

Revenue (189) Department.

MISCELLANEOUS SERIES.

G.O., No. 3193.

DATED 24 June 97.

[Despatch Abstract.]

Regarding B.P. during that the presumption of Govt. that the additional cost, due to the increase in pay sanctioned for the base employed to look after the Commissioners' Steam Launch for the current year can be met from savings in the Budget is correct.

BACK PAPERS.

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

FURTHER PAPERS.

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

Revenue (1897) Department.

CURRENT No.



From The Secretary to the
Commissioners of Salt, Akbari and
Separate Revenue Madras

Order no. 2 3193 924 6-97

Recorded

[Signature]

Press No. 230

Dated 7th June 1897.

Received 19th do -

Registered 21st do -

Enclosures

Spare copies

23/6/97

list

Reference to the Secretary

SUBJECT.

stating that the presumption
of Government that the additional
cost, due to the increase of pay
sanctioned for the lascars, employed
to look after the gunnery steam
launch, for the current year can
be met from savings in the Budget
is correct.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

1897.

Board of Revenue

(Separate Revenue),

MADRAS.



Printed July 8th.

Proceedings, No. 230, 9th June 1897.

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24.6.97

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Communicating to the Inspector, Madras Depôt Circle, Government Order sanctioning the proposition statement for raising the pay of the lascar employed in looking after the Commissioner's steam launch.

PROCEEDINGS OF THE BOARD OF REVENUE (SEPARATE REVENUE).

Read—the following G.O., Mis. No. 2607, Revenue, dated 21st May 1897:—

Read—the following Proceedings of the Board of Revenue (Separate Revenue), Mis. No. 1737, dated 28th April 1897:—

Resolution—Mis. No. 1737, dated 28th April 1897.

The Board begs to call attention to the unsuitability of the establishment sanctioned for the Commissioner's steam launch and staff boat. This is as follows—*vide* G.O., Mis. No. 3056, Revenue, dated 17th August 1893:—

Steam launch (*Katherine*).

1 Engine-driver on	...	...	...	...	...	...	Rs.
1 Fireman on	...	...	...	...	...	...	30
1 Boatman on	...	...	...	...	...	...	15
1 Lascar on	...	...	...	...	...	...	8
							7

Staff boat.

1 Steersman on	...	...	...	...	...	...	7
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2. The present Commissioner has now had a good deal of experience in using these boats and is strongly of the opinion that it is utterly impossible to get men capable of handling them safely and efficiently for such rates of pay. Rupees 7 per mensem is the lowest salary for which a peon can be engaged at the Madras Salt Depot, and it is out of the question to expect that a skilled boatman will accept service in Madras on such terms or even on Rs. 8. Indeed on Rs. 7 he would be even worse off than an ordinary peon, as he would have no promotion to expect and no rewards to earn for preventive work. The result of these low rates of pay is that the boats have usually to be entrusted to peons whose sole experience in such work has been gained in poling about an Inspector's two-ton boat or the like. It is of course impossible that a man with such small training could manage large boats safely and effectively.

3. This is a very undesirable state of affairs and will certainly end in serious damage to one or both of the vessels. The launch is a heavy powerful boat with very considerable capacity for injuring herself or other vessels if she is not judiciously handled. The staff boat has a great deal of super-structure on a very light hull. She is well suited for the inland canals of the Gódvári and Kistna, where there is but little wind and no open water, but along the coast she is very difficult to manage and her erratic performances in a heavy breeze adds to the difficulty of steering the launch. All that can be done at present is to slow down or stop on approaching any obstacle or danger and take the staff boat past it with the help of poles. To keep steerage way on would be far too dangerous with absolutely incompetent steersmen who almost invariably lose their heads in an emergency and have

not the knowledge to see their way out of a difficulty even if they did keep cool. No serious damage has been done to either boat so far but this immunity has only been obtained by drifting and poling past bad places and amongst other boats and by keeping an adequate staff of coolies on board the staff boat to ward her off danger with their poles.

4. The Board has no hesitation in saying that the present system costs Government directly far more than the pay of a skilled syrang for each boat to say nothing of the petty damages which are constantly occurring or of the possibility of very serious ones being sustained sometime or other. The Commissioner draws no travelling allowance when he uses the launch and staff boat but is entitled to actual expenses. He, however, has frequently to do without the launch owing to the danger of using her with a strong wind aft or down stream or if he does employ her has to engage four or five boatmen at the cost of Government as well to help the staff boat out of difficulties. In his tour through the Kistna and Gódvári last December when the launch would have been most useful and saved a great deal of time he was obliged to dispense with her altogether so many accidents had been narrowly avoided on a previous occasion by his constant personal attention. On the whole not one-third of the value which should be derived from the launch is being obtained now for the reasons given above.

5. The Board begs to suggest that the pay of the lascars be raised to Rs. 12. It does not think that a competent man can be obtained for less. It does not know what is usually paid for a good boat lascar in the Gódvári or Kistna, but a much higher rate of salary must be given to a man competent to handle vessels under steam in the varied conditions to which the Commissioner's boats are liable. The work of a syrang on the Gódvári or Kistna with a staff of coolies, all competent boatmen, on the bank alongside ready to come on board and use the poles whenever wanted is a very simple matter compared for instance with taking the two vessels under steam past an escape weir and into a lock or navigating them in a heavy tide way with a strong wind blowing and an uncertain depth of water.

6. A proposition statement in duplicate is enclosed.

(True Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department,
with a proposition statement in duplicate
(through the Accountant-General, Madras).

Order—Mis. No. 2607, Revenue, dated 21st May 1897.

The proposition statement is sanctioned.

2. It is presumed that the additional cost for the current year can be met from savings in the budget.

(True Extract.)

(Signed) A. R. KNAPP,
for Ag. Secy. to Government.

To the Board of Revenue (Separate Revenue).
Financial Department, with proposition statement.

RESOLUTION—No. 230, dated 9th June 1897.

Communicated to the Inspector, Madras Depôt Circle.

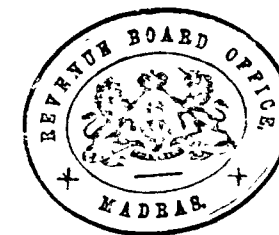
2. The presumption of Government in paragraph 2 of its order is correct.

(True Copy and Extract.)

(Signed) C. G. TODHUNTER,
Acting Secretary.

(True Copy.) *Communicated*
Assistant Secretary.

To the Inspector, Madras Depôt Circle, with a copy of the
Paragraph 2 to Government. proposition statement.



Proceedings of the Board of Revenue
(Separate Revenue.)

Dated 9th June 1897.

Press No. 230

Read Government order No. 2607 dated 21 May
1897.

Resolution

2. the presumption of Government in paragraph
2 of its order is correct.

(True Extract)

Communicated
Assistant Secretary

To the Inspector, Madras Depôt Circle, with a
copy of the proposition statement.
Para 2 to Secretary to Government, Revenue Department.

17/6/97

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READ AGAIN G.O., No _____
 187

VI No

ENCLOSURES TO C No

ORDER OF GOVERNMENT

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LETTER OF GOVERNMENT.

STATEMENT WITH DITTO

CAPERS NOT FILED IF, BEING MEANT FOR DESPATCH
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F.F.—

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