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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.
B.P. No.

1364

Press
Mis.

Dated

13.6.1876

196

Not to be folded or roughly handled

PROCEEDINGS OF THE BOARD OF REVENUE, dated 30th May 1876.

Read the following letter from J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, Madras, to the Hon. W. HUDLESTON, Chief Secretary to Government, Marine Department, Fort St. George, dated Madras, 10th May 1876, No. 3,277:—

I HAVE the honor to return, herewith, a letter accompanied by a statement of fees from Messrs. Binny and Co., the local Agents of the B. I. S. N. Company, and in compliance with your endorsement thereon, dated 27th March 1876, to offer the following remarks on the subject of the complaint made therein.

2. Messrs. Binny and Co. represent that the B. I. S. N. Company paid a sum of Rupees 9,988-7-8 as fees for entering and clearing their vessels after office hours, and that this amount forms a heavy item in the expense of working the Mail lines. I would here take a preliminary objection to the reference made use of to the "*Mail lines*." The fees in question may fairly be said to have been paid by the Company in their capacity of common carriers of merchandise for their own profit, and with which the Government have no concern whatever. The B. I. S. N. Company must be well aware that, so far as the Mails are concerned, no delay whatever need occur, and that the Custom House and Marine Department have nothing whatever to do with either the landing or delivery of Mail packets. If a steamer merely landed Her Majesty's *Mails*, she need not enter, clear, nor pay port dues. It is, as observed before, in their capacity of common carriers that they come under the authority and supervision of Marine and Custom Officials. It is therefore manifestly unfair in Messrs. Binny and Co. to represent that the sum paid as fees to officials should be deducted from the subsidy paid by Her Majesty's Government of India for the conveyance of Mails. It would have been more business-like to have debited the aggregate of the fees to the freight and passage money earned by their vessels from the Government and the general public, for whom they also cater. The subsidies paid by the Government amount annually to no less than 7,25,000 Rupees: add to this a sum of Rupees 2,54,000 in round numbers paid by the Madras Government alone for freight and passage during 1875, and we arrive at the result that the sum of Rupees 9,988-7-8, paid by the Company to Government officials as fees for working over-time, forms 1 per cent. of the whole sum paid. I am of course unable to form any estimate of the amount of freight and passage paid by the Governments of Bengal and Bombay and by the general public, but it doubtless must aggregate to a considerable sum; and, in order to arrive at a fair computation, we must have a statement of the whole of the earnings of the Company. I am therefore of opinion that the arguments used by Messrs. Binny and Co., and the facts set forth in paragraphs 2 and 3 of their letter, are utterly irrelevant to the point at issue; and that the real question for consideration is, whether a Government official is to sacrifice his leisure hours and his sabbath, without any remuneration, to the interests of a body of shipowners plying for profit exactly like other shipowners—and not only for the shipowner, but for the private profit of each representative Agent of the Company at every port, who earns his commission on all transactions, and at some ports derives a further profit on boat hire and godown hire charged on all goods landed or shipped in the Company's vessels.

3. The arguments advanced by Messrs. Binny and Co. in paragraph 5 of their letter are also fallacious, particularly when it is asserted that the B. I. S. N. Company actually are *not* trading for their own benefit but for some one else's.

4. With regard to the assertion that P. and O. Steamers are not charged fees for either entering or clearing on Sundays, I regret to observe that it appears to have escaped their notice that from an old-established rule these steamers never have carried their clearances with them, and there are no fees to pay. But Messrs. Binny and Co. must be well aware that this Department frequently charges the P. and O. Steamers both in the Boat Department and on the Pier for working after hours and on Sundays, and that the fees have always been paid without any question; and, moreover, there is hardly a Suez Canal Steamer arriving in these roads which does not pay similar fees without any demur. In fact, the fees referred to were approved of, and received the sanction of, the Chamber of Commerce, as recorded in the Proceedings of Government, Marine Department, No. 22, of date 26th January 1874.

5. The pith of the whole representation may be said to be contained in paragraph 7 of Messrs. Binny and Co.'s letter, where they observe that extraneous work, not absolutely necessary, would not devolve upon the officials if their vessels were permitted to enter and leave all ports without going through the process of entering and clearing at a Custom house; and this is a question which has just been discussed in the Revenue Department of Government, whose Proceedings on the subject are marginally noted, and the operation of the new rules for Coasting Steamers recently published will, I am convinced, tend to diminish the amount of fees paid by the Company at all ports.

6. Thus much with regard to Messrs. Binny and Co.'s letter. On referring to their statement of fees, I found that the portion debitable to this Department amounted to Rupees 4,661-2-5, and having called for particulars from all the outports, I regret to report that it appears to be the custom to charge for the *whole* establishment instead of for only the number of clerks and others whose presence may be *actually required* at the office for the purpose of sending off boats and entering or clearing a vessel. In some ports, the flag lascar and signaller, whose duty it is to be in constant attendance, have been charged for; and at Tuticorin, the *quarantine* boats' crew have received double pay for going off to vessels in the roads. I think some limit should be placed as to the number of people to be employed on such occasions, and would recommend that at all outports only one clerk and one peon should be charged for, irrespective of the Master Attendant.

7. I also find that to enter and clear a vessel at Madras under the rules, a sum of Rupees 100 is paid to the Deputy Master Attendant and to the Deputy Collector of Sea Customs alone, exclusive of fees to the establishments. This is a very heavy charge, and might be reduced.

8. To obviate any further complaints on the score of fees, I beg respectfully to submit the annexed revised rules for the levy of fees for working over-time and on Sundays and close holidays for the sanction of Government, and will conclude this letter by remarking that the foregoing observations and suggestions have been made in connection with the Marine Department under my charge; but

the whole question must doubtless be referred to the Board of Revenue also, for consideration in that Department with reference to Sea Customs officials.

REVISED RATES.

For all Officers in the Presidency.

From 6 to 7-30 A. M. or 5 to 7 P. M., half day's pay.

From 6 to 9-30 A. M. or 5 to 9 P. M. or later, one day's pay.

On Sundays and close holidays two days' full pay, provided the amount does not exceed Rupees 30.

For Clerks, Conicopillies and Peons.

One day's full pay for working out of office hours, either morning or evening.

On Sundays and close holidays two days' full pay.

The following days shall be considered as close holidays within the meaning of these rules:—

Christmas Day.	Ash Wednesday.
New Year's Day.	Ascension Day.
Good Friday.	All Sundays.
Queen's Birthday.	

During the Easter and Christmas vacations provision must be made for the despatch of emergent business.

As a general rule, only one clerk and one peon need be employed for entering or clearing a vessel. Government boats' crew, signallers, flag lascars, and quarantine officers should not be charged for.

These rules will be applicable to all ports.

(Signed) J. H. TAYLOR,
Master Attendant,
Administrative Department.

No. 745.

ORDERED to be referred to the Board of Revenue through the Revenue Department, for consideration and report.

MADRAS,
13th May 1876.

(Signed) W. HUDLESTON,
Chief Secretary.

To the Revenue Department, with three enclosures.

ENCLOSURE No. 1.

From Messrs. BINNY and Co., Agents of the B. I. S. N. Company, to the Hon. W. HUDLESTON, Chief Secretary to Government, Madras, dated Madras, 22nd March 1876.

We have the honor to submit for the consideration of His Grace the Governor in Council a statement of fees paid by the British India Steam Navigation Company, Limited, during the year 1875, to the Collector of Sea Customs and Masters Attendant at the various ports in the Madras Presidency for entering, clearing, &c., their steamers before and after Custom-house hours.

2. The amount paid, viz., Rupees 9,988-7-8, is a heavy item in the expense of working the Mail lines of the Company between the various ports in this Presidency, and represents a considerable deduction from the annual subsidy paid by Her Majesty's Government of India for the due performance of the Mail services contracted for.

3. To us it appears to be an anomaly that steamers, bound by contract to arrive on certain days at certain ports, should be mulcted a portion of their earnings for making the only course available to insure punctuality. Thus, for instance, the Mail Steamer, leaving Calcutta on the 13th of April, should arrive at False Point on the morning of the 15th idem. On the following day she has to call at both Gopaulpore and Calingapatam. In order to do so, she must arrive at Gopaulpore at daylight, and because she enters at the Custom House before 10 A.M., she has to pay extra fees to the officials there. Again, she arrives at Calingapatam the same afternoon, and in order that she may be at Bimlipatam next morning up to her contract time she must leave the same evening. For clearing after 4 P.M. (an absolute necessity), she is again charged with extra fees. The same process is repeated the following day at Bimlipatam and Vizagapatam, and along the whole coast to Mangalore. If she arrives at a port on Sunday, which in the course of the run from Calcutta to Bombay she, of necessity, must (Her Majesty's Government not having seen their way to permitting the deduction of the Coast Mails from Saturday till Monday at any Coast Ports), she has to pay a double day's pay to all the officials employed on that day for entering and clearing her, &c.

4. The work of a Custom House official or Master Attendant at out-ports such as Gopaulpore or Bimlipatam being comparatively light, and the distances from their dwelling houses to their offices being usually small, it can be little or no hardship for them to grant permission for steamers to enter inwards or clear outwards before or after hours, the principal part of the work involved consisting in the official signing his name. Sometimes the detention is very slight, and we have paid here on many occasions over Rupees 50 for one hour's detention to officials.

5. Were the steamers of the B. I. S. N. Company, Limited, mere coasting vessels, bound by no penalty to arrive at the various ports at particular times, and trading only for their own benefit, we admit that the fees charged would be just, but, when in order to keep up the Mail services as regularly as at present, and thus avoid the payment of heavy damages (as per Clause 13 of the Mail Contract), the Company's steamers must of necessity arrive at and leave certain ports before and after the usual business hours, we think that His Grace the Governor in Council will realize that it is unreasonable that the Company should have to pay a large sum to enable them to carry out their services regularly.

6. The P. and O. Company's and Messageries Maritimes Company's Mail Steamers pay no fees for entering or clearing their steamers either before or after hours or on Sunday, and we would beg to bring this to the notice of His Grace the Governor in Council, with a view to arrangements being made for the attendance of the necessary officials for the entering and clearing of the British India Steam Navigation Company's Mail Steamers before and after Custom House hours, when required, without charge.

7. It is far from the wish of the Company that any extra work which is not absolutely necessary should devolve on the officials, and if an order were passed permitting steamers carrying Her Majesty's Mails to arrive at and leave the various ports of this Presidency without entering and clearing, leaving this to be done by the Agents afterwards, within office hours, the extra work to officials would be put an end to, and the expense to the British India Steam Navigation Company, Limited, would be saved.

8. We believe that it could never have been intended, in passing the order regarding the payment of extra fees to officials working over-time, to impose a tax upon a Company carrying Her Majesty's Mails, and bound by a contract with Her Majesty's Government to arrive at and leave the ports of this Presidency at certain fixed hours.

In conclusion, we have the honor to beg an early consideration of the subject.

No. 539.

REFERRED to the Master Attendant, Madras, for his remarks.

FORT ST. GEORGE,
27th March 1876.

(Signed)

W. HUDLESTON,
Chief Secretary.

To the Master Attendant, Madras.

ENCLOSURE No. 2.—Statement.

REFERRED to the Collector of Sea Customs for report.
(True Copies and Extract.)

Acting Secretary.

To the Collector of Sea Customs, Madras, with a Statement, to be returned.
Copy to the Secretary to Government, Revenue Department.

Exd. W. H. French.

W. H. French
Off. Master Attendant

No 201.

Master Attendant's Office
Cochin 1st May 1876

To

Messrs. Aspinwall & Co.
Agents B. I. N. Coy.
Cochin.

Gentlemen,

I beg to acknowledge receipt of your letter of this day's date returning a claim for remuneration for working out of office hours on account of the s.s. Rajpootana and have the honor to inform you that our office hours are from 10 a.m. to 5 p.m., and as the papers were here shortly after 9 I am clearly entitled to the fee charged for it. I would beg to mention that at some of the ports the Master Attendant draws his fee from the time that the steamer anchors which is certainly the proper way of doing it; for, if the Master Attendant was paid for office hours to call for him.

2. I beg to return the Bill once more and you must please yourselves whether you pay it or not.

I have the honor to be,
Gentlemen

True Copy
[Signature]

Your most obedient servant
J. E. Heathcote Comptroller
Off. Master Attendant

Recd 1876. 8th May
Board of Revenue,
MADRAS.

PROCEEDINGS, 30th MAY 1876, No. 1,411.

Despatch 20/5/76
Encl.

Received 12th June 1876
MAY.
No. 1,411.

Remuneration—to Customs and Marine Departments for working over-time and on Sundays and close holidays on account of B. I. S. N. Company's Steamers.—Referring to Collector of Sea Customs, for report, remarks of Master Attendant on complaint of Messrs. Biny & Co. regarding payment of —

20/5/76
[Signature]

Messrs. Aspinwall & Co. Cochin
Agents of J. S. N. Coy. ————— D^r

To Half day's pay to Master
Attendant for attending out
of Office hours in account of
S^r Rajpootana on the 28th April 1896
as per G. O. No 22 dated 26th January 1896
@ Rs 50/- p mensem ————— Rs 5. 15. 4

To 1 Clerk 1/2 day's pay @ Rs 50/- p
mensem ————— " 8. 4

" 2 peons 1 day's pay each @ Rs 7/-
mensem ————— " 7. 6

Total Rs 6. 12. 10

Contents received
of E. Heathcote Rowland

Master Attendant's Office Off^r Master Attendant
Cochin 28th April 1896

True Copy
Ogden

B. I. S. N. Co. Ltd.
Cochin 17th May 1876

Mess^{rs} Binny & Co.
Agents
Madras.

Dear Sirs,

Referring to ours of 19th April
last, we have now to enclose copies of
correspondence with the Master Attendant
on the subject of fees for overtime. We
commend his letter to your best attention.
Any further comment by us, after what
we wrote him, would be unnecessary, we
must merely mention that seeing he would
not abandon the claim on the "Pajpootani"
we paid the amount of the Bill, copy of
which we also enclose.

We are Dear Sirs
Yours faithfully
B. I. S. N. Co. Ltd.
Agents.

Cochin 1st May 1876.

Captain Rowlands.
Master Attendant
Cochin

Sir,

Referring to the Bill herewith re-
turned

Received 1876 &
in No 290.

turned, we have to request you will kindly
inform us for our guidance, when your
office hours commence, so that we may re-
gulate accordingly any business we may
have in future.

The papers of the "Rajpootana" were
sent to your office after 9 a.m. on 28th ult.
and instructions were given to the messenger
to wait there until business hours commenced,
which we have all along understood was
when your office opened. The Certificates
were received at about 10 a.m., and we thought
the matter ended there. Had we any idea
a claim would be made for overtime, we
should certainly have waited, as you will
have observed the "Rajpootana" did not pass
before 2 p.m.

We can have no objection to paying
all lawful dues, but we venture to think
the Company is not in the present case
liable to the charge made by your Dep.

We are, Sir,

Your obedient servant

J. Aspinwall & Co.

Agents C. I. S. S. Co.

True copy
Anli

we think his doing) so was stretching the
rule to its utmost, but we have the honor
to request that you will have the goodness
to lay the enclosed copies of correspondence,
also the papers formerly sent to you by us,
before His Grace the Governor in Council,
with a view to relieving this Company, if
possible, from the heavy charges now levied
at the different Coast Ports for entering,
working and clearing these Mail Steamers
out of hours.

We have the honor to be
Sir

Your most obedient servant
D. W. P. Co.

Revised rules for the levy
of fees by the Marine Department
for working overtime and on Sundays
and close holidays.

- For all officers in the Presidency
From 6 to 7.30 A. M. or 5 to 7 P. M.
half days' pay.
From 6 to 9.30 or till office hours A. M.
and from 5 to 9 P. M. or later one
days' pay.
On Sundays and close holidays two
days' full pay, provided the amount
does not exceed Rupees 30.
For Clerks, Compositors and peons.
One days' full pay for working
out of office hours, either morning
or evening.
On Sundays and close holidays -
two days' full pay.

The following days shall
be considered as close holidays within
the

23168-7/1876
Marine [1876] [1876]

From
Major Rivington
Major Rivington
Major Rivington
Major Rivington
Major Rivington

Article 210
Rule 25

No 290
2 Rules

Submit confam correspondence
and request that the B. S. N.
Comp. may, if possible, be
relieved from the heavy
charges now laid on the
different Coast-Ports for
entering, working and
clearing the Mail Steamers
of the Company out of office
hours -

No 785

Superseded the Master Attendant
Madras. for his remarks.

[Signature]

Chief Secretary

Costacamund
25 May 1876

To the Master Attendant
May 1876. Madras with 2 Enclos.

the meaning of these rules

Xmas day

New years' day

Good Friday

Queen's Birthday

Ash Wednesday

Ascension day

All Sundays

3 During the Easter and Xmas Vacations provision must be made for the despatch of emergent business.

4 As a general rule only one clerk and one peon need be employed for entering or clearing a vessel. Government Boats' crews, Signallers, flag lascars and Quarantine Officers should not be charged for.

5 When one or more vessels enter or clear on the same day, and ship or discharge cargo at the same time,

then, the fees prescribed by these rules should be divided between them in equal proportions.

6 As a general rule no vessel should be allowed to enter or clear out of office hours or on Sundays and close holidays without a requisition to that effect being submitted in writing by the Agents or Commander of a vessel.

7 These rules will be applicable to all ports.

Madras

Marine Office

13th June 1876

J. H. Larn

Master Attendant

Administrative Department

J. H. Larn

Madras with 2 Enclos.

No. 262.

Prinster Alten Lant Office

Rechn. 20th May. 1876.

42

N Logan Eugene

Collector of Malabar

Ch.

Barbier.

I beg to acknowledge receipt of
a petition from Messrs Bunn & Co
to the Board of Revenue accompanied
by copies of correspondence between Messrs
Copinwall Ho and myself with regard
to the irregularity in their proceedings
as Agents of the B. I. & N. Co in Cochin.

x now
returned.

2. I have now the honor to report that I am more fully carrying out the procedure obtained in other ports, which are contained in the Sea Customs Act and Indian Ports Act both of which distinctly state that no vessel shall obtain a Port Clearance without the Officer who grants the same is satisfied that all port charges &c have been paid. Section 8 of the Port Rules of the Port of Bombay requires also that Passenger and Crew lists shall be presented to the Master Attendant and that port Clearance will not be granted without a Certificate from him to that effect. In the face of this I found after being here for a few days that the Agents were in the habit of

of forwarding these certificates for signature the day after the vessel had left. I, of course, objected to this action and wrote on the subject both to the Agents of the Steamers and the Superintendent of Sea Customs.

3. I also found that for nearly a month the Agents never furnished this office with a passenger list from any of the Steamers, and wrote to the Agents on the 2^d May that the omission might be rectified to which they did not vouchsafe any reply, and on the 5th I again addressed them (copy enclosed) by which you will perceive the irregularity I complain of. Since that time the requisite papers have been forwarded to this office nor have I heard that the least detention has been experienced by any of the Steamers.

4. Messrs. Aspinwall & Co. in their letter say that they see no reason why I should have made this alteration in the procedure hitherto obtained in this port except that I may lay a claim for fees. The question of fees is naturally involved in the above, and as, I presume, intended by Government when they granted a scale of fees for the Marine Department which the Agents at this port appear to have evaded by the irregularity of their proceedings, and on that of the Sea Customs House, but I would respectfully observe that I have quite ignored the question in my correspondence, as what

I wanted was that the question should rest entirely on the legality of their proceedings or otherwise. I would now shew the evasion of fees on 2 occasions, one when the "P. B. Rhondalla" arrived at the port on the 1st April at 9 P.M. and left at 1 A.M. On that occasion the Agents did not even send the Certificate for signature the following day, and the other occasion was when the "E. S. Ava" arrived and sailed on Good Friday. The certificates were forwarded the following day and I refused to sign them. Hence I suppose the hostility shown by the Agents to my proceedings and the wish to return to the old state of things, also the reason why Messrs. Aspinwall & Co. have worded their petition to the Board of Revenue as they have done.

5. I would beg to add that I am aware that special rules have been made for Coasting Steamers as published in the Sea Customs Manual, 1873, Section 10, page 136, but I would remark that nothing therein exempts the Steamers or their Agents from presenting Passenger and Crew lists and therefore obtaining the Certificate required by law before clearance.

6. I trust in this conduct you will be enabled to see that I am
but.

but endeavouring to do my duty and
that the same will meet with your
approval.

I have to
(Signed) H. Heathcote Rowland
Officiating Master Attendant

(True Copy)

W. R. R. R.
Master Attendant.

Administrative Department.

No. 3935

MADRAS,
Marine Office,

13th June 1876.

From

J. H. TAYLOR, Esq., DEUT., R.N.R.,

Master Attendant,
Administrative Department,
Madras,

To

The Honorable W. H. C. Colclough

Chief Secretary to Government,
Marine Department,
Fort Saint George.

SIR,

I have the honor to return
herewith the correspondence marginally
noted, forwarded to me for remarks under
your endorsement No. 785, of date 25th May
1876, and to report thereon as follows.

In these papers Messrs. Biny
and Co., on behalf of Messrs. Aspinwall
and Co. of Cochin, complain of a fine
amounting to Rs. 6-12-10, charged by
Captain Rowland, lately officiating Master
Attendant at that port, for entering
and clearing the S. S. Prospector out
of office hours. As Messrs. Aspinwall
and Co., in their letter to that officer,
venture to observe that the S. S. S. S.
Co. were not liable to the charge, I
have

Letter from Messrs. Biny
to the Chief Secy to Govt dated
22nd May 1876.
To the Hon. Secy to Govt dated
23rd May 1876.
To the Hon. Secy to Govt dated
24th May 1876.
To the Hon. Secy to Govt dated
25th May 1876.
To the Hon. Secy to Govt dated
26th May 1876.
To the Hon. Secy to Govt dated
27th May 1876.

to be done
26/5/76

have had the amount refunded to that
firm, through Messrs. Birney and Co.

3 But, nevertheless, I deem it
necessary to offer a few remarks in ex-
planation of the charge made by
Captain Rowland, who states that the
papers in question were actually received
by him at 5 minutes to 9 A.M., local
time; that the merchants of Bechoim
keep Moscow time, which is 15 minutes
in advance; that the ship's papers
and port clearance actually passed
his office and the Government petty,
on their way on board, before 10/30 A.M.,
that the boat conveying the same
did not reach the ship for 2 hours,
owing to a strong flood tide and a
fresh breeze; and that the ship finally
left the roads at 2 P.M. From the
foregoing facts it is evident that, although
the *Rapporteur* was delayed until
2 P.M., it was not the intention
of Messrs. Aspinwall and Co. to delay
the

Statement shewing the amount of Charges paid to Customs and Marine Departments for entering and Clearing the B.I.N.C. Mail Steamers at each port in the Madras Presidency during the year 1875.

Months	Gopulpo	Calcuttapatam	Bombipatam	Viragapatam	Cocanada	Masulipatam	Madras	Negapatam	Tuticorin	Calcut	Beypore	Tellicherry	Mangalore	Total							
	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine	Custons Marine							
January	5313.2	986	14264	3427	84116	12210	1598	18439	11562	1926	9912.	46.6	69153	2923	9378	7.	210	484.	96768		
February	584.	35210	2598	148611	9558	358		139137	12994	24.2	72.2	4247	181211	3868	11848	9.1	58	2611.	890911		
March	87101	31124	1482	1349	91103	91011	5105		175144	108610	10119	3329	36144	1565	4384	1203	1682	7.	605.	882310	
April	851311	9137	1013.	17418	110155	218	1598	7411.	65159	16132	6544.	39.2	42.1	3144	96910	103.	54	6413	764116		
May	1351010	25136	1836	14459	15277	79.		25051	16655	10119	6656	491110	971410	3554	1203.	9446	2.	59211	125224		
June		2643	2488	3366	9159	215.	6118	3174	40086	7386	13310	5534	1727	24107	1311.	3999		1276	566129		
July	5444	15142	1974	2686	106155	452	712.	46103	8094	6914	2226	9946		1026	4915.				613.4		
August	1264	2896	1265	70.6	15046	4111	1598	328.	27148	35410	110142	10128	2143.	1835	6268				643116		
September	6510	3949	3918	5374	11255	492	3134			25154	99.9			19.6	6819	7.7	3.	4988	55811		
October	10813.	4478	287.	3243	2485	76114	211.	3134	123.	411	28.	6656	3632	64.	37710	11872	10123	3.	363.	76813.	
November	13054	5288	2478	2227	5764	7114	1352		61149	34105	1562	76125	3411	275.	3115	11023	11.2	5.	5014	875115	
December	11581	54.2	5449	4549	58128	50148	4111	1598	25464	19138	17134	551010	36117	64.	4113	11872.	18210	2.	53129	125634	
Total	8481411	373311	34442	44121	11301211	16151	20454	65117	2021411	136718	98631	23954	900511	351149	45354	350.2	1115311	10077	356.	46013.	998878

Abstract shewing total amount paid at each port during the year 1875

Ports	Amount
Gopaulpore	8481411
Calcuttapatnam	373311
Bombaypatnam	78563
Viragapatam	11301211
Cocanada	22145
Masulipatam	268106
Madras	235349
Negapatam	1139113
Tuticorin	80541
Calcut	146541
Beypore	10077
Tellicherry	356.
Mangalore	46013.

Madras 25 March 1876 *Wm. J. C.*

the vessel until that hour by the
fact of the speedy despatch of the
ship's papers to the Commander. 13/12

Messrs. Binny and Co. having
also referred this matter to the
Revenue Board for their decision,
(why they should have done so I am
unable to say) Captain Rowland was
called upon by the Collector of Malabar
to tender an explanation, or copy of which
I enclose for the information of Government.
A perusal of this explanatory letter will,
I think, convince any impartial mind,
that, in preferring this complaint, Messrs.
Aspinwall and Co. were induced to do
so by the existence of our animus
against Captain Rowland, who, contrary
to all previous practice, set himself
to work to enforce the port rules
and regulations, which, as far as the
Company were concerned, appear to
have been a dead letter.

4 Messrs. Binny and Co. in their
letter to your address state that they
permanently

forward these papers because they bear
upon the general question of fees paid
by the B. S. & N. Co., but as I have
already reported upon this question
in my letter No. 327, of date 10th May
1876, I need not enter again on the subject.
I however, deem it necessary that the
practice in force at Madras should be
adopted in future at all ports - viz.
that whenever the Agents of the
vessel require the services of the
Master Attendant out of office hours,
that due notice of the same be afforded
him in writing. With this object in view,
I respectfully recommend that the
accompanying revised Rules may be
substituted for those already furnished
for approval with my letter above
quoted.

5 With regard to the assertion
made by Captain Rowland that at
some ports the Master Attendant charges
his fees from the time the steamer
anchors, he explains that he was
required

Where is this
Report?
to the B. S.
& N. Co.
New Report
- 15 May
1876
in reply

required by the Agents of the steamer
at Vizagapatam, as a general rule
to attend office as soon as the steamer
anchors, and that they invariably
paid the fee without question, and
that the same practice prevails at
Bimlipatam. Be this as it may, I shall
adopt stringent measures, as soon as
Government shall be pleased to sanction
the new rules, with a view to establish
our uniform practice at all ports, and
to remove all grounds for complaint
in future.

I have the honor to be
Sir

Your most Obedt Servant
J. H. Taylor
Master Attendant
Administrative Department.

Yours

Yours, enclosed arrive at Madras on the 10th

British India Steam Navigation Co.
 Madras, 22nd March 1876.

The Honorable W. Middleton,
 Chief Secretary to Government,
 Madras

Sir,
 We have the honor to submit for the consideration of His Grace, the Governor in Council, a statement of fees paid by the British India Steam Navigation Company Limited, during the year 1875 to the Collector of Sea Customs and Master Attendants, at the various Ports in the Madras Presidency, for entering, clearing & discharging their Steamships before and after Customs House hours.

2. The amount paid, viz. Rs. 9,988.7.8, is a heavy item in the expense of working the Mail lines of the Company, between the various ports in this Presidency, and represents a considerable deduction from the annual subsidy paid by H. M. Government of India for the due performance of the Mail Services contracted for.

3. To us it appears to be an anomaly that Steamers bound by contract to arrive on certain days at certain ports, should be mulcted a portion of their earnings for taking the only course available to insure punctuality. Thus for instance the Mail Steamer, leaving Calcutta on the 13th of April, should arrive at Falmouth on the 18th.

W. J. G. A. S.
 Secretary

Received 19th June 1876
 In the presence of the Collector

with 2 copies of the bill from the Collector & Master from the Company & the Collector.

To the Honorable W. Middleton, Chief Secretary to Government, Madras.
 From the British India Steam Navigation Company Limited.
 The amount of fees paid by the Company to the Collector of Sea Customs and Master Attendants, at the various Ports in the Madras Presidency, for entering, clearing & discharging their Steamships before and after Customs House hours, during the year 1875, is Rs. 9,988.7.8.

Madras 1876
 The Master Attendants
 of the various Ports
 of the Presidency
 have been directed
 to pay the fees
 to the Collector
 of Sea Customs
 and Master Attendants
 at the various Ports
 in the Presidency
 for entering, clearing
 & discharging
 the Steamships
 before and after
 Customs House
 hours, during the
 year 1875, the
 amount of which
 is Rs. 9,988.7.8.

the morning of the 15th idem. On the following day she has to call at both Gopaulpore and Balingapatam. In order to do so, she must arrive at Gopaulpore at daylight, and because she enters at the Custom House before 10. a.m., she has to pay extra fees to the officials there. Again she arrives at Balingapatam the same afternoon and in order that she may be at Dimlipatam next morning up to her contract time she must leave the same evening. For clearing after 4 P.M. / an absolute necessity / she is charged with extra fees. The same process is repeated the following day at Kinnipatam and Vizagapatam, and along the whole coast to Mangalore. If she arrives at port on Sunday, which in the course of the run from Calcutta to Bombay she of necessity must, (H. M.'s Government not having seen their way to permitting the detention of the Coast Mails from Saturday till Monday at any Coast Port) she has to pay a double day's pay to all the officials employed on that day for entering and clearing her.

4. The work of a Custom House officer or Master Attendant at out ports such as Gopaulpore or Kinnipatam, being comparatively light, and the distances from their dwelling houses to their offices being usually small, it can be little or no hardship for them to grant permission for steamers to enter inwards or clear outwards.

before or after hours, the principal part of
the work involved consisting in the Official
signing his name. Sometimes the detention
is very slight, and we have paid here on
many occasions over \$50/ for one hour's det.
to officials.

5. Were the steamers of the B. I. S. N. & C. Co.
mere coasting vessels, bound by no penalty
to arrive at the various ports at particular
times, and trading only for their own benefit,
we admit that the fees charged would be
just, but, when in order to keep up the Mail
Services as regularly as at present, and
thus avoid the payment of heavy damages
per clause 13 of the Mail Contract, the
Company's steamers must of necessity arrive
at and leave certain ports before and
after the usual business hours, we think
that His Grace, the Governor in Council,
will realize that it is unreasonable that the
Company should have to pay a large sum
to enable them to carry out their services regularly.
6. The P. & O. Company's and Messageries
Maritimes Company's Mail Steamers
pay no fees for entering or clearing their
steamers either before or after hours or on
Sunday, and we would beg you to bring this
to the notice of His Grace the Governor in
Council, with a view to arrangements being
made for the attendance of the necessary
officials for the entering and clearing of the
B. I. S. N. & C. Co. Mail Steamers before and
after Custom House hours, when required
without charge.

7. It is far from the wish of the Company that any extra work which is not absolutely necessary should devolve on the officials, and if an order were passed permitting steam carrying N. M. Mails to arrive at and leave the various ports of this Presidency without entering and clearing, leaving this to be done by the Agents afterwards, within office hours the extra work the officials would be put an end to, and the expense to the B. I. S. N. Co. Ld. would be saved.

8. We believe that it could never have been intended, in passing the order regarding the payment of extra fees to officials working overtime, to impose a tax upon a Company carrying N. M. Mails, and bound by a Contract with N. M. Government to arrive at, and leave the ports of this Presidency at certain fixed hours.

In conclusion we have the honor to beg an early consideration of the subject.

We have the honor to be,

Sir

Your Most Obedient Servant

Benjamin

Agents

Revised rates

136 1/2

For all Officers in the Presidency

From 6 to 7.30 A.M. or 5 to 7 P.M.
half day's pay.

From 6 to 9.30 A.M. or 5 to 9 P.M.
or later one day's pay.

On Sundays and close holidays
two days' full pay, provided the amount
does not exceed Rupees (30) thirty.

For clerks, banyans and peons

One day's full pay for working out
of office hours, either morning or evening.

On Sundays and close holidays two days'
full pay.

The following days shall be considered
as close holidays within the meaning
of these rules:-

- Karnas day
- New year's day
- Good Friday
- Dussehra
- Asht. Westar day
- Ascension day
- All Sundays

Dining

12539

Referred to the Master Attendant

Madras for his remarks.

Production

Chief Secretary

Madras

25/3/76

Madras (18/7/76) 18/7/76

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

Mr. [Name]

During the Easter and Xmas
Vacations, provision must be made for
the despatch of emergent business.

As a general rule, only one
clerk and one groom need be employed
for entering or clearing a vessel. Government
Boats crews, Signallers, flag lascars,
and Quarantine officers should not
be changed for.

These rules will be applicable
to all ports.

J. W. Taylor
Master Attendant
Administrative Department.

APR

N^o 3277
Maine Office
10th May 1876

From
J. H. Taylor Esquire, Lieutenant,
R. N. R.
Master Attendant
Administrative Department
Madras

To
The Honorable W. H. Cardwell
Chief Secretary to Government
Madras Department
Fort Saint George

Sir
I have the honor to return
herewith a letter accompanied by a
statement of fees from Messrs. Pinney
and Co., the local Agents of the B. I. S.
N. Co., and in compliance with your
endorsement thereon, dated 27th March
1876, to offer the following remarks
on the subject of the complaint made
therein.

2. Messrs. Pinney and Co. re-
present that the B. I. S. N. Co. paid
a sum of Rupees 9988-7-8 as fees for
entering and clearing their vessels after
office

Revised Rules for the
levy of fees for work and
overtime and on Sundays
and close holidays.

Recd 14/7/76

1. Perinich 149
76.

office hours, and that this amount
forms a heavy item in the expense
of working the Mail lines. I would
here take a preliminary objection
to the reference made use of to the
Mail lines. The fees in question may
fairly be said to have been paid by
the Company in their capacity of
common carriers of merchandise for
their own profit, and with which
the Government have no concern
whatever. The P. S. S. N. Co. must
be well aware that, so far as the
Mails are concerned, no delay whatever
need occur, and that the Custom
House and Marine Department have
nothing whatever to do with either
the landing or delivery of Mail
packages. If a steamer merely landed
H. B. Co's Mails, she need not enter,
clear, nor pay port dues. It is, as
observed before, in their capacity of
common carriers that they come under
the

the authority and supervision of
Marine and Customs officials. It is
therefore manifestly unfair in Messrs
Penny and Co. to represent that the
same point as fees to officials should
be deducted from the subsidy paid
by Her Majesty's Government of India
for the conveyance of Mails. It would
have been more business like to have
debited the aggregate of the fees
to the freight and passage money
earned by their vessels from the
Government and the general public,
for whom they also cater. The subsidies
paid by the Government amount
annually to no less than $\text{Rs. } 7,25,000$ Rupees,
add to this a sum of Rupees $2,54,000$,
in round numbers, paid by the Madras
Government alone for freight and
passage during 1875, and we arrive at
the result that the sum of $\text{Rs. } 9,79,000$ - 7-8
paid by the Company to Government
officials as fees for working overtime
forms

forms one per cent of the whole sum paid. Some of course unable to form any estimate of the amount of freight and passage paid by the Governments of Bengal and Bombay and by the general public, but it doubtless must aggregate a considerable sum, and in order to arrive at a fair computation, we must have a statement of the whole of the earnings of the Company. I am therefore of opinion that the arguments used by Messrs. Poincy and Co., and the facts set forth in paras 2 and 3 of their letter, are utterly irrelevant to the point at issue, and that the real question for consideration is whether a Government official is to sacrifice his leisure hours and his Sabbath without any remuneration to the interests of a body of Ship-owners plying for profit, exactly like other shipowners, and not only for that

the shipowner but for the private profit of each representative Agent of the Company at every port, who earns his commission on all transactions, and at some ports derives a further profit on boat hire and godown hire charged on all goods landed or shipped in the Company's vessels.

3 The arguments advanced by Messrs. Poincy and Co. in para 5 of their letter are also fallacious, particularly when it is asserted that the B. & S. N. Co. actually are not trading for their own benefit, but for some one else's.

4 With regard to the assertion that P and O. Steamers are not charged fees for either entering or clearing on Sundays, I regret to observe that it appears to have escaped their notice that from an old established rule these steamers never have carried their clearances with them, and

there

There are no fees to pay. But Messrs
Benny and Co must be well aware
that this department frequently
charges the Pond & O. Steamers both
in the boat department and on
the Pier for working after hours
and on Sundays, and that the fees
have always been paid without any
question. And, moreover, there is hardly
a Suez Canal steamer arriving in
these ports, which does not pay similar
fees without any demur. In fact
the fees referred to were approved
of, and received the sanction of the
Chamber of Commerce, as recorded
in the Proceedings of Government,
Marine Department, No. 22, of date
26th January 1874.

5 The fifth of the whole
representation may be said to be
contained in para 7 of Messrs Benny
and Co's letter, where they observe
that

that entrance must, not absolutely
necessarily, would not involve upon the
officials if their reports were permitted
to enter and leave all ports without
going through the process of entering
and clearing at a custom house, and
this is a question which has just
been discussed in the Revenue
Department of Government, whose
proceedings on the subject are

No. 266 dated marginally noted, and the operation
28 February 1876.
No. 425 - 2nd March of the new rules for coasting steamers
1876 recently published will, I am convinced,
tend to diminish the amount
of fees paid by the company at
all ports.

6 Thus much with regard to
Messrs Benny and Co's letter. On
referring to their statement of fees,
I found that the portion debitable
to this department amounted to
Rupees 4661-2-5, and having called
for

particulars from all the outposts,
I regret to report that it appears
to be the custom to charge for
the whole establishment, instead
of for only the number of clerks
and others whose presence may be
actually required at the office,
for the purpose of sending off boats
and entering or clearing a vessel. In
some ports, the flag hassem and
signaller, whose duty it is to be in
constant attendance, have been charged
for, and at Antwerp the guarantee
boats crew have received double pay
for going off to vessels in the roads.
I think some limit should be placed
as to the number of people to be
employed on such occasions, and
would recommend that at all outposts
only 1 clerk and 1 person should be
charged for irrespective of the
Master Attendant.

7. Rules find that to enter
and leave a vessel at Marseilles,
under the rules, a sum of Rupees
100 is paid to the Deputy Master
Attendant and to the Deputy
Collector of Sea Customs, exclusive
of fees to the establishment.
This is a very heavy charge, and
might be reduced.
8. To obviate any further
complaints on the score of fees,
I beg respectfully to submit the
unrevised revised rules for the levy
of fees for working overtime, and
on Sundays, and close holidays, for
the sanction of Government, and will
conclude this letter by remarking
that the foregoing observations and
suggestions have been made in
connection with the Marine Department
under my charge, but the whole
question must doubtless be referred
to

to the Board of Revenue also, for
consideration in that department,
with reference to Sea Customs officials.

I have the honor to be

Sir

Yours most Obedt Servant

W Taylor

Master Attendant

Administrative Department.

APR

MADRAS RECORD OFFICE

Madras 15/10/1876
 From N. 1947

The Master of the
 Administrative Department

The Chief Secretary
 to Government

Marine Department

Post Office George
 Road Madras 13/10/76

Received 13/10/76
 Recd 15/10

Letter regarding your letter
 to the Marine Department dated
 10/10/76 regarding the
 cost of the 1st & 2nd companies of the
 1st Battalion of the 1st Madras
 Infantry and the 1st company of the
 1st Battalion of the 1st Madras
 Infantry for the year 1876-77

Madras 15/10/76

Received 15/10/76
 From N. 1947
 The Master of the
 Administrative Department
 The Chief Secretary
 to Government
 Marine Department
 Post Office George
 Road Madras 13/10/76
 Received 13/10/76
 Recd 15/10

Received 15/10/76
 From N. 1947
 The Master of the
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 The Chief Secretary
 to Government
 Marine Department
 Post Office George
 Road Madras 13/10/76
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