

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1216	Press Mis.
Dated 22-5-1886.	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Revenue Department,
22nd May 1866.*

No. 395. Read the following Proceedings of the Board of Revenue, dated 8th May 1866, No. 3,231.

Read the following letter from the Officiating Collector of Tanjore, to the Secretary to the Board of Revenue, dated Vellum, 23rd April 1866, No. 93:—

1. As requested in the Board's Proceedings, dated 9th April 1866, I have the honor to forward the Deputy Collector's explanation and my report, regarding the detention to the ship "Octavia."

2. The Board will see from Mr. Ricketts' report that the "Octavia" was fully loaded on the 12th instant, and sailed the following day for Calcutta. As to the causes of delay the primary source was want of boats, and want of authority to compel the boatmen to leave their own, and work in another port.

The secondary causes were:—

First.—The fact of there being another ship loading at the same time at Vedarniem, and the requirements of the two vessels being 812 tons.

Second.—The natural disadvantages under which Vedarniem labors as a place of export, owing to its extensive shoals, which compel vessels to lay a long way* off the shore, and owing to

* Three or four miles. its bad landing place, to which even the small boats cannot conveniently approach on account of the extreme shallowness. These difficulties prevent boats from making more than one daily trip to the vessel taking in cargo.

Third.—The fact of there being no Sub-Collector at hand. The shipment commenced during the interregnum between Mr. Williams' departure and Mr. Hutchins' arrival.

3. Boats were despatched from Toputorai and from Negapatam; orders were, moreover, sent to forward others from Muttupetta, which port, the Board are aware, is some distance round the Calimere point; but the crews demurred, and the tindals trudged a distance of nearly fifty miles, in order to personally solicit the Sub-Collector to let them off. The matter of boats simply resolves itself into the rule of supply and demand. There is work for the crews in their own ports, which they are unwilling to leave even at enhanced rates of hire. We cannot compel the boatmen to go, we can only urge and persuade, and, owing to increased knowledge of their own rights, they are not as amenable to persuasion as they were formerly.

4. Mr. Hutchins had to raise the rates in order to induce the Negapatam boatmen to leave their port; but, even then, the crews went most reluctantly. They have work at hand in landing Railway stores and other goods, and, moreover, this is the busiest season of the year, when the Moulmein native vessels arrive at Negapatam. Although the French Captain had, doubtless, grounds of complaint, the Board will see, from the enclosed, that he has somewhat exaggerated matters. I do not consider any blame attaches to Mr. Ricketts. He did all he could. The delay must be attributed rather to unavoidable, than to avoidable, causes. I however think the Toputorai Sea Custom Superintendent might have been more active and energetic, and he has been called upon for explanation. I doubt not, however,

*Proceedings of the Madras Government, Revenue Department,
22nd May 1866.*

that he will urge want of boats, and want of authority to compel the reluctant crews to set out for another port.

5. As regards future procedure. The Sub-Collector, the Salt Deputy, and Captain Grant, the Master Attendant, have arranged to meet and discuss the matter, with a view of meeting the difficulty and avoiding similar delays; but I presume, we must be prepared to pay the market price of the requisite labor and carriage, even though at certain times this price may be higher than we ever contemplated.

From the Deputy Collector, to the Officiating Collector of Tanjore, dated Negapatam, 16th April 1866, No. 50.

Proceedings of the Board of Revenue, dated 9th April 1866.

1. In reply to your docket of the 13th instant, on the document marginally noted, only this moment to hand, I lose no time in informing you that the ship "Octavia" completed her loading† on the 12th instant, (and sailed for Calcutta on the 13th,) as will be seen from the enclosed original Arzee, No. 76, of the 12th April 1866, to be returned.

† 128 garce, or 512 tons.

2. No promise was ever made by me to complete the loading of the vessel in *any given time*, as the export quite depends on the number of boats available, and not having any jurisdiction over the boats, this department (Salt) is entirely dependent on the Sea Custom authorities, and I cannot free the Toputorai Sea Custom Assistant Superintendent from blame, in the apathy and neglect he displayed throughout.

3. From the time that the salt in question was assigned to Calcutta, I addressed all the authoritative officers from whom I could confidently expect aid and co-operation in the matter,* (numbers and dates marginally given,) and I also, not only pressed my subordinates concerned to the greatest extent, but sent down one of my own Deloyets to the port of export (Vedarniem) to afford every assistance in his power, as will be seen from the daily reports† enclosed; moreover, in communication with the Sub-Collector and Master Attendant, both officially, and demi-officially, boats were eventually sent from Negapatam to help in the export, so that you will see that every possible exertion was made in Mr. Warneck's behalf, and that he has misrepresented the facts of the case in stating that I failed to respond to his requisition.

* To the Sub-Collector, No. 36, of the 13th March 1866.
To do. do. 38 of the 17th "
To the Master Attendant, No. 41, of the 24th "
To do. do. 43, of the 29th "

† Six Arzees.

4. In order to avoid a similar repetition of such delay, and thereby give room for complaint, I would suggest the advisability of my being invested with such powers at the ports‡ of export of salt as would obviate such an occurrence for the future.

‡ Negapatam, Toputorai, Mattupettai, Adrampatam, Ammaputnam.

5. The Vedarniem Salt Superintendent's Arzee, last received, furnishing explanation in detail as to the cause of delay, is also enclosed for your information.

6. In conclusion, I should add that Vedarniem is a very inconvenient place for export at all times, situated as it is near the shoal of "The Point," and the salt has, in the first instance, to be conveyed from the platforms to the beach, from thence on coolies' heads through the surf into the boats, as the shoal prevents their coming in very close, and so on to the vessel which is obliged to anchor off about three or four miles for the same reason, so that, independent of the want of boats, these natural difficulties had to be overcome.

*Proceedings of the Madras Government, Revenue Department,
22nd May 1866.*

1. Submitted for the information of Government, with reference to Government Order, dated 7th April 1866, No. 809, Revenue Department.

2. The case well illustrates the necessity for a change in the present terms of sale of salt for export.

No. 396. ORDER THEREON, 22nd May 1866, No. 1,216.

Separate Revenue, No. 19.

Salt.

1. The Government cannot consent to any thing like compulsion being employed in procuring boats from other ports. The rate of payment must be raised so as to form a fair remuneration for the service required, and the charge for salt increased proportionately; or shippers must be left to provide their own boats.

2. The Board have already been requested to re-consider the terms on which salt is generally supplied for export.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

To the Board of Revenue.

Exd. S. T. Augustin.

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14 copies to the Secy of the Com.

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22 May 1866

Pro-y April 1866 71-2

Revenue 1866. Department.
Pro of Govt for May

No. *1363*
PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 8th May 1866,

Out 12
Rec 16

No. 3,231.

Pro of the Board of Revenue
22nd July 1866 (No 2230)

Submitting for information letter from Collector of Tanjore forwarding explanation in regard to delay in shipment of Salt on ship "Octavia."

N:395-396

1216-22 May

With order