

- (1) பக்கங்களின் எண்ணிக்கை 14
 (2) புதுக்கித் திருப்பிய நாள் 13 ஜூன் 89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/3

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

மயாதுப்பணித் துறை

அரசாணை எண். <u>1622.W.</u>	அச்சகம்
மு. கோப்புத் தாள் எண்.	பலவகை
நாள் : <u>12-6-1890.</u>	<u>198</u>

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மடிக்கவோ கண்டபடி கையாளவோ கூடாது

21st MAY 1890, No. 196, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 22nd February 1890, No. 58—102-G.

In compliance with the instructions contained in the last clause of paragraph 2 of G.O., No. 56, Marine, dated 13th February 1890, I have the honor to forward herewith, for the information of Government, a statement showing estimated receipts and detailed account of charges of the port of Cocanada.

2. The estimated share of coasting steamers' dues is based with reference to the average share of such receipts credited to Cocanada as arrived at under the recent revision of accounts for the past three years, and those under other dues and sundries with reference to the actuals of the three preceding years, omitting extraordinary receipts, and having in view also the increased dues payable by foreign vessels.

3. On the charges side, no provision has been made for public works expenditure, as any such expenditure, other than those of an ordinary nature, will form an extraordinary charge on the port, and the estimate of contingencies for the port—i.e., Rs. (1,300) one thousand and three hundred—does not, therefore, include any such extraordinary public works charges.

ENCLOSURE.

ESTIMATED Receipts and Charges for a year of the Port of Cocanada.

RECEIPTS.				RS.	
Share of coasting steamers' dues	..	..	..	7,800	
Other dues and sundry receipts	..	..	..	16,000	
Total ..				23,800	
CHARGES.					
Port officer's salary at Rs. 350				4,200	
<i>Port Establishment.</i>					
Two clerks at Rs. 30 and 20 per mensem	..	..	..	600	
Four peons at Rs. 7 per mensem	..	..	..	336	
<i>Signalling Establishment.</i>					
One signaller at Rs. 20 per mensem	..	..	..	240	
Two lascars at Rs. 8 per mensem	..	..	..	192	
<i>Boat Establishment.</i>					
One boat overseer at Rs. 20 per mensem	..	..	..	240	
One syrang at Rs. 21 per mensem	..	..	..	252	
One boat tindal at Rs. 12 per mensem	..	..	..	144	
Five boat lascars at Rs. 8 do.	..	..	..	480	

One peon to be dispensed with (notice of discharge already served)—G.O., No. 477, dated 12th Nov. 1889, Marine.

This rate to be allowed to the present incumbent only. The next incumbent to draw Rs. 15—*vide* G.O., No. 477, dated 12th November 1889. This post to be abolished. Notice served—see G.O., No. 477, dated 12th November 1889.

Estimated receipts and charges for a year of the Port of Cocanada—cont.

Steam Launch.	Rs.	
One driver at Rs. 20 per mensem	240	This appointment to be retained as long as the launch is maintained.
<i>Tide Gauge Establishment.</i>		
One clerk at Rs. 30 per mensem	360	
One peon at Rs. 7 do.	84	
<i>Dredge Establishment.</i>		
One Superintendent at Rs. 100 per mensem	1,200	
One driver at Rs. 15 per mensem	192	
One tindal at Rs. 12 do.	144	
Eight lascars at Rs. 8 do.	768	Two of these lascars to be dispensed with. Notice served—vide G.O., No. 477, dated 12th Nov. 1889.
<i>Contingencies.</i>		
Port contingencies (average ordinary)	1,300	
Travelling allowance to establishment and Port officer.	300	
Tide gauge contingencies	100	
Expenditure on account of stores, &c., for steam launch.	300	
Dredging expenses at Rs. 250 per mensem	3,000	
<i>Contributions.</i>		
Share of General charges, i.e., administrative establishment and pensions, &c.	4,400	
Share of Lighthouse charges of the Eastern Group	4,500	
Total	23,572	

N.B.—The total charges of the port will be reduced to Rs. 23,152, or Rs. 23,000 in round numbers, after the above reductions are made.

Reference, dated 27th February 1890.

With reference to his No. 48—102-G., dated 22nd February 1890, the Presidency Port Officer is requested to submit a revised statement of receipts and charges at the port of Cocanada, as under G.O., No. 51, Marine, dated 11th February 1890, the Port officer's pay has been raised to Rs. 525 and all fees are to be credited to Government in full.

2. It is not clear whether allowance has been made for the pay of the crew of the "Connemara" recently engaged at a cost of Rs. 101 per mensem.

(Signed) J. GROSE,
Ag. Chief Secretary.

To the Presidency Port Officer, Madras.

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 28th February 1890, No. 48—113-G.

In compliance with the instructions contained in reference of Government on No. 172, dated 27th February 1890, I have the honor to forward herewith, for the information of Government, a revised statement showing receipts and charges of the port of Cocanada for a year both under Acts X of 1889 and III of 1883.

2. This statement shows the actual strength of the port establishment after the reductions ordered in G.O., No. 477, dated 12th November 1889, are made. The pay of the crew of the Dredger "Connemara," for which sanction has been applied for, was not included in the statement submitted with my letter, No. 48-102-G., dated 22nd February 1890; but has been entered in the statement now submitted.

ENCLOSURE.

REVISED ESTIMATE of Receipts for a year of the Port of Cocanada.

Act X of 1889.	Rs.	
Share of coasting steamers' dues	7,800	G.O., No. 51, Marine, dated 11th February 1890, page 12.
Other dues and sundry receipts	16,000	
Fees levied under Acts and a moiety of overtime fees	950	
Total	24,750	
<i>Act III of 1883.</i>		
Landing and shipping dues	12,500	G.O., No. 855, Financial, dated 30th November 1889, page 10.
Grand Total	37,250	

REVISED ESTIMATE of Charges for a year of the Port of Cocanada.

Act X of 1889.	Rs.	
Port Officer's salary at Rs. 425 * per mensem	5,100	* Out of Rs. 525 pay fixed for Port officer, Rs. 100 drawn by Port officer for superintending groynes work is debitable to Landing and Shipping dues—(See charges under Act III of 1883).
<i>Port Establishment.</i>		
2 Clerks at Rs. 30 and 20 per mensem	600	
3 Peons at Rs. 7 do.	252	
<i>Signalling Establishment.</i>		
1 Signaller at Rs. 20 per mensem	240	
2 Lascars at Rs. 8 per mensem	192	
<i>Boat Establishment.</i>		
1 Boat overseer at Rs. 20 per mensem	240	This rate to be allowed to the present incumbent only. The next man to draw Rs. 15—vide G.O., No. 477, dated 12th November 1889.
1 Syrang at Rs. 21 per mensem	252	
5 Boat Lascars at Rs. 8 per mensem	480	
<i>Steam Launch.</i>		
1 Driver at Rs. 20 per mensem	240	This appointment to be retained as long as the launch is maintained.
<i>Tide Gauge Establishment.</i>		
1 Clerk at Rs. 30 per mensem	360	
1 Peon on Rs. 7 do.	84	
<i>Dredge Establishment.</i>		
1 Superintendent on Rs. 100	1,200	
1 Driver at Rs. 15 per mensem	192	
1 Tindal at Rs. 12 do.	144	
6 Lascars at Rs. 8 do.	576	
<i>Contingencies.</i>		
Port contingencies (ordinary)	1,300	
Travelling allowance to Port officer and establishment	300	
Tide gauge contingencies	100	
Expenditure on account of stores of steam launch	300	
Dredging expenses at Rs. 250 per mensem	3,000	
<i>Contributions.</i>		
Share of General charges, i.e., administrative establishment, pensions, &c.	4,400	
Share of Lighthouse charges of the Eastern Group	4,500	
Total	24,052	
<i>Act III of 1883.</i>		
Allowance to Port officer for superintending groynes work at Rs. 100 per mensem	1,200	Vide G.O., No. 855, Financial, dated 30th November 1889.
Pay of Gumstah at Rs. 12 per mensem	144	
Groynes extension work	8,656	
Estimate of Dredge "Connemara" at Rs. 101 per mensem	1,212	Estimate proposed in my letter, No. 48-75-G, dated 12th February 1890.
Total	11,212	
Grand Total	35,264	

Reference, dated 21st March 1890.

The Presidency Port Officer is requested to report without delay the total tonnage of each class of vessels *other than coasting steamers* that entered the port of Cocanada during the last three years in ballast and with cargo.

To the Presidency Port Officer.

(Signed) J. GROSE,
Ag. Chief Secretary.

From the Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 14th April 1890, No. 48-207-G.

In accordance with the instructions contained in Marine Department reference on No. 193 of 1890, dated 21st March 1890, I have the honor to forward herewith a statement giving the information therein called for.

ENCLOSURE.

STATEMENT showing the total tonnage of each class of Vessels other than Coasting Steamers that entered the port of Cocanada in ballast and with cargo during the years 1886-87, 1887-88 and 1888-89.

Years.	British Vessels.		Foreign Vessels.		Native Vessels. *		Total.	
	In ballast.	With cargo.	In ballast.	With cargo.	In ballast.	With cargo.	In ballast.	With cargo.
	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
1886-87	20,527	21,620	5,365	9,606	4,252	8,279	30,144	39,505
1887-88	28,784	42,518	1,290	1,808	3,323	11,016	33,397	55,342
1888-89	26,587	35,285	..	4,186	6,570	703	33,157	40,124
Total	75,898	99,373	6,655	15,600	14,145	19,998	65,698	134,971

From W. A. HAPPELL, Esq., Collector, Godavari district, to the Chief Secretary to Government, dated Cocanada, 2nd April 1890, No. 10.

In reference to G.O., dated 13th February 1890, No. 56, Marine, I have the honor to forward a letter from the Cocanada Chamber of Commerce, dated 28th March 1890, reporting the opinion of the local mercantile community on the several proposals made for improving the administration of the affairs of this port, as also letters, dated 10th and 11th March, from the European and Native Chambers of Commerce respectively.

2. The questions discussed fall under these principal heads:—

- (1) The constitution of the new Board of Conservancy.
- (2) The mode of calculating the income which this port should receive out of General Port funds.
- (3) The best way of raising the additional income required for dredging and other improvements.

3. With regard to (1), there is an unanimous consensus of opinion that the new Board of Conservancy should be constituted in the same way as the existing Groyne's Committee, with the Collector as ex-officio Chairman, and the Superintending Engineer as an ex-officio member. In this opinion I concur. The Port officer must be, in regard to many important matters, the executive officer of the Board. He is also the immediate subordinate of the Presidency Port Officer and subject to his orders in regard to some matters about which differences of opinion may arise between him and the Board. It is therefore thought that the Port officer's

official position is not so strong and independent as the Board would like that of their Chairman to be. Although the Superintending Engineer would seldom be able to attend meetings or take any share in the current business of the Board, yet his advice and assistance would often be invaluable.

(2) The position taken by the mercantile community of Cocanada in regard to the distribution of port dues not collected locally, is that they should be divided in proportion to the tonnage of trade, and not in proportion to the tonnage of vessels visiting the ports. The coasting steamers call at many small ports where very little business is done almost as often as at larger ports because no extra port dues have to be paid. The attention of Government is invited to Mr. MacNab's discussion of this question which forms an enclosure to letter from the Chairman, Chamber of Commerce, dated the 10th March. I have asked the Presidency Port Officer for information about the increased dues and extraordinary charges alluded to in paragraph 2 of the Government order under reply, but have not yet received it.

(3) The mercantile community is not prepared to carry out the whole of Mr. Simson's scheme at once, but proposes to raise additional funds and apply them in the first instance to the improvement of the entrance to the river by dredging, leaving further improvements for consideration as the necessity for them makes itself felt. The native merchants are unanimous in preferring comparatively heavy dues on one main article of export (jaggery) to a lighter impost on everything, and the European firms also consent to this, although aware that the proposal is objectionable in principle. The proposed impost is one anna a bag on both palmyra and cane jaggery. These are sold by the candy of 500 pounds, and an addition of 3 annas a candy would make some show in a quotation of prices. However, the margin of profit both to the grower and the dealer is greater in this article than in most others, and it is thought that an impost which would never amount to a duty of one per cent. *ad valorem* will not be seriously felt. If this proposal is not sanctioned, the present dues of one pie per cwt. on all articles might be raised to two pies. This latter would yield about Rs. 26,000, instead of Rs. 28,500, which is the estimated income from a duty of one anna a bag of jaggery *plus* one pie per cwt. on all other articles. The additional dues may be collected from the 1st October, but the Board of Conservancy should be constituted at once.

ENCLOSURES.

From C. W. SIMSON, Esq., Chairman, Chamber of Commerce, Cocanada, to the Collector of the Godavari District, dated Cocanada, 10th March 1890.

I have the honor to acknowledge the receipt of your letter, No. 218, dated the 26th February, forwarding me a copy of G.O., No. 56 (Marine), dated the 13th ultimo.

2. In reply I have to inform you that the proposals of the Groyne's Committee, as therein stated, have been made the subject of a special meeting of this Chamber held on the 5th instant, at which the whole question of the transference of the port conservancy to a Harbour Committee has been fully discussed.

3. I am directed to ask you to be good enough to inform the Chamber by what means the deficit which has hitherto annually appeared in the port accounts has been provided against in future, as stated in paragraph 2 of the Government order already mentioned.

4. The Chamber would also beg you to inform Government that they look upon a distribution of port dues in proportion to the quantity of cargo handled at each port as the only equitable system of dividing such dues; and I am to request you to urge upon Government the adoption of this method of division. As a means of showing how the proposed system would work, and of more clearly explaining what it is that the Chamber advocate, I have the honor to enclose a letter which has been addressed to me on the subject by Mr. A. MacNab, who has carefully studied the question, together with two statistical statements which he has obtained and prepared with considerable labor. To these enclosures the Chamber request the earnest attention of Government and their favorable consideration of the subject-matter therein treated of.

5. With reference to the constitution of the new Harbour Board, as proposed in Government order under notice, I am directed to inform you that the Chamber would regard the reduction of their representation on the Board, and the transfer of the Chairmanship to the Port officer, as a distinctly retrograde step; and now that the public are voluntarily increasing materially their contributions to the support of the port, the Chamber feel especially constrained to decline assent to the Port officer's being accorded a larger control than under the present constitution of the Board. From a reference to G.O., No. 469 (Marine), dated 24th August 1886, it appears that the Presidency Port Officer is in error when he describes the Port officer of Cocanada as a member of the Board (*vide* paragraph 4 of his letter, No. 48-68-G, dated 5th February 1890); and the Chamber would urgently press upon Government their desire for the retention of the present constitution of the Board, which has been found, after some years' experience, to work with entire satisfaction.

6. I am further directed to state that the Chamber consider that the present groynes dues should in no case be increased to more than two pias per cwt. and that, for the present, it is unnecessary to empower the Board to levy wharfage on exports, except in the case of boats voluntarily using the Board's wharves. On canal boats using the same wharves a charge not exceeding 4 annas per 100 bags (or per boat-load) might be sanctioned, 100 bags being taken as the minimum unit of boat-loads. This last to take the place of the tax of one pie per five bags as proposed by the Groynes Committee.

7. The Chamber are also of opinion that the accumulated funds standing at the credit of the Custom House Wharf should be handed over to the new Board, and I am desired to ask you to favor the Chamber with a statement of the position of the said fund.

From A. MacNAB, Esq., to the Chairman, Chamber of Commerce, Cocanada, dated Cocanada, 6th March 1890, No.—

As desired, I hand you herewith the statements which I laid on the table at yesterday's special meeting of the Chamber in reference to the apportionment of port dues recovered from coasting steamers.

I should explain that, having found a difficulty in making it clearly understood that the division of "group" dues between the ports in the ratio of the quantity of cargo actually handled at each, for which the Chamber have for many years contended, did not involve fresh legislation, could be arranged by a mere departmental division, and at the same time was the only really fair method of adjustment, it occurred to me that perhaps these points could be clearly demonstrated by actual figures derived from an independent and unquestionable source. I accordingly appealed to Messrs. Mackinnon, Mackenzie and Co., the Managing Agents of the British India Steam Navigation Company, and these gentlemen very courteously supplied me at once with a detailed statement of six coasting voyages (taken quite at random) from Calcutta to Bombay and back in 1888, showing the port dues paid in the Madras Presidency and the actual quantities of cargo handled at each port (they included the port of Madras itself, and I have accordingly made a deduction at foot so as to leave the totals of the Eastern and Western groups, with which alone we are concerned). That statement, in original and under Messrs. Mackinnon, Mackenzie and Co.'s signature, I send you herewith, and with it I submit a separate abstract which I have prepared from their figures, demonstrating the effect of the different systems of division:—

System A is that which has hitherto, or at any rate until quite recently, obtained, and by which "group" dues realised from coasting steamers were carried to credit of the port making the collection, with the inevitable result that the flank ports got almost all the dues.

System B is that now in force, and by it the total collections of dues are divided between the ports in the ratio of the total register tonnage of shipping visiting each.

System C divides the total collections of "group" dues from coasting steamers between the ports in the proportion which the total quantity of cargo handled at each port bears to the total cargo handled in the whole group.

System D brings the total collections of coasting dues in the two (Eastern and Western) groups into a common fund, and divides between the ports in the proportion which the cargo handled at each bears to the total cargo handled in the two groups.

Of the effect of the different methods of division, it will be seen from my statement that, of the coasting dues collected from the six coasting voyages taken haphazard by Messrs. Mackinnon, Mackenzie and Co., Cocanada would have received under the different systems as follows:—

									RS. A. P.
									<i>Nil.</i>
System A	..	..	..	..	..	..	..	..	309 0 4
Do. B	..	..	..	..	..	..	..	..	519 4 7
Do. C	..	..	..	..	..	..	..	..	513 12 5
Do. D	..	..	..	..	..	..	..	..	

C is the system which the Chamber advocates. System A, it is now admitted, amounted to no division at all: the arbitrament of a coin spun in the air would have had in it more of the elements of justice than this, and it is to be hoped we have heard the last of financial positions based on such a system of account. System B is hardly less misleading and unfair, for in taking as the divisor the register tonnage (an unvarying quantity) of a coasting steamer which usually passes along the whole line of ports in the group, calling at each (with one or two minor exceptions), it simply amounts to dividing the dues collected by the number of ports called at, irrespective of the work done, of the financial needs of the ports, or of each port's contribution to the trade-total; it places Barwah, for instance, on an equality with Cocanada.

System D, although obviously the most fair and logical, seems to give practically the same results as C, and is open to the objection that it perhaps needlessly enlarges the field of division.

System C is left by the process of elimination, and it is on all grounds the best. There can be no question of its abstract fairness, and as there can be equally little question as to its being the genuine desire of the present Government of Madras to apportion these dues equitably, I think this system should commend itself to them. The only objection lies in the assumed difficulty in arriving at the quantities of cargo handled, as present statistics take account rather of values than of weights; but with a very little organization, the Customs returns of each district would give the required details. Mathematical exactitude is not needed; a comparatively rough and-ready, give-and-take summation would meet the requirements of the case nearly enough, and, if the Government cared to avail of them, it might be arranged that the steamers' manifests should provide an excellent check by showing the true weights upon which freight was paid. This is not needed, however; the Customs returns already record in English pounds almost all articles of export and import, and all that is needed is an understanding in regard to such few articles as are not so recorded, as, for instance, loose cocoanut, empty casks, bundles, shooks and such like, and to settle how many of each shall constitute a ton for the purposes of division.

As to financial results, it will be seen that for the six voyages shown in Messrs. Mackinnon, Mackenzie and Co.'s statement, Cocanada would have recovered under System C Rs. 210 more than under B, the present system; and as the British India Company's service alone gives 52 such regular double voyages between Calcutta and Bombay and 52 between Madras and Rangoon, besides perhaps 30 or 40 extra coasting voyages, in the year, and there are, besides, other lines such as the Asiatic Steam Navigation Company's, we shall certainly be within the mark if we take 180 as the number of coasting steamers visiting Cocanada each year. By that calculation, therefore, (6:180 :: Rs. 210) Rs. 6,300 would be credited to Cocanada under System C more than the port receives under the present system, and I think this would just about establish the desiderated financial equilibrium.

Madras Presidency (Eastern and Western Group) Port Dues.

DETAILED Abstract showing alternative methods of division of Port Dues actually collected from the following six B. I. S. N. steamers on coasting voyages from Calcutta to Bombay and back:—

Name of steamer.	Nett register tonnage.	Dates of voyage.		Cargo actually handled at all ports.	Port dues paid.		
		Commenced.	Ended.		Eastern group.	Western group.	Total.
		1888.	1888.	TONS.	RS. A. P.	RS. A. P.	RS. A. P.
"Chindwara"	1,487	1st Jan.	25th Feb.	2,708	557 10 0	278 3 0	835 13 0
"Africa"	1,318	27th Feb.	21st April	2,918	494 4 0	247 2 0	741 6 0
"Ethiopia"	1,314	14th April	24th June	2,520	492 12 0	246 10 0	739 6 0
"Chanda"	1,305	24th June	19th Aug.	3,459	489 6 0	407 13 0	897 3 0
"Himalaya"	910	2nd Sept.	27th Oct.	1,881	341 4 0	170 10 0	511 14 0
"Himalaya"	910	4th Nov.	28th Dec.	1,625	170 10 0	170 10 0	341 4 0
	7,244			15,111	2,545 14 0	1,521 0 0	4,066 14 0

Apportionment of above collections under existing and proposed systems of division.

- System A.—Old system, each port receiving credit for dues actually collected at it.
 " B.—Present system—Division of collections in each group by register tonnage of vessels touching at each port.
 " C.—Division of collections in each group by the actual cargo handled at each port in the group.
 " D.—Division of total collections in both groups by actual cargo handled at each outport in the Presidency.

Port.	Total cargo landed and shipped by above six steamers.	Port dues paid by above six steamers.	Division of collections by the different systems defined above.			
			A.	B.	C.	D.
<i>Eastern Group.</i>						
	TONS.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Gopálpur	657	661 11 0	661 11 0	309 0 4	178 11 7	176 13 2
Calingapatam	222	..	..	247 3 10	60 5 3	59 11 11
Bimlipatam	735	..	..	309 0 4	199 5 4	197 4 4
Vizagapatam	142	..	..	309 0 4	38 10 1	38 3 5
Cocanada	1,909	..	..	309 0 4	519 4 7	513 12 5
Masulipatam	2,218	625 15 0	625 15 0	309 0 4	603 5 7	596 15 0
Cuddalore	138	..	..	135 7 10	37 8 7	37 2 2
Porto Novo	..	..	..	..	..	..
Tranquebar	..	..	..	..	..	..
Nagapatam	922	..	..	309 0 4	250 12 10	248 2 3
Nagore	..	..	..	..	..	..
Tuticorin	2,418	1,358 4 0	1,358 4 0	309 0 4	657 12 2	650 12 2
Total ..	9,339	2,546 14 0	2,545 14 0	2,546 14 0	2,546 14 0	..
<i>Western Group.</i>						
Cochin	1,119	1,276 5 0	1,276 5 0	278 7 6	295 14 6	301 2 6
Beypore	..	..	..	..	..	..
Calicut	2,012	244 11 0	244 11 0	278 7 6	532 0 8	541 8 0
Waddacherry	170	..	..	128 10 6	44 15 4	45 12 0
Tellicherry	1,132	..	..	278 7 6	299 6 5	304 10 11
Cannanore	416	..	..	278 7 6	117 12 5	120 0 6
Mangalore	873	..	..	278 7 6	230 14 8	234 12 3
Total ..	5,752	1,521 0 0	1,521 0 0	1,521 0 0	1,521 0 0	4,066 14 0
Grand Total ..	15,111	4,066 14 0	..	..	..	..

ABSTRACT of Port Dues paid and of Cargo landed and shipped at the following Ports on voyages from Calcutta to Bombay and back coasting.

Ports.	S.S. "Chindera" 5th voyage. Commenced 1st January 1888. Ended 25th February 1888.		S.S. "Africa" 21st voyage. Commenced 27th Feb. 1888. Ended 21st April 1888.		S.S. "Ethiopia" 9th voyage. Commenced 14th April 1888. Ended 24th June 1888.		S.S. "Chanda" 7th voyage. Commenced 24th June 1888. Ended 19th August 1888.		S.S. "Himalaya" 10th voyage. Commenced 2nd Sept. 1888. Ended 27th October 1888.		S.S. "Himalaya" 15th voyage. Commenced 4th Nov. 1888. Ended 28th December 1888.	
	Port dues paid.	Tons of cargo.	Port dues paid.	Tons of cargo.	Port dues paid.	Tons of cargo.	Port dues paid.	Tons of cargo.	Port dues paid.	Tons of cargo.	Port dues paid.	Tons of cargo.
Gopálpur	..	39	..	23	..	154	..	46	..	32	..	62
Calicut	..	8	..	138	..	64	..	28	..	26	..	8
Bimlipatam	..	121	..	17	..	46	..	24	..	75	..	59
Vizagapatam	..	109	..	314	..	16	..	3	..	15	..	8
Cocanada	..	202	..	314	..	8	..	3	..	15	..	8
Masulipatam	..	4	..	20	..	132	..	43	..	183	..	60
Madras	..	4	..	20	..	4	..	154	..	294	..	39
Cuddalore	..	120	..	165	..	245	..	338	..	451	..	108
Porto Novo	..	..	..	3	..	1	..	..	..	9	..	..
Tranquebar	..	..	..	..	..	..	..	..	..	..	..	..
Nagapattinam	..	..	..	..	..	..	..	..	..	..	..	..
Nagore	..	..	..	..	..	..	..	..	..	..	..	..
Tuticorin	..	..	..	..	..	..	..	..	..	..	..	..
Beypore	..	..	..	..	..	..	..	..	..	..	..	..
Calicut	..	..	..	..	..	..	..	..	..	..	..	..
Waddacherry	..	..	..	..	..	..	..	..	..	..	..	..
Tellicherry	..	..	..	..	..	..	..	..	..	..	..	..
Cannanore	..	..	..	..	..	..	..	..	..	..	..	..
Mangalore	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	1,114 10 0	921 2,020	988 8 0	1,313 1,941	988 8 0	1,137 1,748	1,141 14 0	1,937 2,049	882 8 0	919 1,413	2,332 882 8 0	644 1,297 1,941
Totals as above ..	1,114 10 0	921 2,020	988 8 0	1,313 1,941	988 8 0	1,137 1,748	1,141 14 0	1,937 2,049	882 8 0	919 1,413	2,332 882 8 0	644 1,297 1,941
Deduct for Madras ..	278 13 0	120 113	233 247 2 0	166 180	236 245 6 0	245 245 6 0	244 11 0	338 189	170 10 0	247 204	451 341 4 0	108 209 316
Totals without Madras ..	835 13 0	801 1,907	755 741 6 0	1,147 1,761	752 739 6 0	892 1,503	897 3 0	1,599 1,860	711 14 0	672 1,209	1,881 341 4 0	536 1,089 1,625

From M.R.Ry. P. CHITTIAH, Officiating Chairman, Native Chamber of Commerce, Cocanada, to the Collector of the Godavari District, dated Cocanada, 11th March 1890, No. 105.

At the suggestion of some members of this Chamber as well as some other merchants of this place, I beg to inform you that I have convened a special meeting on the 8th instant to reconsider the proposals regarding the proposed increased port dues of this port, submitted by this Chamber on 4th instant, and beg to send herein enclosed an amended memorandum containing the final views of this Chamber as well as the local merchants, which I request your honor to be good enough to forward, keeping back the former proposals sent on 4th instant.

As regards the election of the two members from this Chamber, I beg to inform you that Messrs. Badham Venkataratnam and Vadacattu Perraju (Chairman and Secretary of the Native Chamber of Commerce, respectively) were already members in the Groyne Committee and they will continue to be the members of the Board. At present both of them are absent and are expected shortly and if you wish the Chamber to nominate two other members in their absence, I will submit so.

MEMORANDUM of modified views of the Chamber.

The object of improving the Cocanada port by dredging operations on a more extensive scale and the extension of Groyne Committee into a Conservancy Board, is a highly desirable one and essential.

2. The proposed increased harbour dues are, however, very severe and the merchandise will greatly suffer. Our port is considered to be one of the cheapest shipping ports in India. Cocanada is therefore getting larger share of business than any other ports. If the present proposed dues are accepted they will amount to 10½ pies per bag which is very severe and the merchandise will greatly suffer.

3. Instead of increasing the harbour dues and imposing a charge on all produce coming by boats from the interior, the Committee is of opinion, by levying a special charge of one anna per pag for cane jaggery which will be shipped from this port, it will give an ample revenue for the improvement of the port and the same can be collected by Customs authorities, without increase of establishment, as the present harbour dues are collected. These collections will amount to at least Rs. 18,000, and the present revenue of 1 pie per cwt. amounts to Rs. 12,000 per annum, thus making altogether Rs. 30,000, which will be sufficient for the improvement of the port. So all articles would not suffer by the increase of harbour dues. The Committee as well as other merchants are willing to pay one anna per bag on one article of export and thus meet the requirements of the Board rather than paying several small taxes on several articles, from the collections of wharfares, boats and docks, &c. By levying small tax on produce brought down by the canal it will only lead into disputes and troubles in way of collections and give several obstacles in the free landing and carrying the goods to different godowns whenever they like.

4. The present charge of wharfage on landing should not be levied on exports at all.

5. If one anna per bag should be collected on cane jaggery as proposed, it should come into force only from 1st July, as already most of the sales were made with the usual charges and the Committee proposes that there should be no more charge of one pie per cwt. for that article, as one anna per bag will be collected instead of one pie per cwt. And the usual one pie per cwt. can be levied on every other article landed and exported as usual.

6. If all the canal boats, which bring produce from the district to Cocanada, are to be landed in places fixed by the Board, it will be very expensive for the parties to carry their goods to their different godowns. No restrictions should therefore be made for landing their goods except at the merchants' free will wherever they like.

7. For the present, building quays, construction of tramways, sheds and warehouses for holding 10,000 bags each are quite uncalled for if they are to cost so much. The dues, thus collected, will be spent for deepening the entrance of the river.

8. As for the constitution of the Board, the Committee is of opinion that the Executive Engineer and the Collector, though they may be absent at the meetings now and then, will render their assistance when required, and that the constitution of the Board should be the same as the present Groyne Committee.

9. The Chamber is of opinion further that much revenue cannot be collected from the construction of docks. The large cargo boats and schooners are built generally in Goringa and Tallarevu and for repairs also they will be taken there; only small boats will be built and repaired in the island referred. Large sums cannot be collected.

From C. W. SIMSON, Esq., Chairman, Chamber of Commerce, and of the Meeting, Cocanada, to the Collector of the Godavari District, dated Cocanada, 28th March 1890.

I have the honor to inform you that, with a view to obtain a general expression of opinion on the recent proposal to form a Board which should exercise control over the affairs of this port (as treated of by the enclosures withdrawn from your letter, No. 218, dated the 26th ultimo), the Chamber deemed it advisable to convene a meeting representative of all the various mercantile interests of the place, whereat the question might be fully discussed.

2. Such a discussion was considered the more desirable as it was understood that you had addressed the Native Chamber of Commerce and the Municipal Council on the same subject, and that different views had been expressed in the replies of those bodies.

3. A meeting of the kind I have above mentioned was therefore convened for the 26th instant, and the invitation to it was responded to by the attendance of the majority of the members of both Chambers of Commerce, as well as by others interested in the trade of the port.

4. The proceedings commenced by the Secretary of the Native Chamber reading to the meeting that Chamber's letter to you of the 11th March 1890, No. 105, after which the letter of the European Chamber to you of the 10th instant was also read.

5. On the proposal of Mr. Palivala Chittiah, seconded by Mr. W. J. M. Inkster, the meeting was unanimous in expressing dissent to any new Board being called into existence which might differ in constitution from the present Groyne Committee, and unanimously objected to any increase or alteration of dues unless the constitution of the present Committee be maintained in its integrity.

6. The meeting was also unanimous in considering that a shipping due of one anna per bag upon both cane and palmyra jaggery would be desirable, and would be inappreciably felt by both producer and shipper. They therefore recommend the imposition of such an impost which would render void the present one of one pie per cwt. on the same commodities.

7. It was also considered by the meeting that the above due of one anna per bag on jaggery and the already existing one of one pie per cwt. on other goods are the only dues which it would for the present be necessary to levy upon exports, as it is estimated that an annual revenue of about Rs. 28,500 would be thereby obtained. In the case of the proposed due upon jaggery being sanctioned, the meeting would urge its adoption from the 1st October next.

8. With reference to paragraph No. 4 in my letter to you of the 10th instant regarding a revised method of distributing port dues, the meeting was unanimous in recording its opinion that the system there advocated is the only fair one, and in desiring to urge upon Government its immediate adoption.

Begging that you will be good enough to make known to Government as speedily as convenient the views thus expressed by a meeting representative of the various commercial interests of the port.

ORDER—dated 21st May 1890, No. 196, Marine.

The papers read above relate to the financial position of the Port fund of Cocanada and the proposals to constitute a Board of Conservancy for the port which would also have charge of the port improvements and levy dues on this account under Act III of 1885.

2. The first point which is to be borne in mind in this matter is that the whole of the ports in the Godavari district have now been grouped and their receipts and charges form one fund. The minor ports are so few and so very unimportant that this is no obstacle to the proposed constitution of a conservancy board at Cocanada, but it necessitates that the transactions of the Port funds under Act X of 1889 shall be kept entirely distinct from those of the Cocanada port improvement funds. It is also desirable that items not strictly appertaining to Act X of 1889 should be eliminated from the Port fund accounts proper. Such are the wharfage fees which it is believed constitute the major portion of the miscellaneous receipts, and the dredging charges which have been the main cause of the deficit in the Port fund in the past. The

<i>Charges.</i>	
Port establishment and contingencies.	10,040
Contributions for general charges ..	8,900
Dredging	5,112
	24,052

* Average 1875-1886 as per statement E in G.O., dated 24th April 1889, No. 171. The figure in 1888-89 was Rs. 5,071.

figures of the Port fund are given in the margin, based upon Captain Street's figures and an estimate of the dues on coasting and foreign vessels at the rates now in force.* The figures as they stand show a deficit of Rs. 790, but when the items above referred to are eliminated, there will be a surplus. The elimination will be mere matter of account, because the surplus of the Port fund will be from time to time made over under the orders of Government to the Conservancy Board for port improvements, as is now done in Madras.

3. The Chamber of Commerce and Mr. McNab advocate the distribution of coasting steamer port dues in proportion to the cargo handled at each port, and the latter shows from the statistics of certain

7, Act X of 1889, constituting the Board of Conservancy, appointing it to be Conservator of the several ports in the Godávári district, and to keep the accounts of the Port funds under section 36 with effect from 1st June 1890.

5. With regard to the dues to be levied, the Government will not object to the proposal which has found favor locally that dues at 1 anna per bag shall be levied on jaggery shipped, and 1 pie per cwt. on all other goods landed and shipped. To effect this Act III of 1885 (Madras) will have to be brought into force in substitution of Act III of 1883, and the sanction of the Governor-General in Council to the proposed dues will be necessary. It will at once be applied for, and on receipt of sanction, the necessary notification bringing Act III of 1885 into force will be issued. It is noted that it is proposed that the new dues shall come into force on 1st October, and the necessary preliminaries will doubtless be completed in time to admit of this.

6. The Collector will explain the allusion in Mr. Simson's letter of the 10th March to the accumulations of the Custom House wharf fund. The Government is under the impression that these wharfage fees are credited to Port funds.

(True Extract.)

To the Presidency Port Officer.
 " Collector of Godávári.
 " Financial Department.
 " Revenue Department.
 " Public Works Department.

NOTIFICATION.

NOTIFICATION.

In exercise of the powers conferred on him by sections 7 and 36 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to constitute a Board of Port Conservancy for the Godáviri district consisting of the persons named below and to appoint them—

- (i) to be Conservators of the several ports in the said district under section 7; and
(ii) to keep the accounts of the District Port fund under section 36 (2), and publish annual abstracts thereof in the Fort St. George and Godavari District Gazettes.

The Collector and Magistrate of the District of Godavari for the time being.

Exd. P. L. Pereira.

PW. C. No. 5.272 ✓

Govt. of (1890) Madras.

MARINE

13 sc

Issued

Recd.

Encl.

G.O., 21st May 1890, No. 196.

MAY.

Cocanada.

Passing orders as to the financial position of the Port fund of — and the constitution of the Port Conservancy Board, and requesting sanction of the Government of India to the levy of fees in the port at the rates proposed.

2428 27.6.87
16 0 27.6.87
9940 27.6.87
7960 27.6.87

Not 622 15.4.12 June 1890

Communicated
to the S.E. I Circle
for information
formation.

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