Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 1675

DATED 29th March 97

[Despatch Abstract.]

Comm[n] to the B[d] of Rev: Pros: Manne
Kepol: directing the Coll[r] of Vizagapatam
& the Residency Port Officer to advise
Govt: in regard to the concessions applie
for, for carrying out, by means of a
Co[y], M[r] Thorowgood's smaller project for
improving the Vizagapatam Harbour.

BACK PAPERS.

G.O.	No	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
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Government {1897} of Madras.

MARINE.

GOVERNMENT OF MADRAS
29 MAR 97

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

G.O., No. 256, 17th March 1897.

G.O. No 1675 dy 29 March 97
Communicated to the Board of Revenue,
29/3/97.

Dft 29/3/97

MARCH

CR 26/3/97
17 To the Board of Revenue (Sep. Rev.)
Dis. 1-4-97

Vizagapatam Harbour

Desiring the Collector, Vizagapatam, and the Presidency Port Officer to advise Government in regard to the concessions applied for, for carrying out, by means of a Company, Mr. Thorowgood's smaller project for improving the —.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

Petition from Mr. A. MACNAB, to the Private Secretary to His Excellency the Governor, dated Madras, 11th February 1897.

His Excellency the Governor of Madras having been pleased to accord me the favour of an interview on the subject of the proposed harbour at Vizagapatam, I have the honor to submit herewith printed copies of correspondence embodying details of the scheme as formulated so far, and I beg leave here briefly to recapitulate the object aimed at and the terms we crave from Government.

His Highness the Maharajah of Vizianagram being anxious, in commemoration of the Jubilee of Her Majesty the Queen-Empress' reign, to promote the construction of the smaller or boat harbour at Vizagapatam designed by Mr. F. N. Thorowgood in 1892, has offered to guarantee, on the security of his estates, the interest on the capital required, and, on that guarantee, the capital, ten lakhs, is virtually promised in London, provided a formal concession to make the harbour be obtained from, and reasonable terms arranged with, the Government of Madras.

It is proposed to adhere strictly to the lesser scheme formulated by Mr. Thorowgood at an estimated cost of Rs. 6,11,000, but to allow a margin up to eight lakhs for possible excess in capital cost, and to add a further two lakhs to provide a sufficient equipment of warehouses, lighters and tugs to enable the Harbour Company to serve the trade as a warehouse and shipping company.

And in consideration of the Company constructing a harbour on these lines, I venture to ask of the Government of Madras, on behalf of His Highness the Maharajah of Vizianagram, that the following sources of income may be made available to the Harbour Company:—

I. That the Harbour Company shall receive the full share of port dues on vessels, now allotted to the port of Vizagapatam, under the present system of division, the Harbour Company in turn paying the Port establishment.

II. That the Harbour Company shall receive the full collections of Landing and Shipping dues, at present levied at two annas per ton (including any unexpended surplus at credit of the present Harbour Board) and shall have liberty, with the sanction of Government, to increase these dues to four annas per ton, with, in addition, the same special dues on jaggery (one anna per bag) as are levied at Cocanada.

III. That the Harbour Company shall receive a free grant in perpetuity of so much of the land lying between the East Coast Railway's "Swamp line" and the town of Vizagapatam, as may belong to Government or the Municipality, to be reclaimed and made available for building sites with dredgings raised in the construction of the harbour.

IV. That the Harbour Company shall be permitted as of right to carry on the business of a wharf, warehouse and shipping company, with the exclusive right to them to own large lighters and tugs, provided and so long as they do not charge more than the existing rates of masula boat hire.

I would further ask that the services of the Engineers of the East Coast Railway shall, if desired, be placed at the disposal of the Harbour Company for the work of construction, as has already, I understand, been assented to by Government.

It will be seen that, beyond a slight and quite inappreciable increase in the Landing and Shipping dues, His Highness the Maharajah, while standing guarantee for the interest on the capital, does not contemplate the imposition of any additional dues whatever either on shipping or produce, and that the policy of the Harbour Company will be to develope the trade of the port by improved and cheapened shipping facilities, and to rely for its income on that expansion and on such legitimate profits as it may earn from serving the trade as a wharf and shipping company.

I have confidence, therefore, in claiming for the scheme now submitted the sympathy and consideration of His Excellency the Governor, and I venture to hope that the Government of Madras will be pleased to grant the concession to make the harbour.

As vitally connected with this scheme, I shall ask permission to make a very earnest appeal to His Excellency, in the interests, not merely of His Highness the Maharajah and the proposed Harbour Company, but also of the general trade of the Vizagapatam district, for a reconsideration of the dividing point of the East Coast Railway between the Madras Railway Company and the Bengal-Nagpur State Railway. To make Vizianagram the dividing point would, as I shall endeavour to show, be hostile in the last degree to the general trade interests of the district, and I am to urge very earnestly that Tuni should rather be made the point of division, so as to give the Bengal-Nagpur Railway Company a port (Vizagapatam) at the southern extremity of its system, to which it would be its interest to draw down a portion of the trade of Orissa and the Central Provinces in exchange for so much of our existing traffic as it may divert to Calcutta, while the Madras Railway Company would similarly have Cocanada as a port at its northern extremity to develope.

Mis. No. 1187, Revenue.

Transferred to the Marine Department.

Fort St. George,
2nd March 1897.

(Signed) G. STOKES,
Ag. Secy. to Government.

Order—No. 256, Marine, dated 17th March 1897.

His Excellency the Governor in Council desires that the Collector, Vizagapatam, and the Presidency Port Officer will advise Government in regard to the concessions applied for.

(True Extract.)

Under Secretary to Government.

To the Collector, Vizagapatam.
" Presidency Port Officer.
" Revenue Department.
" Financial Department.

Exd. T. K. Narayana Aiyangar.

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} 189

READ AGAIN G.O., No. 189 DATED

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT	.. .. ..	A	A	A	A	A	A	A
LETTER OF GOVERNMENT								
STATEMENT WITH DITTO								
PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.								

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