M.R.O. 1—77,006—8-6-37.

(1) Number of pages 26

(2) Date of repair 17-6-47

(3) Initials of the Referencer 881

MADRAS RECORD OFFICE.

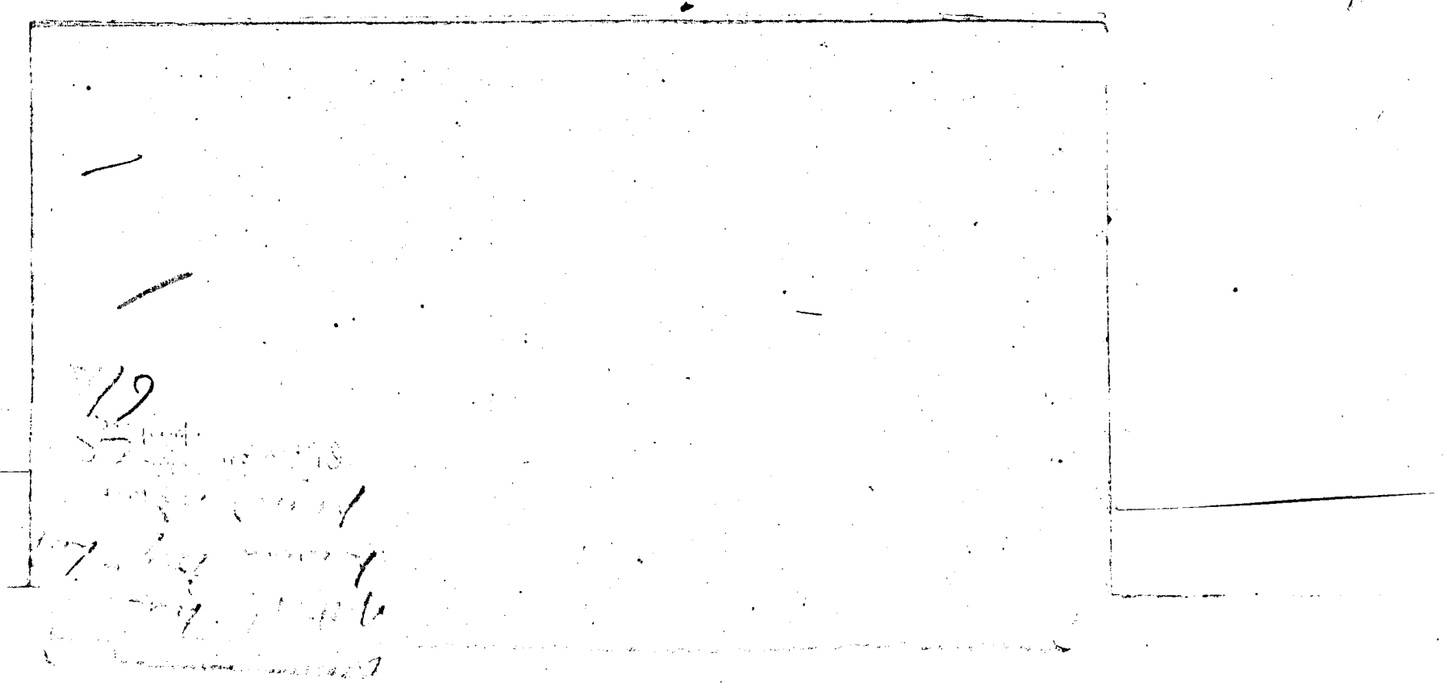
Government of Madras.

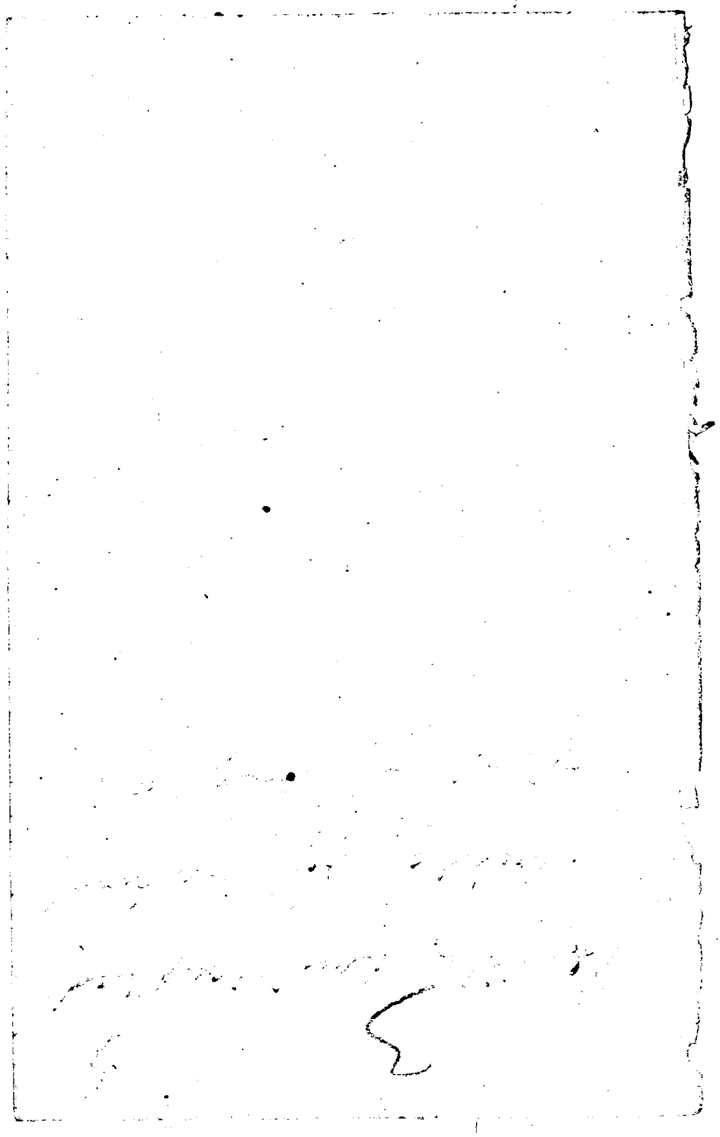
Revenue **DEPARTMENT.**

G.O. No. 3163 ~~Press~~ Mis.

Dated 7 - 7 1892.

Not to be folded or roughly handled





(1892)

REVENUE DEPARTMENT.

ABSTRACT.

G.O
~~Current~~ Number 25.

From

A. J. Arundel Esqre
Masulipatam

Dated 3d June
Received 6th —
Enclosures

No.

SUBJECT.

Asking for early orders on proposals for providing the Port officer with proper boats & crew for doing his work.

Copy obtainable in the Office.

Proceedings of the Board of Revenue
(Separate Revenue)

Dated 21st January 1892 — No 171 Issued

C. Crole Esqre Ch.

Read the following letter from A. J. Arundell Esqre Collector, Kistna, to the Secretary to the Commissioner of Salt Abkari and Separate Revenue, Madras, dated 16th December 1891 — No 9044:—

I have the honor to report to the Board the injurious effects on this port of certain changes and Economies effected in the Presidency Port Offices and to request the aid of the Board and Government in effecting the necessary remedies.

2. On the 21st February 1889 the Presidency Port Officer without communication with the Collector addressed Government and proposed the abolition of the Port Officer's boat-crew of 8 lascars costing Rs 28 monthly, and the appointment of a boat-overseer on Rs 20 per month instead. The Presidency Port Officer further pointed out that 6 men could always be hired when the Port-boat was required. In G.O. No 108 dated 19th March 1889 (Copy Enclosed) the abolition of the crew was approved, and the appointment of a boat-overseer was sanctioned subsequently. I was not informed of these changes and did not become aware of them for some time, and then obtained the G.O. direct from Government as the Port Officer had received no copy.

3. A further minor change effected was the following:—

Early in 1889 a telephone between the Port, the Towns and the Collector's Office was erected to be maintained by the

the following annual grants:—

	Rupees
British India Steam Navigation Company for five years certain	175
Masulipatam Municipal Council	76
Revenue and Customs Department (G.O. No 609 dated 29th August 1888)	100
Messrs Maclean & Co	176
	527

It will be observed that the largest sums are subscribed by the British India Steam Navigation Company (on my personal application to Mr Mac Kay of that Company during a visit to Masulipatam), and by a private firm Messrs Maclean & Co who accepted personal responsibility for a payment by which the Mercantile community generally were induced to profit. I abstained from asking for a contribution from Port Funds towards the upkeep of the telephone knowing the severe Economies that were exercising that Department. The Presidency Port Officer however seized the opportunity of the Establishment of the Telephone to establish one of the Port Officers' peons, and issued the following Order 472/931 dated 2nd December 1889:—

"Government having approved of the proposal to reduce one peon on Rs 7 per measem on the Masulipatam Port-on Establishment the Port Officer is directed to give effect to the same on telephone communication being established the usual three months' notice under the Civil Service Regulations being given to the man."

It is obvious that, if the telephone was of service to Port Funds in any way, those funds should have contributed to its upkeep. Considering the conditions under which the telephone is maintained, it may be said, that by this pursinary the pay of a peon has been saved to Government out of the pocket of a private firm in Masulipatam. Peons have to carry papers Money &c. besides messages and the peons of the Sea Customs Department have had to take up additional work owing to the reduction. Under the proposals which I shall make later on, the reappointment of this peon will be necessary but I beg leave to ask that out of the amount of the pay namely Rs 84 per annum, a sum of Rs 60 which is what the Department of Revenue and Customs each pay, may be assigned as a contribution to the upkeep of the telephone. It will not be appropriated by Mr Maclean to reduce his own contribution; but will go towards the pay of a clerk and messengers who have to be maintained at the receiving offices. The amount payable to the Telegraph Department has been reduced to Rs 440 per annum but a clerk and messengers require more than the saving.

4. Useless expenditure out of the Port Funds is not precluded by Economies such as the foregoing. There is at present about to be erected in the Port Office an apparatus with rods and Cog. wheels to show on a dial which way the wind is blowing. It is intended to save the Port Officer the trouble of going or sending outside his door to look up at the vane. It will not record any thing nor will it show the force of the wind, but the Port Officer has been informed by the Ag. Presidency Port Officer that it is to show him which way the wind is blowing, if he is in his Office during a storm. The cost of the apparatus including erection will be Rs 170 or more than two years' salary of the

abolished

abolished pear. It has I understand been sanctioned at head quarters and is not a proposal of the present Port Officer of Masulipatam but of his predecessor.

5. The abolition of the boat crew appeared to me almost certain to be followed by mischievous results, but as the change had been made before I became aware of it, I thought it better to wait in the hope that my forebodings might not be realized. Without a crew and knowing that he must pay steady money and afford Explanations whenever he hires one; the Port Officer cannot be afloat as often as he should be, Except by the gratuitous assistance of boat owners; and the want of a suitable boat has been an additional drawback. He is compelled to visit the Divi Light house from time to time, but the same apparently pernicious system of saving was applied here also; and I understand that it was only after prolonged correspondence that the Port Officer could get his legitimate travelling allowance for these Expeditions.

6. The serious but not immediate consequence which has resulted from depriving the Port Officer of the means of locomotion is that the boatmen and tindals have for many months been getting out of hand, growing disobedient and insubordinate, refusing to carry full Cargo and generally ignoring the orders to which they should be amenable.

7. During my absence on leave matters came to a head and Mr Biggins reported on them at length to Government and various proposals which were disposed of in G.O. No 487 dated 30 October 1894. He does not, however, seem to have been made aware of the Port Officer's crippled condition

so

so far as locomotion and inspection were concerned and have made no suggestions to meet this practical evil.

8. Mr Biggins reported to Government that Steamers had been alleged sometimes to depart without Cargo and sometimes to overcarry Cargo consigned to this port, owing to the refracting conduct of the boatmen and the tindals. Since I presumed charge, this same thing has occurred and the Agents of the British India Steam Steam Navigation Company have written to say they fear that if the refracting boatmen are not brought under control "the port will have to be closed, as Vessels will simply refuse to call." The Captain of the S.S. Landaura wrote to the Agents to call attention to the "high handed" tow of the boatmen alongside his Steamer, to the delay Experienced in consequence, and to the necessity he was under to overcarry Cargo. When I was last in Camp the Port Officer warned that a strike among the boatmen was imminent; and on my instructions this disaster to the port was only evaded by some sharp sentences on offenders against the provisions of the boat rules.

9. I have now had discussions with the principal merchants and have interviewed many of the boatmen and tindals at the Port. Certain evils arising from an unsuitable Village Munsiff at the boatmens Village and from the irregular payments by the tindals to the boatmen, I hope to rectify before long; but for other important matters I must beg the aid of the Board and Government.

10. The Port Officer must not be discouraged from being frequently afloat by his want of boat and crew, nor must he put himself or rather Government in the false position

of

of being under obligations to every boat owner in the place by begging a gratuitous passage in any craft, Cargo boat, pinnace or dinghy that happens to be going out to the roads stead. So far does frugality in administration extend, that Government is dependent on the good offices of Messrs. Maclean & Co for a free passage in their pinnace to the Officer a kindab who carries Ships' papers to and from the Shipping and the Port Officer receives similar consideration for the loan of a pinnace, when he needs it. If the Government port-boat were maintained, no objection could be raised to mutual accommodation in communicating with the Shipping but the practice now pursued by Government is undignified and objectionable and ought not to continue. It puts the Port Officer himself on an ambiguous footing with those one whom he should be in authority and must inevitably have part him in the maintenance of discipline and order among boat owners, kindals and men.

11. When it is suggested by the Presidency Port Officer that a crew can be hired as occasion requires for inspection and other purposes, it is forgotten that they must consist of the very boatmen who need strict supervision and control; and that they cannot be relied on to help the Port Officer in the detection of misdemeanours and Offences and to enforce that obedience to the boat rules at the Ships' side, which Captains complain is so frequently wanting.

12. Though it is perhaps needless to dwell on the varied duties of the Port Officer and Sea Customs Superintendent that make frequent visits to the Shipping a necessity, I may note that the buoys in the roadstead have to be visited after every storm, as well as for periodical repairings; the bar should frequently be inspected; Steamers should be visited when necessary under the Native Passengers and Emigration Acts, and constantly if there is trouble with the kindals and boatmen at the Ships' sides about loading up to the prescribed tonnage: Native Vessels should be visited during the Grain Export Season, and Surveys have to be made under Act VII of 1880. Only a week or two ago urgent communication with the Shipping was necessary on account of a derelict which rendered navigation unsafe for Steamers in the Bay; but no boat could be had as all were at Sea. Besides these duties in the roadstead, a watch must be kept on the four or five Miles of Creek that separate the bar from the port-quays, and that afford large opportunities for theft and broaching of Cargo owing to the proximity of the boatmen's Village En route; flotsam must be looked after, fishing stakes removed that silt up the water-ways and accidents to boats Enquired into on the Spot.

13. For all this work the Port Officer should be provided with two boats. One a swift Sea-worthy pinnace for visiting the shipping and cruising in the roadstead and the other a skiff for the easy inspection of all creeks and backwaters within the bar.

14. The present Sea-going pinnace has almost no keel is unsafe in a heavy Sea, has several times capsized cannot beat to windward and is easily passed by either of Messrs. Maclean's pinnaces, She cannot I understand be made either fast or thoroughly Seaworthy, and should therefore

there fore be sold and a new one built at this port or at Coringa in the Godavari at a cost of about Rs 2500- It requires a crew of Lascars (already employed) and five boatmen on Rs 7 each per month.

15. The skiff for creeks and backwaters recommended by the Port Officer and approved I believe by Captain Strut is what is known as a "Pansie" built at Sugapalia a few miles from Calcutta. The following information has been obtained by the Port Officer at Captain Strut's desire. The Pansie is pointed both ends, draws only a few inches of water, is swift, and is safe in inland waters. It carries a lateen sail, and has a low cabin for shelter against weather. It requires a crew of three men; who would also form part of the crew of the pinnace. Its cost is about Rs 300 and it could be brought down either by the British India Steam Navigation Company at a cost of Rs 150 freight or by a native vessel for a trifle.

16. As regards the claim of this port to the Expenditure required, I may state that the value of the Exports & imports for 1890-91 amounted to Rs 50,85,000 apart from treasure. The Customs receipts for the last four years were as follows and are compared with those of Cocanada for reference.

	1887-88.	1888-89.	1889-90.	1890-91
Masulipatam	29460.	25297.	21696.	63,098.
Cocanada	9,731.	48,483.	33,743	52,837

I observe from Board's Proceedings No 501 dated 30: October 1891 that the Customs receipts at this port were Rs 40,191 for this Official year up to the end of September, and that Masulipatam is the 3d port in the Presidency in this respect.

17.

17. With a revenue such as this, raised from Customs on the trade of the port, I may claim with confidence that the Board and Government will sanction such Expenditure as may be required to maintain and develope that trade, and with this view to place the port Officer in possession of all that is necessary for prompt and continual activity.

18. The mercantile community have a further claim upon the consideration of Government; as they have recently at a public meeting requested that fees may be levied under Act III of 1885 on all Exports and imports to be Expended on the improvement of the Port and a formal application was submitted to Government with my letter No 8857 dated 12 December 1891.

19. As to the source whence funds should be provided for boats and Crew I write with some hesitation in the absence of full information as to the Expenditure from Port Funds and State this opportunity to remark that local Officers would be able to take a more useful interest in marine affairs and to aid in arrangements for Economy and efficiency, if the details of Port Fund Administration were circulated for general information.

20. In 1890-91 the Port Fund receipts at Masulipatam were Rs 12,698, and the Expenditure Rs 7,308, leaving a Credit balance of Rs 5,290. To what Extent this has been drawn upon in Madras is not known for the adjustments in port funds there effected are no longer communicated to my Office.

21. The Sheds erected under G.O. No 3344 Revenue dated 9: June 1888, and No 6845 dated 24: October 1889, have yielded the following income. The net receipts of the first Sheds in 1890 were Rs 672, and in 11 months of 1891 Rs 883. The second Sheds was opened in June and the net-

net-receipts in 5 months have been Rs 605. The receipts are rising and the net-income of both the sheds may be reckoned at not-less than Rs 1500 per annum. In the correspondence recorded in Board's Proceedings No 257 dated 14th May 1888 it was pointed out that the protective accommodation at the port was so sorely needed that the outlay on the goods-sheds would be justifiable without direct return. I would now point to the largely increased Customs duty levied on rice at this port and to the further revenue that is being collected, and urge that the expenditure required for boats and crew be met from Separate Revenue and that Control and Supervision be exercised by Mr Simpson in his capacity of Superintendent of Sea Customs as distinguished from that of Port-Officer.

22. To sum up, I beg leave to propose:—

(1). That a new pinnace be sanctioned for Masulipatam port at a cost of Rs 2500.

(2). That a skiff (jolly) be sanctioned at a cost of Rs 300 plus Rs 150 for freight or Rs 450 in all.

(3). That a crew of five lascars on Rs 7 each per month be sanctioned as crew; the present pinnace to be utilized as far as practicable until the new one is built. Five lascars are required at Cocanada and the Port Officer at Masulipatam recommends this number and one of his peons has been abolished. A prospective statement is enclosed.

(4). That the initial outlay and the cost of maintenance be debited to Sea Customs.

(5). That an annual sum of Rs 50 being part salary of a peon abolished on account of the telephone be allotted out of Port Funds for the maintenance of the telephone which is now mainly dependent on private subscriptions for its upkeep.

23. Finally I venture to urge strongly that important Changes proposed by the Presidency Port Officers in the staff and working of the coast ports be not accepted save upon previous reference to the Collectors concerned who have the interests of other departments as well as of the public to consult; and who possess local knowledge in which the Presidency Port Officer must perforce be wanting.

—

Resolution

Submitted to Government for orders. The proposals summarised in paras 22 and 23 of the Collector's letter have the support of the Commissioner who is personally acquainted with the requirements of the Port of Masulipatam.

(True Copy & Extract)

(Sd) E. Millett

Assistant Secretary

To

The Secy to Govt R. D. with Prospective statement in duplicate & another Statement thro' the Accountant General & Collector of Kistna.

Marine Department 19

CHIEF SECRETARIAT MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following ~~paper~~:—

Endorsement of the Revenue Department, dated 5th March 1892, R. No. 581, on Proceedings of the Board of Revenue (Separate Revenue), dated 21st January 1892, C. No. 171 Mis.

From the Presidency Port Officer, Madras, dated 23rd April 1892, C. No. 477/1783.

Order, 13th May 1892 C. No. 155.

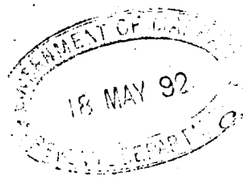
The Kistna District Port Fund is in continued and increasing deficit. No additional extenditure can be sanctioned from it.

2. An annual contribution of Rs. 150 fifty towards the cost of the telephone may be made from funds realised under Act III of 1885.

3. The question of providing the boats and crews for Customs watchers from budget grants under that head will be remitted to the Revenue Depart.

Department.

/True Extract/



Accountant.
for Under Secretary.

No

The Revenue Department. (with both enclosures to be returned to Military Department)
" Presidency Post Office.
" Accountant General.

Revenue 1892 Dept

[6]

Govt. of {18 (Marine)} Madras.

Current Number 4573

To

The Revenue Dept

Read 18 May — Encs 2

Proceedings, dated 13/5 1892

No. 155

Subject.

Passing orders with respect to Abkari reductions effected in the Kistna District

605-392 A 581

Read G.O. No. 4573 of 1892

I think the Board should be asked to, in order to ascertain in the first place whether the proposed rebate can be justified in the interests of the Customs Revenue, & in the second how far savings are available out of current year's budget grants.

18/June

Illegible

There are 2 items in this year's Budget - under Outports.

Rebate Construction Repairs - 4325

Office Expenses & Misc - 2830

7155

from these 2 sums the money required may possibly be found, but it is not probable that in the time left to the Financial Department & the passing of the Budget Grant any saving will be found in this year's Budget, the provision for which has been spent or paid for in the year's Budget.

17/6/92

Illegible

30 June

To The Comr. of Salt, Abkari & Sep. Rev.
- a Financial Deptt.
- a Accountant General.

Read G.O. No. 4573 of 1892

G.O. No.

The construction of a pinnace at Coringa at a cost of Rs 2500, as well as the purchase of a skiff (pinnace) at a cost of Rs 450 including freight are sanctioned from Customs Revs.

2. The proposition statement for the employment of 5 boatmen on Rs 7 each per mensem is approved and transferred to the Financial Department for sanction.

By Order &c

11 June

C. No 4573 of 1892

Re. the purchase of a pinnace & a skiff for the port of Masuliptam & the employment of 5 boatmen at Rs 7 each per mensem.

Q. 6 pieces by this dak
sent to the
Hon'ble Sir H.E. Stokes
K.C.S.I.
for information
Land
The Expenditure sanctioned from Customs Revenue is small in amount charges are not sanctioned from Revenue heads, but from budget provisions on the Expenditure side.

-13/6-

Read C. No 4573 of 1892

Encs. No 3163 dated 9 July 92

Construction of a pinnace at Masulipatam or Bimlipatam at a cost 12,500, as well as the purchase of skiff (launch) at a cost of Rs 450 including freight are sanctioned. The launch can be paid for out of savings in the current year's budget under Customs leaving the pinnace (the construction of which will probably take some time) to be budgeted under Customs and paid for next year in whole or part.

2. The proposition statement for employment of 5 boatmen on Rs 7 each per mensem is approved & transferred to the Financial Dept. for sanction.

CL
7/7

To The Comrs. of Customs Salt & Opium
" Financial Deptt. with proof of 2 enclosures in duplicate
" Accountant General.
" Marine Deptt. with 2 extra copies returned.

KO 9/7

Encs-16-7.

4/2/07

10.6.26 II ✓

No 4573 of 1892

Revised draft G.O. re: the purchase of a pinnace & a skiff for the port of Masulipatam & the employment of 5 boatmen at Rs 7 each

3163
7 July 92

Dec/ 7/7/92

Misc Pers 660 9/92