Order

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

[Ref. 4]
15,000—10-2-06.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

~~Press~~ Miscellaneous ~~Routine~~ No. 468, dated 9-2-88 ~~190~~.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
26/1/88	W/S Lower Range from R & W.				21-1208	
18-1-09	P.W.D.				11-209	

18209

No. 463 dt 9th Feby 1888

Communicate to the S.E. III Circle in continuation of G.O. 188 M. dt 17th January 1888.

(Sd) J.O.H.

Govt. of {1888} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 2nd February 1888, No. 30.

No. 463 dt 9th Feby 1888

FEBRUARY.

Note by His Excellency on his tour to the Western and Southern Districts.

Passing orders on paragraphs 9, 10 and 15 of the —.

With Order

To the Supdg. Engr. IV Circle

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

G.O., dated 1st December 1887, No. 1596, Public, forwarding to the Marine Department the following extracts from a Note by His Excellency the Governor, dated 21st November 1887, on a tour to the Western and Southern districts :—

Para. 9. The mercantile community at Calicut represented that there was a large balance to the credit of Malabar ports, and in consideration of this fact, and of the approaching completion of the railway to Calicut, whereby its trade will naturally increase, they urged the desirability of forming a Trust for the administration of Port Funds. * * * At Cochin I promised the Chamber of Commerce that Mr. Brunton's scheme for deepening the bar of the harbour should be considered by Government, as well as their requests that a larger portion of the funds collected in the port should be devoted to its improvement, and that a Port Trust should be established. If Mr. Brunton's scheme were found successful, Cochin would be a splendid harbour.

10. In company with several members of the Cochin Municipal Council, I personally inspected the scenes of the different matters referred to in their address, telling them I thought this preferable to giving them a formal answer. The sea is doubtless rapidly encroaching, and the groynes constructed for the protection of the town certainly require early repair. The suggestion that some portion of the Port dues may be devoted to this purpose may be worthy of the consideration of the Marine Department. The river-bank near the cemetery wall also requires revetting. With regard to the contemplated repairs to the landing place, I understand that estimates are now before Government.

15. * * * The Tuticorin Municipality requested that the reserve of their Port Funds might be utilized in making improvements to the jetty and the port.

Order—dated 2nd February 1888, No. 30, Marine.

The whole question of the distribution of Port Fund receipts and charges among the various out-ports is at present engaging the attention of Government. When this general question is decided, the claims of Cochin and Tuticorin to a larger expenditure on their ports, and the requests for the establishment of local Port Trusts at Cochin and Calicut, will be considered.

2. In G.O., dated 16th September 1879, No. 522, Marine, an allotment was sanctioned for the revetment of the river-bank at Cochin. The Port Officer, Madras, will report what further expenditure is now necessary, and also what has been done in his department with reference to the repair of the landing place.

3. The Government in this department have not as yet received any papers regarding Mr. Brunton's scheme for deepening the Cochin harbour bar.

(True Extract.)

W. S. MEYER,
Asst. Secy. to Govt.

To the Port Officer, Madras.
" Collector, Malabar.
" Resident, Cochin.
Copy to the Public Works Department.

Exd. A. Raitt.

Madras.

Govt. of {1888}

MARINE.

Issued

Rcvd. *Encl.*

G.O., 17th January 1888, No. 15.

B/B 2845 dy 24/1/88

JANUARY.

Communicates to the Examiner Br. Accounts 1209 H. Rev.

23.1.88

Port Funds.

Passing orders relative to the proposed transfer of the conservancy of the Port of Madras and of the control of its funds to the Harbour Trust Board.

J.

Examiner & Br. Accts.

2ND FEBRUARY 1888, No. 30, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

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W. S. MEYER,
Asst. Secy. to Govt.

To the Port Officer, Madras.
" Collector, Malabar.
" Resident, Cochin.
Copy to the Public Works Department.

Exd. A. Raitt.

To be substituted for the Proceedings of the same number and date, all copies of which should be returned.

17TH JANUARY 1888, No. 188 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

G.O., dated 1st December 1887, No. 1596, Public.

Note by His Excellency the Right Honorable the Governor, dated 21st November 1887.

In accordance with the procedure followed on the occasion of my second tour, I now note the more important subjects which were brought to my notice during my late visit to the West Coast and the Southern Districts of the Presidency. As on the last occasion also, a paper has been compiled by my Private Secretary, which has already been distributed to my honorable colleagues and to the Secretariat.

2. The first subject which was generally brought to my notice on the West Coast was the disarmament of the Ernád, Walawanád, Calicut and Ponáni taluks. I told the petitioners, who professed to represent the people of Malabar, that I should be very glad if the public safety would enable the Government to regard the disarmament as a temporary measure; and I suggested to the Collector that licenses to carry arms for the protection of the crops might be granted as liberally as was possible in the disarmed taluks. So far as I could gather, there is something in the representation that arms are required in many parts of the district to protect the crops from wild beasts.

3. The survey and settlement which are being introduced into the district were referred to in several of the addresses, but, as the subject has been thoroughly threshed out by a previous administration, I could do no more than inform the memorialists that it had received, and would receive, the attention of the Government. I discussed the matter fully with Mr. Logan, who expressed some doubt as to whether wet cultivation in the Wynaad could stand the rates which are to be imposed. He expressed this doubt with reference to the scarcity of labor and the remote and unhealthy situation of much of the land.

4. The Wynaad Planters' Association urged that private planters should be brought under the protection of a system of fines and penalties similar to that which has been in force in forest reserves since 1882. It appears that they do suffer a great deal from cattle trespass. The matter deserves attention.

5. The request of the same body that the forest reserves from Sultan's Battery to Nellakóta should be placed under the Waste Land Rules will be duly considered by the Revenue Department, as will the prayer that the five years' exemption from assessment, of land planted with cinchona, should be made permanent.

6. The address from the people of Ernád, with reference to the Malabar Tenancy Bill, discusses a subject which will soon be before a committee of the Legislative Council. I would observe, however, that subsequent inquiries made in Travancore showed that the memorialists were correct in saying that there no tenant can be ejected so long as he pays the jenmi his dues at the specified time. I express no opinion as to the inference they would draw from the fact.

7. Mr. Logan was anxious that I should interest myself in the West Coast canal scheme, the object of which is to connect various systems of backwater and tidal river-communication with each other. The extension of the canal system from Badagara, 28 miles north of Calicut, as far as Trivandrum, is practically

within reach. There are short breaks where imperfect links occur, as at Pyali, 20 miles north of Calicut, at Calicut itself, where the existing canal wants deepening, and at Tánúr, Ponáni and Chávakád. A preliminary survey has, it seems, been made over a portion of the line, and we might consider, should funds at any time be available, whether we cannot complete in our territory the line of water communication which, in the adjacent Native States, has, with the aid of several very considerable engineering works, been made continuous from Trichoor to Trivandrum.

8. Mr. Logan further informed me that by obtaining in the local market the iron work required for the Iruti bridge, upwards of Rs. 20,000 had been saved as compared with the prices which would have been charged by the India Office. Subsequently, in Tinnevelly, Mr. Lee-Warner complained that the local board had been put to considerable loss in connection with the works in progress at Srívaikuntham, owing to supply by the local market having been prohibited. I should like to make a representation to the Secretary of State upon this subject.

9. The mercantile community at Calicut represented that there was a large balance to the credit of Malabar ports, and in consideration of this fact, and of the approaching completion of the railway to Calicut, whereby its trade will naturally increase, they urged the desirability of forming a trust for the administration of Port funds. It was asked that the bar of the Kallai river might be cut at the expense of Government for the convenience of the timber merchants. I caused a reference to be made to the Public Works Department, and from inquiries made, it appears that the bar is annually cut at the expense of the persons interested, and has been so cut in the present season. Inquiries are being made as to whether it can be kept permanently open at a moderate cost; but I think that the matter is one with which the merchants interested can themselves deal, and I have caused the Collector to be informed of this opinion. At Cochin I promised the Chamber of Commerce that Mr. Brunton's scheme for deepening the bar of the Harbour should be considered by Government, as well as their requests that a larger portion of the funds collected in the port should be devoted to its improvement, and that a Port Trust should be established. If Mr. Brunton's scheme were found successful, Cochin would be a splendid harbour.

10. In company with several members of the Cochin Municipal Council, I personally inspected the scenes of the different matters referred to in their address, telling them I thought this preferable to giving them a formal answer. The sea is doubtless rapidly encroaching, and the groynes constructed for the protection of the town certainly require early repair. The suggestion that some portion of the Port dues may be devoted to this purpose may be worthy of the consideration of the Marine Department. The river-bank near the cemetery wall also requires rivetting. With regard to the contemplated repairs to the landing place, I understand that estimates are now before Government.

11. The results of my visit to the Native States of Cochin and Trivandrum can be more conveniently communicated to my honorable colleagues by word of mouth, and I will only note here that the interest we are now taking in the education of the sons of Rajas and Zemindars seems to have met with general appreciation in these States as in our own districts. I may mention also that after inspecting the District Jail at Trichoor, I suggested to the Dewan that some of the prisoners, who have been in jail for upwards of 20 and 30 years, might perhaps be fitting subjects of clemency.

12. There were no specific requests made in the addresses presented in the Native States, with the exception that the Sisters of the Convent of the Holy Angels desired the approval of Government to the intention of His Highness the Maharaja's Government to sanction a grant-in-aid to their school. If our sanction is necessary, I have no doubt we shall see our way to accord it.

13. Across the frontier in Tinnevelly, addresses and requests multiplied. The inhabitants of Tenkási prayed for the early construction of the railway to Trivandrum, and protested against the adoption of the southern route which they erroneously understand to have been preferred. They asked that the additional

munsif's court, now located at Tinnevelly, might be transferred to Tenkási. I promised that this matter should receive the attention of Government, but it is probable that the convenience of the majority of suitors was consulted when the present location of the court was decided upon. They further made, and were the only body who did make, a request that the Bill for dealing with Zemindari Curnams should be proceeded with, and that their dismissal might rest with revenue officers. I do not know that legislation on the subject is contemplated at present. The mirassidars of Kalakád begged for the execution of the Kumaraswami's anicut scheme, upon which, I believe, the Superintending Engineer will soon submit a report.

14. At Palamcottah I inspected the very expensive district jail, which has recently been constructed on the cellular system, and notice the absence of trees within the jail walls. I do not think that the presence of a few trees can be reasonably objected to, and they would be a great boon to all concerned. Subsequently I saw the cellular jail at Tanjore. Doubtless the segregation of prisoners, particularly at night, has its advantages, but the cost seems almost prohibitive.

15. The municipalities of Tinnevelly, Palamcottah and Tuticorin all pressed for the consideration of schemes for the improvement of their water-supply, and I promised, in each case, that the Public Works Department and the District Engineering staff should give them all the assistance that lay in their power, but observed that provincial grants for the assistance of individual municipalities were not likely to be forthcoming, and would not be fair to the general tax-payer. Tuticorin further requested that the reserve of their Port funds might be utilised in making improvements to the jetty and the port.

16 The inhabitants of Tinnevelly district called attention to the recent Proceedings of the Board of Revenue ruling that the revenue authorities should take notice of *total* failure of crops only in granting remissions. I gathered from conversations with the district officers that this ruling was new, and deprived them of the power of exercising a discretion which had been previously allowed, and to the exercise of which their personal inspections of the crops prior to the annual settlement of the revenue were directed. It was also requested that the distribution of water for irrigation purposes should revert to the Collector, but I said, in answer, that I could not hold out any hopes that this wish would be realized, the miscellaneous work of Collectors having largely increased, and the distribution of water being the proper function of the Irrigation Department. I further discouraged the suggested appointment of an agricultural inspector, as, in the interest of the public tax-payer, I am opposed to the formation of new offices. On the other hand, I suggested that a distribution of prizes to the growers of the best cotton,—a system very recently introduced with reference to the cultivation of barley on the Nílgiris,—might have a good effect in improving the staple of this important cotton district.

17. At Madura provincial aid was suggested, rather than requested, for the water-works which I inspected. It appears to me that the radical alterations suggested by Mr. O'Shaughnessy are probably necessary, and I understood Colonel Hasted, who was with me, to agree. At present there is a difference of opinion between Mr. O'Shaughnessy and the Municipal Council, and probably the matter will soon come before Government.

18. The construction of the Madura-Pámban and Dindigul-Pálghat Railways was urged, but I was not in a position to hold out hopes that funds would be available within any reasonable period.

19. The members of the Madura Union Club begged that Government might not divest itself of the management of the local college.

20. The Municipal Council of Periyakulam have a Periyár project of their own, which has been investigated by the Collector and the Superintending Engineer, but which cannot be taken in hand at present, at any rate when all our energies are concentrated on the Periyár project proper. Their request that the roads leading to the site of the latter project might be bridged at the expense of Provincial funds is not unworthy of consideration.

21. While at Madura, I commended to the Collector the new Sivaganga lessees, and bespoke for them a sympathetic attitude on his part in the novel and interesting experiment to which they are committed.

22. * * * * *

23. I halted at Dindigul to visit Mr. Heimpel's Cigar Factory and the new water-works. The crowd present assured me that they liked the water, notwithstanding the unfavorable character given to it by analysts. Experiments now in progress should be continued in the hope that a spring of uncontaminated water may be reached either on the site of the existing well, or if that has to be abandoned, somewhere near it, where the Surgeon-General seems to think there is a fair chance of good water being obtained. I think that, as experiments progress, analyses should be repeated.

24. The Trichinopoly Municipal Council had the usual request to make for assistance for improving its water-supply, and obtained the usual answer. They also begged permission to employ a paid chairman,—a measure which I deprecated for reasons which have, on former occasions, been given by Government in disposing of similar requests.

25. In Tanjore it was evident that the restitution of the officials lately dismissed had met with general satisfaction. But I was unable to allow that because we had found injustice done in individual cases, further remissions should now be granted. I promised, however, that any representation made in the usual manner should be attended to.

26. I received a representation for and against the change of the Collector's head-quarters from Vallam to Tanjore, and thought that, on the whole, little inconvenience to the public, and great convenience to a much over-worked officer, resulted from existing arrangements, but I suggested to the Collector the propriety of setting aside a day in the week for seeing people at Tanjore.

27. An objection was made on behalf of the mirassidars of the district to a clause relating to the reservation of State rights to minerals which, in late years, has been inserted into their puttahs.

28. The People's Association objected to the system of abkári farming lately introduced. It is obvious, however, that this must have a fair trial like the salt and forest laws, against which, as now administered, numerous complaints were made in various addresses. It was urged, with perhaps some reason, that Tanjore is exceptionally situated as regards forests.

29. I received three addresses from Muhammadan communities of Tanjore, Trichinopoly and Dindigul, urging the claims of their co-religionists to preferential employment in the public service. I could not allow any preferential claim, and observed that if any one class was more largely represented in the Government service than another, it was solely owing to its greater ability and industry. I said, however, that I should be very glad to promote the advancement of competent Mussalmans, and of Mussalmans already in the service of the Government. In redemption of this promise, I have already suggested the name of a deserving tahsildar for promotion. It was significant, however, and an illustration of the correctness of my statement that the claims of Mussalmans are seldom overlooked when they are competent to hold office, that in the taluk of Dindigul, where I received one Mussalman address, the tahsildar and the deputy tahsildar were both Moslems, and in Tanjore, where I received another, there was a Mussalman tahsildar and a Mussalman Deputy Collector.

30. At the Tanjore jail the presence of an unusually large number of civil debtors suggested to me an inquiry into the relative severity of imprisonment for debt here and in other provinces. I was informed that only fraudulent debtors are incarcerated in the North-Western Provinces, and I should be glad to know if this is the case.

31. During my tour I met Messrs. Manavedan Raja, Varada Row, and Saminadha Iyer, Statutory Civilians, who were all well reported on by their

Collectors. It may also be mentioned here that the recent promotion of Mr. Ramachendra Iyer to act as District Judge was noted with approbation in more than one address.

32. Two revenue matters were several times mentioned, which do not, however, I think, call for action. The instalments by which the Government assessment is paid were recently fixed by the Board of Revenue after full consideration, and the rules relating to the compounding of assessment on double crop lands were also framed after full consideration and in communication with the ryots concerned.

33. At Trichinopoly I took the opportunity of saying in public a few words which might strengthen the hands of the Dewan of Pudukóta, who appears to deserve all encouragement, and whose acts are somewhat unreasonably objected to by the various members of the family he serves. I visited the jail and found it healthy. I hope this jail will not be deprived of a non-medical superintendent.

34. I have not referred to the question of religious endowments. The existing state of affairs was objected to in several addresses, and one suggested that the management of devastanum affairs should be affiliated with the Local Fund Boards. It will be remembered that Mr. MacDonell apparently thought that this was what we contemplated, in his recent note on our proposal to legislate on the subject.

35. Minor irrigation works naturally were frequently referred to, and all I could say was that the subject received from the Government as much attention as it could from the memorialists. I have strong hopes that the new arrangement as to their repair will succeed.

36. The recent reduction of educational grants was unfavorably remarked upon in several addresses. I had occasion more than once to state that the first object of Government was to promote primary education, and that it was not likely that the grants-in-aid of higher branches would be raised. We may, however, hope that more systematic financial control over educational funds will prevent a recurrence of the sudden and unexpected reduction of grants during the currency of the year. I think more notice might have been given to managers of schools.

37. The imposition of the house-tax for the extension of sanitary control to rural villages was objected to, and probably we shall hear of more frequent objections when the scheme comes into general operation. I shared the surprise expressed by one of the District Collectors that the imposition of this tax had not been more generally resented.

Order—dated 1st December 1887, No. 1596, Public.

His Excellency's minute will be communicated to all departments of the Secretariat. The special attention of each department is called to those paragraphs of the minute noted against it below :—

Public Works Department—paragraphs 7, 9, 13, 20.

* * * * * *

(True Extract.)

(Signed) W. S. MEYER,
Assistant Secretary.

Note by the Consulting Engineer for Railways.

Paragraph 7.—The improvement of the communications by the backwater and tidal rivers here referred to is of great importance from a railway point of view.

I desire to urge most strongly the early provision of the requisite funds.

Paragraph 13—*Railway to Trivandrum.*—It has been finally decided that the Government of India can hold out no hope of financial support to either route (see G.O., No. 436 R., dated 18th June 1887).

Paragraph 18—*The Madura-Pámban and Dindigul-Pálghat Railways.*—The Government of India have stated that they can promise no financial support to either project.

21st December 1887. (Signed) C. J. SMITH, Colonel, R.E.,
Consulting Engineer for Railways.

Note by the Chief Engineer for Irrigation.

The subjects in His Excellency the Governor's minute which require to be noticed in the Irrigation Branch are—

(1) The West Coast canal scheme.
(2) The Kumaraswami's anicut scheme.
(3) Improvement of the water-supply of Tuticorin.

2. The line of water communication on the West Coast was inspected by the Chief Engineer for Irrigation in April 1885, and it was arranged that the improvement of the canal should be taken up by sections, the first section to be dealt with being that from Tirúr Railway station to Cochin. The Superintending Engineer has accordingly submitted estimates for the improvement of this portion of the canal. The estimate amounts to Rs. 2,89,494, or with establishment charges, &c., to, say, Rs. 3,75,526; the rough estimate for the work amounted to only Rs. 60,000 (see paragraph 18 of the note by the Chief Engineer for Irrigation printed in G.O., No. 429 I., dated 6th May 1885). The estimate provides for making the canal with a minimum bottom width of 20 feet slopes 4 to 1 and bed 4½ feet below mean sea level which will give a depth of at least 2 feet in the lowest spring tides.

This estimate could be somewhat reduced, but not materially so, and it is considered, therefore, that, as there is no hope of funds being available to meet this large outlay, it is useless to ask for sanction for the estimate sent in.

It is proposed to suggest that the canal should be improved but no attempt made to make it a first-class canal similar to the Buckingham canal.

3. The Kumaraswami's anicut scheme consists—

(1) in the restoration of an anicut across a river which runs through the range of hills between Tinnevelly and Travancore; and
(2) in the improvement of the channel taken off at the anicut so as to augment the supply of two irrigation channels in the Tinnevelly district by which it is stated that an additional area of some 600 acres will be brought under cultivation (see G.O., No. 168 I., dated 14th February 1885). The Superintending Engineer has lately reported on the scheme, and as doubts are entertained as to the sufficiency of the water-supply for the additional acreage, the Superintending Engineer has been requested to have the river gauged, and the subject will receive due consideration on receipt of his report.

4. The town of Tuticorin receives its supply of water from the Korampallem tank. The storage capacity of this tank will be increased when the improvements to the Upar Odai dam, now being carried out, have been completed. It is hoped, when these improvements have been carried out, that Tuticorin will be fully supplied in ordinary years with water for 9 months of the year. The Superintending Engineer has been lately requested to submit complete proposals on the subject.

7th January 1888. (Signed) H. R. MEAD, Colonel, R.E.,
Chief Engineer for Irrigation.

Order—dated 17th January 1888, No. 188 W., Public Works.

The notes recorded above deal with the matters appertaining to the Railway and Irrigation Branches of the Public Works Department which are referred to by His Excellency the Right Honorable the Governor in his note of the 21st November 1887.

2. The Government will await the further proposals promised by the Chief Engineer for Irrigation in regard to the West Coast canal. On their receipt, careful consideration will be given to the nature of the improvements best suited to the circumstances of this line of communication, and the means at the disposal of the Government for carrying them into effect.

3. The subjects remaining to be dealt with are referred to in the following paragraphs of His Excellency's note:—

Paragraph 9—*Cutting the Kallai river bar at the expense of Government.*—This is a work which has hitherto been done by the timber merchants at their own expense and the Government are disposed to think that sufficient reason has not been shown why it should be provided for from public or Port Funds. But before passing final orders they desire to be informed what would be the probable cost of opening a sufficient channel through the sand and revetting it in the manner suggested in Mr. Wilson's letter of the 16th November 1887, and whether the whole work must be done afresh annually. The statistics of the timber trade should also be obtained from the Collector.

Paragraph 9—*Mr. Brunton's scheme for deepening the bar of the Cochin Harbour.*—There is no information at present before the Public Works Department as to the nature of Mr. Brunton's scheme. The Superintending Engineer, IV Circle, will place himself in communication with Mr. Brunton on the subject, and submit the project to Government when ready.

Paragraph 15—*Water-supply schemes for the Municipalities of Tinnevelly, Palamcottah and Tuticorin.*—The Superintending Engineer, VI Circle, will afford every assistance in his power to the municipalities in question for the preparation of their water-supply schemes.

Paragraph 20—*Constructing bridges on the road leading to the site of the Periyár Project.*—The Superintending Engineer, VI Circle, will report on the nature and cost of the proposed works.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secretary to Govt., P.W.D.

To the Superintending Engineer, IV Circle, with copy of Mr. Wilson's letter dated 16th November 1887, No 707.
" " " VI "
" " " Periyár Project.
" Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Public Department.
" Local and Municipal Department.

Exd. A. Aubert.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated January, 17th.

Read. *Encl.*

G.O., 17th Jan. 1888, No. 188 W.

JANUARY.

His Excellency the Governor's Tour in the Western and Southern Districts

Orders on the several matters noticed in His Excellency's minute appertaining to the Railway and Public Works Departments.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again G.O., dated 29th July 1887, No. 347, Marine.

READ—also the following papers:—

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 24th August 1887, No. 7571.

I have the honor to acknowledge receipt of G.O., dated 29th July 1887, No. 347, Marine, and in obedience thereto submit the following report.

2. The Government require my opinion on two points raised therein. Firstly, as to the advisability of transferring the collection, custody, and final disposal of the Madras Port Fund to the Madras Harbour Trust Board, and, secondly, as to the transfer of the conservancy of the Madras Harbour to the same body.

3. In regard to the first question, I would remark that, although there may perhaps be no legal objections to the transfer of the Madras Port Fund to the Harbour Trust Board, yet there are many and strong reasons why the Government, as the ruling authority, should not part entirely with all their right, title and interest in Madras as a port and the capital of the Presidency, as they virtually will by parting with the only funds at their disposal to maintain it as the chief port of the Presidency, unless an immediate return is contemplated to the system of drawing on Provincial funds for the expenses of the port—such a system as obtained when I took charge of the administration of Marine, and which it was the successful labor of the first three or four years to render unnecessary, thereby saving Government annually about a lakh of rupees. I would earnestly ask the Government to pause awhile before parting with the last hold they now possess over the Marine Department of the Presidency, which virtually controls many Imperial interests.

4. From Mr. Barlow's letter it would appear that, with the transfer of the pilots and the conservancy of the harbour to the Trust, nothing will stand in the way of the transfer of the whole of the Port fund to the Trust. But he quite overlooks the fact that there are many conflicting interests at stake and dependent on that fund alone. The Board consider that the "dual control" is expensive, but I contend that there is no such thing existent at present, and that the dual control will be created, after the Board have charge of the Port fund and the conservancy, when alone increased expenditure will be incurred, as witness the collection of harbour dues, which under the Trust has accumulated a vast increase of establishment and expenditure. At present, all matters connected with the working of the Port fund are under the control of a single officer, who is head of the Marine Department under Government. We have also a Harbour Trust, whose powers are limited to the harbour, as such, which is at present incomplete, and it is quite within the range of possibilities that such portions of it as have been finished are likely to be again destroyed by the first really heavy cyclone. The port of Madras, as such, cannot be handed over to a body who are only a Harbour Trust.

5. Moreover, the question of transferring the Madras Port Fund to the Trust has not as yet been brought before the Government of India, and it is doubtful whether they will sanction the wholesale resignation of all control over the only fund at their disposal to meet Marine expenditure. The actual cost of the so-called conservancy of the port is but Rs. 754-8-0 per month, while the pilotage receipts, as already pointed out by me, far exceed this amount, averaging as they do Rs. 1,980 monthly. But a reference to the accompanying statement will show that there are other departments

and other duties connected with the port which cannot be transferred to the Board's control. First, there is the establishment maintained under the Assistant Port Officer, whose duties, irrespective of the conservancy of the harbour, consist of entering and clearing all vessels within or without the harbour; examination of and endorsing articles of agreement, passenger licenses, and ships' registers; granting hospital orders and collecting the dues; making out boat-hire indents and bills for depart-ments for landing or shipping troops and stores, collecting the money, and paying the boat-owners monthly; taking charge of all salvaged property, publishing monthly statements in the Gazette, and selling the same six months after recovery, and rendering accounts of the same to the Receiver of Wrecks; supplying the general public with rafts for landing heavy stores under the Boat Act; picking up articles lost overboard by means of the sub-marine divers' establishment; and keeping charge of the Disabled Boatmen's Fund, and paying pensioners; all of which duties are additional to those pertaining to conservancy of the harbour, the management of the pilotage department and collection of pilotage and stern fast fees. There is also the custody of the Marine stores, the cost of which now on hand is Rs. 50,000. Take next the boat establishment and the control and supervision of the boat system of the port under a special Act IV of 1842. To part with this department would be to lose all control and authority over the boats, and necessitate the Government going into the market to obtain boats for the embarkation of troops and ammunition for carrying out an expedition. The boat system at Madras cannot possibly be compared to that in force at Bombay or Calcutta, and requires special experience and management. At Bombay, an expedition is started from the dockyard itself, where the troops walk on board. In Calcutta, it is much the same. Moreover, it would be extremely impolitic to allow the management of the boats to pass into the hands of the Harbour Trust as at present constituted, as most of its members are merchants and tradesmen, and a great number of our boats are owned by their dubashes. It will be found that a corporate body cannot maintain control and discipline amongst the masula boatmen of the port, who are a hardy but obstreperous race of men. I have been several times in Bombay recently, and it is abundantly clear that no comparison can possibly be instituted between the two ports. Mercantile management is possible enough in Bombay, where all trade requirements are as easily met as in London, and the dockyard supplies all military and naval wants, so also in Calcutta, but the expenses are met from Imperial sources. The conservancy in both is simple, and demands no nautical ability. Madras trade is, and will be for some years, carried on behind probably the most dangerous reef in this world, and ability and watchfulness of the highest order are imperative to its safety. The whole experience of my administration in Madras proves that count-less questions of port expenses connected with port boats, with mercantile questions that can only be solved by Government, of minor charges connected with Burma expeditions, reliefs of all kinds, convict expenses—all justifiable as charges due to Port funds from the encouragement and assistance given to the port by Government, and which would not be fairly debitable to the general Presidency tax-payer—should still be dealt with by Government.

6. Next, there are the Shipping Master's duties and office establishment, which latter, though consisting of only one clerk and one peon allowed specially for the work, are really performed by the Assistant Port Officer's office establishment, owing to the duties devolving on the Shipping Master as the custodian of seamen's wages, and the correspondence with the Board of Trade direct in connection with deceased seamen's effects and the Merchant Shipping Act of 1854 *et sequitur*. A perusal of the various Acts bearing on the subject will convince the Government that the duties of a Shipping Master cannot be delegated to a corporate body.

7. There are, moreover, the Lighthouses at Madras, Armeghon, Pulicat and the Seven Pagodas, all of which are paid for from the Madras Port Fund, and are under the control of the head of the Marine Department, in common with all other lights in this Presidency, and over which the Board, as conservators of the harbour of Madras, could not legally exercise any control.

8. There remains the question of the transfer of the pilotage or conservancy of the harbour to the management of the Trustees above referred to. I have already

expressed a strong opinion against this measure in the letter referred to by the Government of India, and the Board have already expressed an opinion in favor of leaving the management of the pilotage to this department, pending the completion of the Madras harbour.

9. As, however, the buoys and moorings within the harbour have been vested in the Board, it might perhaps be only fair to transfer the pilotage collections (being made as now by the Assistant Port Officer) and the accounts and proceeds of the same being forwarded monthly to the Board, after deducting the cost of the establishment. The vexed question of their pensions and leave could then be dealt with on the Harbour Trust terms to the other members of its staff.

10. In conclusion, I would call attention to the sum total paid by Government annually from the Madras Port Fund, amounting to the very large sum of Rs. 89,290,* the greater portion of which amount would have to be met from Provincial funds if the Madras Port Fund is made over to the Harbour Trust Board. A proportion also of the cost of the Administrative department has, it will be observed, been debited to the Madras Port Fund hitherto, but there is nothing to prevent the whole cost of this department being borne by the General Port Fund, as it is at present constituted. I have not referred in this report to the duties of Administrative Department, Examiner of Marine and Port Fund Accounts, and the Agent for Government Consignments, as these departments and their duties cannot possibly be delegated to the Harbour Trust Board. As regards the sum itself, which the Harbour Board wishes to take over, it only amounts to Rs. 2,39,000, a great portion of which was secured before the harbour was commenced. The Trust has a large balance in hand from dues, and I can only gather from the proceedings at the Board's meeting that they wish the additional sum put out to interest. They have no present use for it, I believe, the expense of the collection would, as in the case of harbour dues, exceed the amount of interest.

* Not including expenses of Marine Police boat.

11. It must be also borne in mind that some Imperial exigency connected with the port, which is in such a transition state, may be suddenly demanded. Coal and stores for ships to protect the port might be necessary, and a share of all Presidency charges be debitable to Madras in event of war. But I trust the above remarks will find sufficient weight with Government to induce a postponement of the question till more security is given to the harbour and the Presidency town, which would suffer in the event of war solely owing to the proximity of the harbour.

From T. E. MARSHALL, Esq., Assistant Port Officer, in charge Port Office, Madras, to the Chief Secretary to Government, dated Madras, 27th October 1887, No. 9783.

With reference to G.O., Marine, No. 428, dated 26th September last, I have the honor to furnish the following report.

2. *Para.* 2 *of Government Order.*—The increase in charges at Madras, as compared with those of the previous year, is Rs. 20,643. This sum comprises the following items:—

	Rs.
Cost of catamaran logs	3,000
Value of cranes supplied to the Madras pier debited to Harbour Dues in 1884-85 and reversed to Port Fund in 1886-87	12,221
Glass cylinder for Madras Lighthouse	235
Repairs to S.S. *Madras*	2,700
Value of a portable forge	113
Passage-money, &c., paid in England on account of Mr. Cockburn, Dredge officer	965
Value of a double crab to lift 5 tons	754
Expenses incurred in connection with the proposed purchase of the S. S. *Bentam*	240
Total ..	20,228

3. In reference to the large credit balances to the ports of Tuticorin, Pámban, Calicut, Tellicherry and Mangalore, it is observed that, under section II of Act VII of 1867, these items do not really pertain to those ports, but to all the ports in either group and to the General Port Fund, and that, under section 12 of that Act, port dues collected at any of the ports comprised in either group are available for expenditure at any port. This department, however, is in communication with the authorities at Negapatam with regard to the improvement of that port. An estimate is about being sent in for the extension of the jetty, amounting to Rs. 22,220. Correspondence is also carried on with the Superintending Engineer, IV Circle, relating to the proposed jetty for Tellicherry. There are no other proposals, beyond the charges included in the Marine budget, to submit at present for the employment of the surplus funds alluded to. Referring to the considerable variations noticed between the figures given in this office report and the accounts furnished by the Accountant-General, I beg to explain that the accounts of this office are closed for the Marine administration report annually in June, and those of the Accountant-General, I believe, in September, and consequently items, adjusted in the books of the Accountant-General in one year, are brought on the accounts of this office in the following year, which causes the differences noticed, but every care is taken, by comparing the accounts of the two offices *monthly*, to reconcile them and maintain correctness.

4. *Para.* 3 *of Government Order.*—(i) There is no distribution of charges; those belonging to each port are debited against it, any excess being met from surplus Port funds under Act VII of 1867.

(ii) No division of payment of port dues is made. The payments are credited to the ports at which they are made, and the surplus balance of the General Port Fund is held available for expenditure at any port requiring funds to carry out improvements, &c., &c.

(iii) The expenditure under the different heads mentioned at each port is adjusted under the head of that port, and no distribution made. As regards the general charges, &c., of lighthouses, they are debited to the port at or nearest which they are situated, and which is benefited by the light. Application has been made to the Accountant-General for form given in Appendix B of the Government of India Finance and Revenue Accounts for 1885-86, and the statement called for will be furnished without delay.

5. *Para.* 4 *of Government Order.*—The decrease in the number of native craft visiting Madras and the out-ports is very small, but is doubtless owing to the coasting trade being largely carried by coasting steamers, and also conveyed by boats using the Buckingham canal, and in some measure to the levy of harbour dues on all goods at Madras and the municipal tax on all timber imported at Madras.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 2nd November 1887, No. 4617.

I have the honor to forward herewith extract from the Proceedings of the Harbour Trust Board at their last meeting, having reference to G.O., No. 428, Marine, dated 26th September 1887, reviewing the administration report of the Marine Department for 1886-87, and shall feel obliged if I may be furnished with the information desired by the Trustees, should Government see fit to do so, as the Board naturally take an interest in details connected with the administration of the funds of the port.

From T. E. MARSHALL, Esq., Assistant Port Officer, in charge of Port Office, Madras, to the Chief Secretary to Government, dated Madras, 4th November 1887, No. 10071.

With reference to paragraph 4 of this office letter, No. 9783, of the 27th ultimo, I have the honor to forward the accompanying detailed classified abstract of expenditure in the Marine Department for the official year 1886-87, in the form given in Appendix B of the Government of India Finance and Revenue Accounts for 1885-86.

ENCLOSURE.

DETAIL Abstract of Charges incurred by the Marine Department, Madras, during the official year 1886-87.

Marine—Port Fund.

		RS.
Dockyard and Port Establishments—		
Salaries	70,799	
Establishments	75,976	
Contingencies	77,972	
		2,24,747
Ship and Port Establishments—		
S.S. *Madras*—		
Establishment	5,301	
Contingencies	13,442	
		18,743
Lighthouses—		
Establishment	16,734	
Contingencies	9,377	
		26,111
Superannuation—		
Marine pensions and gratuities		3,536
Public Works—		
Cost of construction of Gopálpur pier	1,31,488	
Do. do. Seven Pagodas light	5,175	
Repairs to Pulicat lighthouse	2,158	
Do. to Armeghon do.	2,395	
Do. to Muttum do.	1,788	
Do. to Hope Island light-house	1,749	
Cost of a dioptric light for the Santopilly lighthouse	21,716	
		1,66,469
Miscellaneous		7,169
Total, Marine Port Funds		4,46,775

Marine—Provincial.

Pilotage Establishments—		
At Pámban	2,075	
At Cochin	2,431	
		4,506
Agent for shipping and landing Government Consignments—		
Salary	4,200	
Establishment	5,709	
Contingencies	434	
		10,343
S.S. *Margaret Northcote*—		
Establishment } Contingencies }		3,540
		3,540
Total, Provincial Marine		18,389

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 16th November 1887, No. 10541.

With reference to the recent interview with you, I have the honor to submit the accompanying statement, showing the distribution of the credit balance of the out-ports for the official year 1886-87 to each port, so far as the coasting steamers are concerned. I also enclose copy of letter from the Accountant-General, No. I.B.F.-246, dated 12th instant, from which you will see that he is unable to furnish the Port fund balance for 1886-87 till *December next*.

ENCLOSURE.

From W. DONALD, Esq., Officiating Accountant-General, to the Port Officer, Madras, dated Fort St. George, 12th November 1887, No. I.B.F.-246.

With reference to your letter, No. 10344, dated 10th November 1887, I have the honor to inform you that the statement of Port fund balance has not yet been prepared, as your letter, No. 6771, dated 28th July 1887, required that it should be furnished on finally closing the books of this office, which is not done without the orders of the Comptroller-General, generally about the middle of December. As, however, you urgently require the statement, one will be sent next week, showing the credits and debits which have passed upon the books of this office up to date since the balance was deduced as per its preliminary amounts for March 1887.

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 1st December 1887, No. 10950.

I have the honor to submit the accompanying statement, showing the port dues levied at the port of Madras on coasting steamers from 1st April 1884, the date on which harbour dues were first levied, and a separate account kept of charges connected with the harbour dues establishment, which were met from that source.

2. There are four columns—1st at the rate of (1½) one-and-a-half annas, 2nd at (6) six annas, 3rd at (4½) four-and-a-half annas, 4th at (3) three annas. The rate of (6) six annas was discontinued in the case of coasting steamers from the date of receipt of G.O., No. 211, Marine, dated 21st May 1885, and under the same order, the rate of (3) three annas was cancelled. According to this order, the full rate, or first payment, chargeable at Madras was reduced from (6) six annas to (4½) four-and-a-half annas per ton, and the original rate of (1½) one-and-a-half annas per ton, after payment at an out-port, was resumed, in lieu of (3) three annas.

3. In considering the share to which the out-ports are entitled, columns 2 and 3 only should be dealt with, as columns 1 and 4 represent the net charge for Madras. The total amount of the first two columns (2 and 3) for 1884-85, 1885-86 and 1886-87 is Rs. (42,696-8-2) forty-two thousand six hundred and ninety-six, annas eight, and pies two, and assigning Madras a portion of it, at the rate of (1½) one-and-a-half annas per ton (its net rate), on the total tonnage for three years, viz., 146,643 tons, which would be Rs. (13,747-12-6) thirteen thousand seven hundred and forty-seven, annas twelve, and pies six, the remainder, Rs. (28,948-11-8) twenty-eight thousand nine hundred and forty-eight, annas eleven, and pies eight, would form the share of the out-ports.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 1st December 1887, No. 5156.

I have the honor to submit herewith, for the orders of Government, a statement (A) showing expenses incurred on account of repairs and renewals of buoys and mooring chains, amounting to Rs. 3,623-15-7.

2. In May last, a bill was forwarded to the Acting Port Officer for Rs. 1,538 for he renewal of one of the mooring buoys and one of the entrance buoys. He declined to pay this amount on the ground that the buoys replaced were only slightly damaged, and that, under the Harbour Trust Act, the Board were bound to maintain the buoys laid down by Government. I would, however, submit, for the consideration of Government, that these charges should be met from port tonnage dues enhanced under Act IV of 1881, as the buoys in question are used exclusively for the guidance and mooring of vessels entering the harbour: *vide* paragraph 4, section 47, Act XII of 1875.

3. While on this subject, I beg to bring to the notice of Government that, with reference to the Government order noted in the margin, and Act IV of 1881, port dues were raised from 3 to 6 annas in the case of liners, and 1½ annas added for coasters entering Madras, making a total of 6 annas for coasters, on account of the protection afforded by the new harbour, or, to quote the words of the Act, "whereas it has been determined to construct an artificial harbour for the port of Madras and to defray a portion of the interest on the principal sum expended on the construction of such harbour and of the annual expenses of maintaining the same out of the dues leviable on sea-going vessels of 15 tons and upwards entering the said port, and whereas the maximum rate of such dues is fixed by the Indian Ports Act, 1875, section 45, and the third part of the first schedule thereto annexed, and the amount of such rate is insufficient to defray such portion of the said interest and expenses in addition to the other charges to meet which the said dues are applicable; and whereas it is therefore necessary to enhance, to the extent hereinafter mentioned, the maximum rate of dues so leviable; it is hereby enacted as follows, &c." Subsequently, the rate for coasters was reduced from 4½ annas to 3 annas from 1st April 1885, for all ports including Madras—the 1½ annas rate, however, being continued to be levied here in addition, on account of the protection afforded by the harbour: *vide* notification of Government published at page 127, Part I, of the *Fort St. George Gazette*, dated 24th February 1885.

No. 141, Marine, dated 16th March 1881.

4. I enclose a statement (B), showing the receipts from these extra dues since the 1st of April 1884 only, when the harbour dues department was first organized, amounting to about Rs. 80,000 for coasters at the special 1½ annas rate, and Rs. 1,85,100 for liners at the extra 3 annas rate. It seems to me that these sums at least, if not indeed all such collections made since May 1881, should be credited to the Trust for meeting the expenses on account of interest for advances made by Government for harbour construction, and for the lakh repayable annually in reduction of the capital account, as provided for by Act II of 1886. It is only with the aid of port funds, to supplement the dues for landing and shipping goods, that the Trust can hope to carry the harbour to completion, without raising the present rates of harbour dues, as already pointed out in paras. 2 and 4 of my letter, No. 3175, dated 8th September 1887; and I respectfully submit that such enhanced port dues on tonnage of vessels, levied solely on account of the benefit conferred by the new harbour, ought to be so devoted in the first instance, and if the reduced rate of 3 annas on coasters—to which it should be noted Madras also contributes her share—and the moiety of the 6 annas, *i.e.*, the old rate of 3 annas for liners, is found not sufficient for the expenses at the out-ports and of the Marine Department, then these dues should again be raised—Madras, of course, paying her quota—to the old rates, or to whatever figure may be necessary, rather than that revenue accruing from the extra rates levied on account of the harbour should be expended on the general marine requirements of the Presidency. No such enhancement, however, would appear necessary, as there is a very large surplus to the credit of out-ports. Only Rs. 50,000 out of the large total shown above have been contributed to Harbour Dues, though the Trust have asked for larger sums, and there is at this moment—I speak in round figures—a surplus of some two-and-a-quarter lakhs to the credit of this port, the whole of which, I submit, is the result of the enhanced dues, levied under Act IV of 1881, for the express purpose of defraying "a portion of the interest on the principal sum expended on the construction of" the harbour, and are not funds liable for the general Marine

expenses of the Presidency, which has been the plea of the Port Officer, when recommending to Government to decline larger donations.

5. I should have addressed Government on this subject sooner, had I not been aware that the general question of the actual transfer of Port funds to the Trust has been under consideration for some time past, and I had hoped that the matter would have been settled before this; but as I believe that some considerable further time must elapse before this important matter can be settled, it seems very desirable, in the interests of the Trust, to at once submit strongly, for the orders of Government, that these extra dues should be credited to their proper object as soon as practicable.

ORDER—dated 17th January 1888, No. 15, Marine.

In connection with the appointment of senior and junior pilots for the port of Madras, the Government of India suggested that these officers should be placed under the control of the Harbour Trust Board, who should be appointed under Act XII of 1875 to be conservators of the port; but as it appeared that the Trust were in favor of the retention of the pilots under the authority of the Port Officer, the Government of India did not press their former view, but desired that the correspondence might be again referred to the Harbour Trust Board. Thereupon, the Trust Board again advanced their claims to be appointed conservator of the port, and collector and custodian of the tonnage dues, as in Bombay; and reference was accordingly made to the Bombay Government in view to ascertaining the nature of the arrangements under which the Port Trust in Bombay is invested with the functions and duties described. The papers received in reply, which are printed in the Government order above read, were referred to the late Port Officer, Lieutenant Taylor, with request that he would formulate in detail any objections which he might see to the adoption of a similar scheme in Madras, and state fully what changes should, in his opinion, be made in the Marine Department in the event of such a scheme being sanctioned.

2. Lieutenant Taylor's answer is contained in his letter of the 24th August above read. He has enlarged at considerable length on the objections which he sees to the proposal, but has not made any suggestions as to the changes which, if carried into effect, it would entail in the Marine administration.

3. After giving the subject very careful consideration, His Excellency the Governor in Council has arrived at the conclusion that the objections urged are not entitled to weight, and are based on incorrect views as to the interests involved, and as to the relation of Government to the Port funds of the Presidency. He sees no reason to fear that the convenience of great public departments on special occasions will not be consulted at Madras under the proposed arrangements as it is at present, and the Government as such have no other interest than that the funds shall be well administered, and the efficiency and cheapness of the Port service promoted. These objects cannot fail, in His Excellency's opinion, to be assisted by the association in the management of the port of a body of men who represent mercantile interests and are quick to discern how these are affected by measures relating to shipping. The Harbour Trust Board will not be likely to interfere with their executive officers in purely professional matters, and the general Marine work connected with the functions of Shipping Master, Receiver of Wrecks, &c., will be done by these officers as at present.

4. Further, it is to be remembered that, as conservator of the port and collector and custodian of the dues, the Harbour Trust Board will not be in a position of independence, and their appointment as such will be revocable at the discretion of Government. The Board will be subject to the same administrative control as conservators of other ports, and it is competent to Government to prescribe rules and

conditions to which they must conform. Those which the Government at present consider necessary will be stated later on in this order, and subject to them, or such modifications of them as, after they have been criticised by the Trust Board and the Port Officer, may seem to be suitable, His Excellency the Governor in Council will be prepared to appoint the Trust Board with effect from 1st April 1888, to be conservator of the port under section 8, Act XII of 1875, to collect the dues under section 45, and to keep the accounts under section 47.

5. The principle on which the Chairman of the Harbour Trust enlarges in his letters above read, that the surplus funds of the Madras port may properly be devoted to harbour uses, cannot provoke any difference of opinion. The object comes fully within the definition of the purposes to which, under section 47 of the Act, port dues may be applied; shipping dues were recognized as a proper source of revenue when the harbour project was under discussion; a special Act (IV of 1881) was passed enhancing the port dues for the purpose, and contributions to Harbour Trust funds have been made from the Port fund during the last few years. In the future arrangements, therefore, the surplus accumulating yearly after meeting the ordinary proper charges of the port, and the accumulated balance, will be placed at the disposal of the Harbour Trust. The charge for buoys referred to in the letter, 1st December 1887, No. 5156, may be accepted as a debit against Port funds.

6. In this connection, it is obvious that a correct procedure in regard to credits to, and debits against, the port, must be arrived at and defined. In working out this matter and in pursuing the inquiries initiated in G.O., 26th September 1887, No. 428, as to the result of which the Harbour Trust Board inquire in the letter read above, the Government have been led to the conclusion that the present system of account is inaccurate; that the balances exhibited in Appendix C to the administration report are such as cannot be accepted; and that changes of importance—some of them administrative—have to be made.

7. The present system of port dues dates from Act XXII of 1855, section 41 of which provide for the maintenance of a separate account of receipts and disbursements at, or on account of, each port, and thus established individual Port funds. This Act was modified by Madras Act VII of 1867, which introduced group rates of dues, and further provided for establishing a "General Port Fund" and making the receipts at one port available for expenditure at any other at the discretion of Government. Act XXII of 1855, and Act VII of 1867 were repealed by Act XII of 1875 now in force; and section 47 of that Act re-enacts in almost identical terms section 41 of Act XXII of 1855, but contains an additional clause under which Government may declare ports to be grouped together, after which the ports so grouped shall be considered as single ports for the purposes of the section. Under this addition, it was open to the Government by an executive order to maintain and continue the general Port fund of the Act of 1867, by amalgamating the funds of all the ports; but no such order or declaration was ever issued, and as the general Port fund was created by the Act itself, now repealed, it was not saved by section 3 (2), Act XII of 1875. It must be held, therefore, that the only legal funds now existing are funds of individual ports, and that the practice since 1875, so far as it assumes the existence of the general Port fund, has been wrong. Even when Act VII of 1867 was in force, the general Port fund was, except in the Finance accounts, a shadowy entity, inasmuch as accounts of individual ports were kept up throughout, very much as they are now.

8. If, then, individual Port funds are to be maintained—and His Excellency the Governor in Council, thinking that the principle is correct, has no mind to issue a declaration under section 47, Act XII of 1875 re-establishing the general fund—it becomes of great importance that the receipts and charges appertaining to a group of ports, or to all of them together, shall be fairly distributed, and that the funds of one port shall not be diverted to another otherwise than in accordance with the provisions of the Act. The Act empowers Government to invest the surplus funds of a port, and it would be quite legitimate, where a port requires a work for which it has not

sufficient accumulated funds, to devote to the work the surplus of other ports, if due provision is made for interest on, and re-payment of, the debt. Since 1875, however, there have been cases in which surplus funds have been diverted without any arrangements of the kind, and it will be necessary, on a review of the accounts to be now made, to apply a remedy.

9. As regards distribution of receipts, the present practice is to credit to each port all the dues received thereat. This is correct, of course, as regards vessels which pay afresh at each port they enter; but in the case of coasting steamers which pay group dues freeing them at other ports also, the practice is most unfair, inasmuch as such dues may be held to be paid (in the language of Act XII of 1875) on account of the ports subsequently entered free, as well as of the port at which they are levied. The present practice unduly favors the terminal ports of each group, which are first approached by the steamers going round the coast. The only fair way of distributing the dues on coasting steamers in the eastern and western groups would be in proportion to the tonnage of such vessels entered at each port; Madras, of course, receiving in full the dues levied there in excess of the group rate, as well as her share of the group dues. The marginal statement shows the proper distribution so calculated on the figures for 1886-87. From this it will be seen that, under the existing system, Cochin and Tuticorin, the terminal ports to the south, have benefited enormously at the expense of other ports, while Bimlipatam, Vizagapatam, Cocanada, Beypore, Tellicherry and Cannanore have especially suffered.

—	Coasting Steamer tonnage.	Dues as credited at present.	Dues correctly distributed.
		Rs.	Rs.
Madras	309,069	35,615	28,975* + 7,904†
Total ..	..	..	36,879
Gopálpur	162,887	5,785	4,165
Calingapatam ..	125,444	1,316	3,208
Bimlipatam ..	280,883	3,378	7,183
Vizagapatam ..	251,679	1,969	6,436
Cocanada	328,285	5,947	8,395
Masulipatam ..	253,808	6,244	6,491
Cuddalore ..	113,271	1,418	2,897
Porto Novo ..	38,372	..	981
Negapatam ..	319,321	9,912	8,166
Tuticorin ..	197,017	18,255	5,038
Total ..	2,380,036	54,224	52,960
Cochin	198,992	25,466	7,338
Calicut	238,009	7,103	8,777
Beypore	79,501	484	2,932
Tellicherry ..	233,689	2,363	8,618
Cannanore ..	167,678	601	6,161
Mangalore ..	108,560	1,812	4,003
Total ..	1,025,829	37,829	37,829
Grand total ..	3,405,865	1,27,668	127,868

* At 1½ anna per ton. | † Group share.

10. Before proceeding to notice the way in which charges are incorrectly debited, it will be convenient to deal here with certain errors which appear to exist as regards the rates of dues now levied. At certain ports—mainly those specified in the margin of the last paragraph—the rate on ships not coasters is 3 annas, and the half-rate for coasters not steamers 1½ annas, the rates at other ports being 2 annas and 1 anna respectively. Act XII of 1875 provides that coasting steamers shall pay the highest rate of the group *plus* one-half of such rate; and therefore as long as 3 annas are levied at any port, the due on coasting steamers within the same group cannot be less than 4½ annas. But by notification, dated 21st February 1885, coasting steamers were made liable to 3 annas only on entry, and this rate frees them at all ports in the group. The rates on other vessels were left intact, and an illegal state of things thus established. To remedy this, either the old rate on coasting steamers in the eastern group must be restored by notification, or the rates on other vessels at 3-anna ports in that group must be reduced to 2 annas. Again, by G.O., dated 21st May 1885, No. 211, it was declared that coasting steamers, which on entry at Madras had to pay the difference between the rate levied at out-ports, and 6 annas, the rate fixed for Madras under Act IV of 1881, should continue to pay 1½ annas, which was the difference when the out-port group rate was 4½ annas. The Government cannot concur with the reasoning of the Government Solicitor in the opinion on which the G.O., dated 21st May 1885, was based; and they consider that on the notifications as they then stood, either the Madras rate should have been lowered, or the full difference—3 annas—should have been levied.

11. The Port Officer, the Harbour Trust Board, and the Chamber of Commerce will be requested to favor Government with their opinions as to what should be done in these two matters. The figures marginally noted show the financial effect. The loss by lowering the 3-anna rate in the eastern group ports by one-third would be Rs. 14,225. That from lowering the Madras rate on liners to 4½ annas would be Rs. 27,730. The increased burden on coasting steamers at 1½ annas per ton at Madras and eastern ports would be Rs. 51,422. Coasting steamers now furnish 59·16 of the tonnage entering all the ports, but they pay only 39·64 per cent. of the dues. The due paid per ton on coasting steamers is Rs. 0·0375 per ton; that on other vessels is Rs. 0·0822, or 2·19 times as much.

—		1886-87.		
		Madras.	Eastern group.	Western group.
Coasting Steamers	Tons*	2,57,596	2,90,900	2,01,955
	Rs.	35,615	54,224	37,829
Others—				
At 6-anna ports	Rs.	1,10,919	..	..
At 3 ,,	,,	..	42,676	28,280
At 2 ,,	,,	..	4,626	7,138
Total ..		1,46,534	1,01,526	73,247
			3,21,307	

* First entry.

12. Coming now to the present distribution of charges, the first item calling for notice is the cost of lighthouses, which amounted in 1886-87, according to the abstract given in the letter from the Acting Port Officer, dated 4th November 1887, to Rs. 26,111 for establishment and contingencies, Rs. 13.265 for public works, and Rs. 21,716 for a new dioptric light for Santopilly. Under the present system, the lighthouses are charged to the nearest ports, as being either within port limits or serving as guides thereto; but this principle is somewhat strained in charging Madras with the cost of Armeghon, Pulicat and Seven Pagodas lights, Masulipatam with Divi, Bimlipatam with Santopilly, and Tuticorin with Kadiapatam. The Government are of opinion that the lighthouse charges on the East and West coasts should be distributed between Madras and eastern group ports and western group ports, respectively, in proportion to the tonnage entering each.

13. The office of the Port Officer is divided into two branches—the executive, which is supposed to be concerned with the management of the port of Madras alone; and the administrative, which controls the officers at out-ports, and keeps the amounts of and manages their funds. The salaries of the Port Officer and the Examiner of Port Fund Accounts are charged to the administrative branch, and that of the Assistant Port Officer to the executive branch. The whole cost of the latter is charged to the Madras port, as well as 40 per cent. of the cost of the administrative branch—a distribution for which the authority and the basis are not known. Details of the establishment are given below:—

Administrative.	Rs.	*Executive.*	Rs.
Manager, with personal allowance ..	350	Head Clerk	100
Deputy Manager	100	Four clerks	97
Head Accountant	120	Two signallers	60
Head Clerk	75	Three storekeepers	30½
Deputy Accountant	70	Thirteen peons	99½
Seven clerks	176	Tide-gauge clerk	40
One attender	7	Do. peon	7
Duffadar and 9 peons	79	Contingencies	9
Two menials	7	Mochi	10½
	984	Sweeper	3½
			467
Port Officer	1,370	Assistant Port Officer	700
Examiner, Port Fund Accounts ..	600		
Total ..	2,954	Total ..	1,167

Both establishments appear to Government to be excessive. It will fall to the Harbour Trust Board to revise the executive branch, which (and not merely pilotage and diving establishments, as supposed by Lieutenant Taylor in the first letter above read)

will be transferred to them with the Port fund of Madras. As to the administrative branch, the Government desire to receive from the Port Officer a full report of the distribution of work and the possibility of reducing the strength and cost. It is unnecessary and expensive to have a nautical man in the position of Examiner of Accounts; the Manager seems overpaid, the Deputy Manager unnecessary, and the clerical establishment too strong. Including officers, the administrative branch costs, at present, Rs. 35,448 per annum, to manage a fund of which the aggregate receipts and charges are 4½ lakhs. As to the distribution, the Government consider that the store establishment should be transferred to the general branch, the whole cost of which should be divided amongst all the ports in proportion to total tonnage. The 60 per cent. charged to out-ports is now distributed equally over 17 of the larger ports.

14. The whole cost of the S.S. *Madras* (Rs. 18,743), which is employed for general service, is now charged to the Madras port. It should, in the opinion of Government, be a general charge, as should also that for pensions and superannuation allowances. Government are not aware how these are now distributed among the several ports.

15. The question of Marine stores also needs consideration. It appears that a general store is maintained at Madras under the charge of the Assistant Port Officer, and the value of stores now existing is stated to be over Rs. 50,000. The Government wish to have a report as to the management of this department and the way in which the cost of stores is allocated to the different ports. They gather that stores purchased or brought out from England, and issued on receipt to particular ports, are charged off at once to those ports; but that the cost of stores kept in stock (of which the bulk is coal at Madras) is charged to Madras port. It is not clear whether, when stores are issued to out-ports, the value is debited to them and credited to Madras. There should clearly be separate store and stock accounts, of which the net receipt or charge should go against the ports generally, the value of issues being charged in full against the individual ports receiving the stores.

16. From what has been said above, it will be clear that the balances shown in the administration report as belonging to individual ports cannot be accepted as correct, and that before the Madras balance is transferred to the control of the Harbour Trust Board, the correct amount must be ascertained. For this purpose, the accounts of past years will have to be revised, the receipts and charges being distributed in accordance with the principles above laid down. It may turn out that no ports will, after this revision, show deficits either now, or in any former year; but if there are any, each case will have to be separately dealt with, a specific appropriation being made from the balance of some other port, and definite arrangements ordered for providing interest and sinking fund for liquidating the loan in subsequent years. If it appear that any port cannot pay its ordinary charges in future, either the charges must be reduced or the port must be amalgamated with some other under section 47, Act XII of 1875. The Government fear that the work of reviewing these balances will involve considerable labor and require skilled assistance of a kind which the Port Officer has not now at his command. The revision should, if possible, be carried back to the introduction of Act XII of 1875. Captain Street will report what he thinks should be done.

17. With regard to measures for securing agreement between the accounts kept by the Port Officer and the Finance accounts, the Government do not see any difficulty in the matter. If care be taken to reconcile differences month by month, and the figures of the Finance account for March are incorporated in the annual administration report, the figures will be sufficiently accurate for the purposes of that report. Appendix C need not be submitted until the Accountant-General's books for the year are finally closed.

18. His Excellency the Governor in Council now proceeds to state the conditions under which the transfer of the conservancy of the port of Madras and of the control of its funds to the Harbour Trust Board will be made; and requests that body, as well as the Port Officer, to favor him with remarks thereon:—

(1) The accounts of the Port fund will be kept separate from those of Harbour funds, the surplus being annually transferred, if the Board propose such transfer, to the general funds of the Harbour Trust. The pilotage fees will, as required by the Act, be kept separate from the Port fund, but will be under control of the Board as conservator of the port.

(2) The Board shall submit to Government annually a budget estimate of receipts and charges both of Port fund and Pilotage fees, and carry out any orders which the Governor in Council may pass thereon, including the acceptance of such share of the general Marine charges debitable to Port funds as a whole as the Government may declare to properly appertain to the port of Madras. These general charges will be of the nature dealt with above, and it may here be noted that the Madras port will have to bear its share of the cost of purchase and maintenance of the steamer for which indent has been made upon the Secretary of State. Special sanction of Government will have to be obtained for any expenditure which cannot be met from the budget provision of the year.

(3) No changes in establishment shall be made without the sanction of Government.

(4) The accounts of the Port fund shall be rendered to, and audited by, the Port Officer in his administrative capacity, as at present.

(5) The Port Officer and his Assistant shall be the executive officers of the Board, their appointments being made as at present.

19. The Port Officer, and the Chairman, Harbour Trust Board, will report on the detailed arrangements to be made for transferring the work of collecting and administering the Port fund, supposing the conditions above stated to be accepted by the Board.

(True Extract.)

H. E. STOKES,
Chief Secretary.

To the Chairman, Harbour Trust Board.
" Port Officer, Madras.
" Chairman, Chamber of Commerce.
" Public Works Department.
" Accountant-General.
" Collector of Madras.

Exd. A. Raitt.

Govt. of {1888} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 17th January 1888, No. 15.

B/B 2845 dy 24/1/88

JANUARY.

Communicates to the Examiner Pr. Accounts 1201 H. Rw. 13.1.88

Port Funds.

Passing orders relative to the proposed transfer of the conservancy of the Port of Madras and of the control of its funds to the Harbour Trust Board.

To

Examiner Pr. Accts