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ADMINISTRATION REPORT
OF THE
MADRAS PORT TRUST FOR
1921-22

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ADMINISTRATION REPORT
OF THE
MADRAS PORT TRUST
FOR
1921-22

The Board of Trustees, under the Madras Port Trust Act, who also are the Conservators of the Port under the Indian Ports Act—

1. Mr. H. H. G. Mitchell, C.B.E., M.Inst.C.E., M.I.E.E. (Ind.),
Chairman (on leave from 30th November 1921).
- 1a. Mr. Bradford Leslie, C.B.E., M.Inst.C.E., M.I.E.E., *Acting Chairman*, from 30th November 1921.
2. Mr. A. M. Green, I.C.S., up to 15th March 1922.
- 2a. Mr. A. E. Boyd, from 15th March 1922.
3. Capt. E. W. Huddleston, C.I.E., C.B.E., R.I.M., up to August 1921 and from 15th March 1922.
- 3a. Capt. G. H. Finnis, C.B.E., R.I.M., from August 1921 to 15th March 1922.
4. M.R.By. Rao Bahadur S. Bhaskara Ayyar Ayyargal, up to August 1921.
- 4a. M.R.By. Rai Bahadur A. V. Ramalinga Ayyar Ayyargal, B.A., B.O.S., M.I.E.E. (Ind.), from August 1921.
5. Mr. Ross M. Logan, up to June 1921, as Acting Trustee.
- 5a. Mr. O. Oughton, from June 1921 to September 1921.
- 6a. Mr. B. C. Scott, from September 1921.
6. Mr. A. A. Biggs, M.Inst.C.E., M.I.E.E. (Ind.), up to December 1921.
- 6a. Lieut.-Col. C. L. Megnaid, C.M.G., C.B.E., B.E., from December 1921.
7. Mr. Abdul Hussain Akhlagi.
8. Mr. W. Alexander, M.L.C.
9. Mr. T. M. Ross.
10. Sir James Simpson, Kt., M.C.
11. Mr. A. P. Symonds, up to May 1921.
- 11a. Mr. W. A. Turner, from May 1921.
12. Mr. A. M. MacDougall, up to June 1921.
- 12a. Mr. S. J. Green, from June 1921.
13. Mr. R. J. C. Robertson, up to 15th February 1922.
14. M.R.By. M. Venugopala Nayudu Garu.
15. M.R.By. Diwan Bahadur Govindas Chathoorbhoojindoss Garu, M.L.C.

Appointed by Government.

Elected by the Chamber of Commerce.

Elected by the Madras Trades' Association.

Elected by the Southern India Chamber of Commerce.



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- 3a. Capt. G. H. Finnis, C.B.E., R.I.M., from August 1921 to 15th March 1922.
4. M.R.Ry. Rao Bahadur S. Bhaskara Ayyar Avargal, up to August 1921.
- 4a. M.R.Ry. Rai Bahadur A. V. Ramalinga Ayyar Avargal, B.A., B.C.E., M.I.E. (IND.), from August 1921.
5. Mr. Ross M. Logan, up to June 1921, as Acting Trustee.
- 5a. Mr. C. Crighton, from June 1921 to September 1921.
- 5b. Mr. B. C. Scott, from September 1921.
6. Mr. A. A. Biggs, M.INST.C.E., M.I.E. (IND.), up to December 1921.
- 6a. Lieut.-Col. C. L. Magniac, C.M.G., C.B.E., R.E., from December 1921.
7. Mr. Abdul Husin Khaleeli.
8. Mr. W. Alexander, M.L.C.
9. Mr. T. M. Ross.
10. Sir James Simpson, Kt., M.L.C.
11. Mr. A. P. Symonds, up to May 1921.
- 11a. Mr. W. A. Turner, from May 1921.
12. Mr. A. M. MacDougall, up to June 1921.
- 12a. Mr. S. J. Green, from June 1921.
13. Mr. R. J. C. Robertson, up to 18th February 1922.
14. M.R.Ry. M. Venugopala Naradu Garu.
15. M.R.Ry. Diwan Bahadur Govindas Chathoorbhoojados Garu, M.L.C.

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ச.இராசசுந்திரன்

* செப்பனிடவதற்காக எடுத்துக் *
* கொள்ளப்பட்ட *
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* குபரன் மாதம் 1923 வருடம் *
* செப்பனிட முடிந்த *
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* மே மாதம் 1923 வருடம் *
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* 1923 *
* உதவியாளர் *
* கையொப்பம் *
* 2/5/23 *

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MADRAS PORT TRUST

ADMINISTRATION REPORT FOR 1921-22

I.—General.

1. I now have available for the information of the Trustees the results of working the harbour undertaking during the past year, which I think may on the whole be regarded as satisfactory, taking into consideration the world-wide depression of trade during the period in question.

2. With the exception of 1919-20, which was quite an abnormal year, the total net registered tonnage of vessels entering the harbour has been the largest on record, having been 1,948,159 tons, as compared with 1,662,444 tons in 1920-21 and 1,777,470 tons in 1913-14.

3. The total number of vessels entering the harbour is also the largest on record, the figures being 653 vessels in 1921-22, 648 vessels in 1920-21 and 624 vessels in 1913-14. The number of vessels berthed at quays has continued to increase, the relative numbers having been 391 in 1921-22, 293 in 1920-21 and 221 in 1913-14, and there have been a good many occasions when quay berths have not been available for vessels applying for them. Several new lines have made Madras a port of call. The vessel of the greatest tonnage which entered the port was S.S. "Robert Dollar" of Vancouver of 10,893 tons and 6,791 tons gross and net register respectively and the vessel with the deepest draught was S.S. "Yesldijk" drawing 27' 10". Passengers to the number of 77,825 arrived at and 59,511 left the port making a total of 137,336 against 156,521 last year. Full details of the shipping that used the port will be found in the Madras Port Fund Report.

4. The total tonnage of imports and exports has also been the largest on record with the exception of 1919-20, amounting to 874,080 tons as compared with 848,756 tons in 1920-21 and 797,655 tons in 1913-14. Though the import tonnage of 660,571 tons was slightly less than the 717,740 tons of 1920-21, this was more than counterbalanced by the export tonnage, which rose from 131,016 tons in 1920-21 to 213,509 tons during the past year. Of the above total, 870,119 tons was sea-borne against 810,159 tons last year. The difference between the total traffic and the amount sea-borne consists almost entirely of rail-borne coal. Railway-owned coal brought in for transshipment from broad to metre gauge (903 tons) is not included in the above figures.

5. The gross receipts were less than last year, having been Rs. 25,43,001 as compared with Rs. 29,53,786 in 1920-21 and Rs. 15,27,501 in 1913-14. The falling-off is largely due to the abnormal receipts during 1920-21 on transit dues on account of imports lying in our sheds owing to financial difficulties in clearing them. If the transit dues are excluded, the receipts would be Rs. 22,98,787 during 1920-21 and Rs. 23,45,675 during 1921-22.

6. Working expenses inclusive of interest on capital and amortization unfortunately have continued to increase and amounted to Rs. 23,21,418 as compared with Rs. 22,13,291 in 1920-21 and Rs. 11,39,616 in 1913-14; in other words, a ton of cargo cost Rs. 2.67 to handle in the past year as compared with Rs. 2.85 in 1920-21 and Rs. 1.43 in 1913-14. Of the increase of Rs. 1,08,000, a sum of Rs. 29,000 is due to interest and repayment of loans and is unavoidable, and an additional sum of Rs. 52,000 has been provided during the current year for interest

on a capital loan of seven lakhs drawn from Government during 1921-22. Engineering maintenance shows an increase of Rs. 30,000, but I hope the amount will not be so large this year. Under Pensions and Contributions to Provident Fund, the increase is Rs. 16,000. Under Miscellaneous, the increase of Rs. 7,000 is mainly due to settlement of a claim amounting to Rs. 5,136, and general charges have gone up by Rs. 26,000, due in part to the payment of certain leave allowances. The sum of Rs. 1,19,125 was paid to the Corporation of Madras in respect of property tax.

7. It will be observed that the net result of working for the year has been a profit of Rs. 2,21,583, a result which does not leave a sufficient margin for contingencies which may at any time have to be met in a port, situated as Madras is, in an unprotected position, on an exposed coast, subject to cyclones.

8. The work of rebuilding the northern end of the sheltering arm destroyed by cyclone in 1916 is now nearly complete and will cost in all about 20 lakhs. There have been no special occurrences to recall to the Trustees except the arrival at the Harbour of His Royal Highness the Prince of Wales on the 13th January. His Excellency the Governor was good enough to express his thanks to the staff of the Trustees for the excellent arrangements made on that occasion.

9. *Trust's loans.*—Early in the year it was decided by Government that it would be to the advantage of all concerned if Government were to float one consolidated development loan and allocate it to those bodies who were in need of funds.

During the year under review the Government granted to the Trustees a loan of Rs. 7 lakhs bearing interest at 6½ per cent per annum and repayable by equated monthly payments, as in the case of all the previous loans received from Government, by the middle of July 1922. Provision has been made by Government for the grant of a loan of Rs. 8 lakhs for the following year.

The outstanding amount of loans due to the Secretary of State for India in Council was Rs. 1,43,52,522 at the close of the year under review.

State of the Trust's loans at the end of 1921-22.

(Further particulars will be found in Appendix II.)

Amount of loan.	Borrowed from	Date of first equated payment in amortisation.	Rate of interest.	Amount of monthly payment.	Date of completion of all payments.	Amount of capital already repaid.	Balances yet to be repaid.
Rs. 27,38,276 78,83,950 7,00,000 50,00,000 5,00,000 5,00,000 10,00,000 4,00,000 7,00,000 1,22,22,226	Govt. of India. Do. Do. Do. Do. Do. Do. Do. Do.	Apr. 1912 Aug. 1912 Apr. 1917 Apr. 1918 Apr. 1918 Apr. 1920 Apr. 1921 ..	4 per cent .. 4 do. .. 4 do. .. 4 do. .. 5 do. .. 6 do. .. 5 do. .. 6½ do. ..	Rs. 32,000 Nil. 22,000 2,300 2,500 5,600 2,300 ..	July 1952 Mar. 1919 July 1952 Do. Do. Do. Do. Do.	Rs. 27,38,276 9,53,545 7,00,000 3,65,591 35,559 32,068 23,797 14,868 ..	Rs. Nil. 67,39,405 Nil. 46,34,409 4,64,441 4,07,932 9,71,203 3,55,132 7,00,000
			Total per mensem .. Or per annum ..	66,800 8,11,600		48,69,704	1,43,52,522

II.—Traffic.

10. *Rice.*—The imports have fallen by 66.8 per cent, the figure for the current year being 40,378 tons against 121,679 tons of the previous year. There is a slight increase in the imports of other food-grains from 37,846 tons in 1920-21 to 42,693 tons in 1921-22.

11. *Government stores.*—The imports during the year were 7,477 tons against 29,440 tons in the previous year. The decrease is due to the stoppage of grain imports on account of the cessation of the war.

12. *Sugar.*—The imports have risen by 4,729 tons, the figure for the current year being 16,928 tons.

13. *Twist and yarn.*—The imports for the current year were 6,197 tons against 5,040 tons of the previous year.

14. *Piece-goods.*—The imports have fallen by 37 per cent, the figure for the current year being 3,813 tons against 6,058 tons of the previous year.

15. *Metals.*—The details are as under—

	1921-22.	1920-21.	1919-20.
Iron and steel handled by the Trust ... Tons	14,795	17,567	6,518
Do. not handled by the Trust. „	24,648	19,039	7,684
Tin plates ... „	2,156	6,639	4,673

16. *Motor-cars and cycles.*—The details are as under—

	1921-22.	1920-21.	1919-20.
Motor-cars ... Nos.	406	1,971	1,016
Do. cycles ... „	79	641	429

17. *Kerosene oil.*—Sixty-four thousand and seventy tons were imported in 1921-22 against 59,091 in 1920-21. Other mineral oils increased from 23,980 to 31,233 tons.

18. *Paper and Stationery.*—The imports have fallen from 13,040 tons in 1920-21 to 5,443 tons during the current year.

19. *Railway materials.*—The imports have risen by 10,220 tons, the figure for the current year being 32,117 tons.

20. *Timber.*—The imports of timber, chiefly teak from Burma, have fallen by 21.2 per cent that is from 33,845 tons in 1920-21 to 26,571 tons in 1921-22.

21. *Cement.*—Eleven thousand and forty-two tons were imported in 1921-22 against 7,099 tons in 1920-21.

22. *Coal.*—The major portion of the coal imported came by sea. Most of the coal was landed at the East Quay direct into railway wagons, thus ensuring quick despatch and a minimum of loss. Details of the coal transactions are as follows:—

	1921-22.	1920-21.	1919-20.	1918-19.	1917-18.	1916-17.	1915-14.
Imports by rail .. TONS.	8,535	38,259	129,687	20,886	55,917	69,024	TONS.
Do. by sea ..	260,033	178,922	78,774	25,352	14,595	23,844	179,465
The quantities put into ships' bunkers were.	89,457	43,158	39,203	21,954	40,090	29,000	20,090
Railway coal transhipped from broad to metre gauge wagons in the harbour.	908	33,918	62,123	..	..	..	..

23. *Export variations.*—The total exports for the year amounted to 213,509 tons against 225,120 tons in 1917-18 the record year and against 131,016 in 1920-21. The traffic consisted chiefly of ground-nuts, onions, ores, tanned skins and hides, raw cotton, bone manure, oil cake, castor seeds, raw skins, vegetable oils and tobacco.

24. *Ground-nuts.*—The year under review is a record year as regards shipments of ground-nuts traffic which amounted to 129,455 tons against 100,710 tons in 1917-18 the next best year.

Details—

	1921-22.	1920-21.	1919-20.	1918-19.	1917-18.	1916-17.	1915-14.
Shipments to Europe .. TONS.	119,038	37,615	46,256	1,576	12,348	73,994	TONS.
Do. Singapore ..	17	1,493	579	3,480	38,697	16	..
Do. coast ports ..	10,400	11,233	18,423	11,162	49,465	9,322	..
	129,455	50,342	65,259	16,218	100,710	83,332	..

25. *Hides and skins.*—The exports of hides and skins were 8,709 tons against 5,491 tons in the previous year due to a revival in exports under this head.

26. *Ores.*—There was a decrease of 50 per cent in the tonnage (11,450) of ores shipped in 1921-22 as compared with 1920-21 (21,382), but there is a prospect of revival in the shipments of chrome ore, at least one contract for 12,000 tons in six months having been arranged by a Madras firm. The exports for the year under report consists chiefly of chrome ore (1,501 tons) and magnesite (9,900 tons).

27. *Railway working.*—The railway traffic of 1921-22 consisted of 371,173 tons in 26,754 broad gauge wagons, inwards and outwards and 158,947 tons in

21,740 metre gauge wagons, inwards and outwards; total 530,125 tons. The freight collected on behalf of the two contiguous railways on the above traffic amounted to Rs. 25,65,459.

Madras and Southern Mahratta Railway	...	...	Rs. 18,36,434
South Indian Railway	...	...	7,29,025
			<u>25,65,459</u>

III.—Engineering.

28. *Cyclone damage works.*—During the year, the repairs to the north-east sheltering arm, which was damaged during a cyclone in November 1916, have been continued. The work has now been completed with the exception of the apron round the head and the concrete capping to the block work.

The head consisting of a steel well caisson, 48 feet diameter, filled with concrete and a superstructure of concrete block work weighing in all 10,933 tons, was first sunk, 37 feet into the sea-bed or 77 feet below L.W.L.O.S.T.

The gap of 70' $\frac{3}{4}$ " thus formed between the semi-permanent head and the new head was then filled up with nine slices of block work and a wedge of blocks laid horizontally, 9,579 tons of block work exclusive of the head being built into the work. The slice and wedge work was founded at 40 feet, sea-bed level, on a rubble bed laid in a trench excavated for the purpose.

29. *Cement.*—During the year, 250 tons of locally manufactured cement was purchased and 644 tons of cement were used. The balance at the end of the year was 591 tons.

30. *South Accretion.*—A further area of 9 $\frac{1}{2}$ acres of land has been raised by filling to the level of the surrounding yards during the year and brought into use for storing coal. Two thousand and five hundred yards of additional sidings have been laid as the land became available.

31. *Passengers' accommodation.*—The steelwork for a new Customs and Medical Inspection hall for passengers has been ordered and work on the foundations started.

32. *Dredging.*—The suction dredger "Madras" worked for 235 days during the year. Fifty-five working days were spent in maintaining the required depth in the entrance channel, 29 working days on maintenance dredging inside the harbour, 130 $\frac{1}{2}$ working days on capital dredging increasing the depth of the harbour to 32 feet and 20 $\frac{1}{2}$ days excavating round the caisson head for the foundations for the break-water and the apron round the head. During the year the total silting in the dredged channel outside the harbour amounted to 14,000 tons. Thirty-one thousand tons of sand and silt were removed from the same area thus increasing the depth of the channel.

In order to maintain a depth of 30 feet inside the harbour, 37,250 tons of silt were removed, chiefly from the south-east corner. Sixty-three thousand six hundred and eighty-eight tons were removed from Nos. 2 and 3 moorings to increase the depth of water in these berths to 32 feet.

The bucket dredger "Triton" has been sold for breaking up.

33. *Dredging statistics.*—The table below gives the quantity dredged during the year and progressive totals. The net increase in the volume of water within harbour arms below Indian Spring Low water level is 21,46,667 cubic feet.

Particulars.	Unit.	Dredger "Madras".		Dredger "Triton".	
		1921-22.	1903-22.	1921-22.	1911-22.
Quantity dredged	Tons.	166,616	3,789,542	..	840,413
Working days—					
(a) Dredging ..	No.	214 $\frac{1}{2}$	3,339 $\frac{1}{2}$	..	1,743
(b) Other work ..	"	20 $\frac{1}{2}$	149 $\frac{1}{2}$	..	88
Sundays and holidays ..	"	72	839	..	437
Days absent for overhaul ..	"	(b) 10	818	..	1,165
Days under repairs and weather bound ..	"	48	698	..	..
Dredged per working day ..	Tons.	777	1,135	..	482
Rate per ton ..	Annas.	16-24	8-55	..	10-13
Rate per ton including interest and depreciation ..	"	20-35	9-75	..	10-81

(a) The vessel has been out of commission from the 24th August 1920 and has since been disposed of.

(b) Dredger "Madras" which was taken to Calcutta in February 1921 for her annual overhaul, returned on the 10th April 1921. The increase in rate is due to the inclusion of the cost for the overhaul which was practically completed in the previous year in the year's (1921-22) expenditure.

IV. Police and Medical.

34. The following is a summary of the reports received from the Police and the Medical authorities :—

Police.—Not only has crime been light this year, but the amount of property lost, also is less, owing to vigilant and effective supervision of the police officers at the important gates and elsewhere in the Harbour. The amount of property lost was only Rs. 3,650 this year as against Rs. 14,680 in the previous year.

The introduction of food passes during the year under report has had the desired effect of preventing undesirables who formerly used to enter the Harbour premises on the ostensible plea of carrying food for the coolies but really for the purpose of pilfering grain, etc.

Petty cases under the Trust by-laws, Quarantine regulations and City Police Act have increased from 266 to 465 as a result of special precautions adopted to prosecute trespassers.

Medical.—Four hundred and forty-five vessels arrived here from plague-infected ports against 529 vessels in the previous year. The number of outgoing vessels inspected during the year was 249 against 243 in the previous year. There were during the year two cases of smallpox, one case of measles and three cases of chicken-pox amongst the crew and passengers on steamers that entered the Harbour—all these cases were removed to the Infectious Diseases Hospital at Rayapuram.

V. Personal.

35. *The Trust's staff.*—Mr. H. H. G. Mitchell, O.B.E., M.INST. C.E., M.I.E. (IND.), was granted combined leave for a period of two years preliminary to final retirement, with effect from 30th November 1921, which he availed himself of on the forenoon of 30th November 1921 after handing over charge of the two offices of the Chairman and the Chief Engineer to Mr. Bradford Leslie, O.B.E., M.INST. C.E., M.I.E.E., who was appointed to act as Chairman, Madras Port Trust, during the absence on leave of Mr. H. H. G. Mitchell. Mr. Leslie was formerly Deputy Agent and Chief Engineer of the Bengal-Nagpur Railway, and on leaving India practised as a Consulting Engineer in Westminster as a partner of the late Sir John Wolfe Barry, K.C.B., and Mr. Henry Brunel. He served during the war for three years in France and Flanders with the rank of Lt.-Col. Royal Engineers. He has been for many years a member of the Institute of Civil and Electrical Engineers.

Captain G. H. Finnis, O.B.E., R.I.M., was Deputy Port Conservator, till about the close of the year when he was succeeded by Commander C. R. Campbell, D.S.O., M.V.O., R.I.M.

Mr. W. W. Robinson, Traffic Manager, returned to duty on the forenoon of 9th January 1922 from eight months' combined leave from the afternoon of 7th May 1921. Mr. J. G. Lord, First Assistant Traffic Manager, acted for him during his absence. Mr. S. Narayana Ayyar continued to be Chief Accountant throughout the year, and Mr. J. L. Pinto as Office Manager.

36. *The Port Trustees.*—The number of ordinary meetings held during the year was 28. The statutory budget meeting, under section 82 of the Madras Port Trust Act, was held in January 1922. During the year the Board consisted of the members whose names are given on the outer cover of the report.

21st July 1922.

BRADFORD LESLIE,
Ag. Chairman, Madras Port Trust.

APPEN
REVENUE
COMPARISON OF REVENUE TRANSACTIONS OF

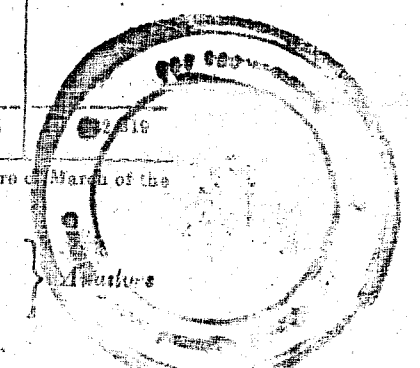
Items.	Actuals of 1920-21.	Actuals of 1921-22.	Plus or minus.
1	2	3	4
<i>Opening Balances.</i>			
	Rs.	Rs.	Rs.
Government securities in the Imperial Bank of India, Madras ..			
Cash in the Imperial Bank of India, Madras ..	5,55,772	10,03,780	+ 4,48,007
General cash in office ..	817	514	- 303
Permanent advance with the Cashier ..	1,000	2,000	+ 1,000
Do. Railway Cashier ..	200	200	..
Total ..	5,57,789	10,06,494	+ 4,48,704
<i>Receipts.</i>			
I. Harbour receipts—			
(i) Dues on imports ..	12,19,814	9,82,659	- 2,37,155
(ii) Do. exports ..	2,53,151	3,62,091	+ 98,940
(iii) Transit dues, imports ..	6,69,929	1,97,926	- 4,62,003
(iv) Storage, exports ..	4,467	2,718	- 1,749
(v) Rent for storage space ..	42,655	31,486	- 11,169
(vi) Harbour terminal charges ..	1,73,531	1,93,116	+ 19,585
(vii) Cranes ..	1,44,568	86,090	- 58,478
(viii) Portage, special ..	36,138	42,674	+ 6,436
(ix) Demurrage ..	7,550	4,226	- 3,324
(x) Hire of harbour wagons ..	49,635	39,620	- 10,015
(xi) Quay dues ..	75,230	2,12,759	+ 1,37,529
II. Rents, fees and penalties—			
(i) Rents of properties ..	1,31,020	1,71,018	+ 39,998
(ii) Overtime fees ..	55,221	61,095	+ 5,774
(iii) Passenger tolls ..	16,117	12,943	- 3,174
(iv) Fines and penalties ..	2,347	2,557	+ 210
III. Sales—			
(i) Water sold to boats ..	42,275	70,168	+ 27,893
(ii) Do. works ..	4,491	..	+ 4,491
(iii) Sale of unclaimed goods ..	2,551	12,001	+ 9,450
(iv) Other sales ..	..	..	..
IV. Contributions to Revenue—			
(i) From Port funds ..	..	30,000	+ 30,000
(ii) From Government ..	..	..	..
V. Interest—			
Interest on investments ..	32,305	30,779	- 1,526
VI. Miscellaneous—			
(i) Profit on investments ..	..	..	..
(ii) Commission on Corporation timber licence fees ..	4,876	4,129	- 747
VII. Items awaiting adjustment ..	845	496	- 349
Total, Receipts ..	29,58,786	26,43,001	- 3,15,785
<i>Closing Balances.</i>			
Government securities in the Imperial Bank of India, Madras ..			
Cash in the Imperial Bank of India, Madras ..	10,03,780	5,62,093	- 4,41,687
General cash in office ..	514	1,024	+ 510
Permanent advance with the Cashier ..	2,000	2,000	..
Do. Railway Cashier ..	200	200	..
Total ..	10,06,494	5,65,317	- 4,41,177
Total, including Opening Balance ..	35,10,576	35,49,405	+ 38,919

DIX I.
ACCOUNT.
1920-21 WITH THOSE OF 1921-22.

Items.	Actuals of 1920-21.	Actuals of 1921-22.	Plus or minus.
1	2	3	4
<i>Expenditure.</i>			
	Rs.	Rs.	Rs.
1. General charges—			
(i) Direction ..	42,479	52,179	+ 9,700
(ii) Accounts ..	43,840	45,801	+ 1,961
(iii) Traffic ..	47,615	54,870	+ 7,255
(iv) Engineering ..	24,277	25,000	+ 723
(v) Stationery and printing ..	19,656	18,268	- 1,388
(vi) Postage and telegraphy ..	4,070	3,851	- 219
(vii) Furniture ..	1,298	502	- 796
(viii) Liveries ..	5,130	5,942	+ 812
(ix) Electrics ..	10,340	18,474	+ 8,134
(x) Office contingencies ..	3,544	3,906	+ 362
(xi) Rents, rates and taxes ..	1,19,066	1,10,125	- 8,941
2. Portage of cargo—			
(i) Supervision ..	92,414	97,465	+ 5,051
(ii) Tally ..	50,565	51,989	+ 1,424
(iii) Labour, daily, sheds and piers ..	1,49,236	1,31,294	- 17,942
(iv) Portage, contract ..	89,436	1,08,778	+ 19,342
(v) Do. special ..	..	..	..
(vi) Demurrage ..	5,331	6,807	+ 1,476
(vii) Traffic contingencies ..	45,904	45,153	- 751
3. Engineering and maintenance—			
(i) Dredging ..	1,95,487	1,59,533	- 35,954
(ii) Sheds and buildings ..	15,611	12,388	- 3,223
(iii) Tracks ..	22,528	20,474	- 2,054
(iv) Piers and wharves ..	6,055	22,611	+ 16,556
(v) Plant and piping ..	1,10,617	1,47,359	+ 36,742
(vi) Roads and yards ..	15,062	15,397	+ 335
(vii) New minor works ..	4,807	7,005	+ 2,198
(viii) Cranes, power ..	97,177	1,01,021	+ 3,844
(ix) Locomotive working ..	47,498	53,605	+ 6,107
(x) Marine surveys ..	10,194	9,649	- 545
(xi) Watch and conservancy ..	19,902	22,135	+ 2,233
(xii) Water bought from City ..	30,054	51,538	+ 21,484
(xiii) Revetment north of the harbour ..	8,296	6,889	- 1,407
4. Pensions and contributions—			
(i) Government for police ..	47,494	61,424	+ 13,930
(ii) Pensions and gratuities ..	4,000	4,369	+ 369
(iii) Board's provident fund ..	19,540	22,029	+ 2,489
5. Interest—			
(i) Interest on Government loans ..	5,68,352	5,81,852	+ 13,500
6. Miscellaneous—			
(i) Claims ..	225	8,628	+ 8,403
(ii) Loss on investments ..	..	..	..
(iii) Insurance ..	10,357	19,558	+ 9,201
(iv) Coolies' doles ..	371	284	- 87
(v) Law charges ..	1,602	281	- 1,321
7. Items awaiting adjustment ..	7,521	3,281	- 4,240
Surplus revenue transferred to capital ..	5,10,000	8,72,000	+ 3,62,000
Total, Expenditure ..	25,10,082	28,84,178	+ 3,74,096
<i>Closing Balances.</i>			
Government securities in the Imperial Bank of India, Madras ..			
Cash in the Imperial Bank of India, Madras ..	10,03,780	5,62,093	- 4,41,687
General cash in office ..	514	1,024	+ 510
Permanent advance with the Cashier ..	2,000	2,000	..
Do. Railway Cashier ..	200	200	..
Total ..	10,06,494	5,65,317	- 4,41,177
Total, including Closing Balance ..	35,10,576	35,49,405	+ 38,919

(a) Represents the Chief Engineer's expenditure of eleven months of the year plus the expenditure of March of the previous year.

W. D. WOOLLAM,
Accountant-General,
W. J. DAVIES,
Assistant Accounts Officer,



APPENDIX II. STATEMENT OF CAPITAL INTEREST AND DEBT.

Year.	Capital for harbour and its expansion.			Capital for improving working facilities.			Capital for cyclone damages.			Interest payments.			Capital provided by Revenue.	Sales and recoveries on capital account.	Progressive totals of sums raised for expenditure on capital account.	Year.
	Loans from Government.	Repayment of loans.	From Government.	Repayment of loans.	From Government.	From Government.	Repayment of loans.	From Government.	From Government.	On loans in column 2.	On loans in column 2.	On loans in column 2.				
1883-84	Rs. 65,64,496	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 1,00,000	1883-84
1884-85	21,10,226	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	4,37,000	1884-85
1885-86	6,20,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1885-86
1886-87	7,40,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1886-87
1887-88	2,47,611	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1887-88
1888-89	8,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1888-89
1889-90	2,70,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1889-90
1890-91	4,54,954	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1890-91
1891-92	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1891-92
1892-93	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1892-93
1893-94	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1893-94
1894-95	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1894-95
1895-96	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1895-96
1896-97	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1896-97
1897-98	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1897-98
1898-99	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1898-99
1899-1900	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1899-1900
1900-01	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1900-01
1901-02	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1901-02
1902-03	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1902-03
1903-04	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1903-04
1904-05	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1904-05
1905-06	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1905-06
1906-07	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1906-07
1907-08	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1907-08
1908-09	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1908-09
1909-10	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1909-10
1910-11	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1910-11
1911-12	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1911-12
1912-13	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1912-13
1913-14	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1913-14
1914-15	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1914-15
1915-16	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1915-16
1916-17	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1916-17
1917-18	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1917-18
1918-19	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1918-19
1919-20	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1919-20
1920-21	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1920-21
1921-22	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000	1921-22
Total	1,68,76,716	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	20,00,000	Total
Less grant	65,64,496															Less grant
Balance loan	1,03,12,220															Balance loan
Less repayments	36,91,621															Less repayments
Balance due	66,20,599															Balance due

(1) These are grants, not loans.
(2) See corresponding statement in previous administration reports for temporary advances by and repayments to Revenue between the years 1881-82 and 1904-05.
(3) These recoveries on Capital account when expended again on the same account do not affect the total Capital outlay, but merely reduce the sum which, but for such recoveries, Revenue would have had to contribute to Capital directly or in the form of repayment of loans.
(4) That column is not in every year, directly derivable from columns 2, 3 and 12 is due to the fact that, as explained in note (3), there were temporary advances and repayments. These will be found in the administration report of 1906-07 and need not go being introduced year after year.
(5) Since transferred to the Port Trust Board, vide G.O. No. 188, Marine, dated 27th April 1911.
(6) The loan has now been incorporated with the old loan and is being paid off by equated monthly payments of Rs. 32,000 to cease on 15th July 1922—vide G.O. No. 119, Marine, dated 30th March 1912.
(7) The 7th loan drawn in 1908-11 has been paid off by equated monthly payments of Rs. 1,000 ending on the 15th March 1912—vide G.O. No. 240, Marine, dated 26th July 1912.
(8) Includes the 8th loan drawn in 1912-11 for the ship quay and its equipment sanctioned in G.O. No. 127, Marine, dated 29th March 1913, the 5th loan sanctioned in G.O. No. 157, Marine, dated 20th May 1916, for harbour improvements and working facilities and the 7th loan sanctioned in G.O. No. 15, Finance (Marine), dated 11th January 1922.
(9) Represents the portion drawn of the 2nd loan sanctioned in G.O. No. 84, Public (Marine), dated 6th February 1917, of the 10th loan sanctioned in G.O. No. 284, Public (Marine), dated 20th June 1917, and of the 4th loan sanctioned in G.O. No. 231, Revenue (Special) (Marine), dated 9th August 1919, to meet the cost of damage done to the breakwater by the cyclone in November 1916. In the previous administration reports the column "Capital provided by Revenue" included loans and grants exhibited in column 6. Now they are eliminated to exhibit the contribution made by Revenue proper.

W. D. WOOLLAM,
Accountant-General,
W. J. DAVIDS,
Assistant Accounts Officer,

9 APPENDIX III. CAPITAL ACCOUNT AT THE END OF 1921-22.

Sources of Capital Receipts.	Receipts up to the end of 1920-21 as per Administration Report for 1920-21.	During 1921-22.	Total receipts at the end of 1921-22.	Particulars of expenditure.	Expended to 31st March 1922 as per Administration Report for 1921-22.	During 1921-22.		Total.
						Expenditure.	Depreciation, etc.	
I. Surplus revenue transferred to capital.	Rs. 97,23,206	Rs. 8,72,000	Rs. 1,05,95,206	Repayment of loans	Rs. 46,40,454	Rs. 2,19,240	Rs. ..	Rs. 48,59,704
II. Government loans ..	1,85,22,226	7,00,000	1,92,22,226	EXPENDITURE ON WORKS.				
III. Government grants—	Rs.			(a) Works completed and brought on to the Block Account.				
(a) Provided for interest by Govt. .. 76,33,970				Land	18,25,138	3,10,233	..	16,35,371
(b) Grants by Imperial Govt. .. 20,00,000				Harbour groynes	55,75,565	..	..	55,75,565
(c) Grants by Provincial Govt. .. 15,00,000				Extension works proper	57,24,813	..	..	57,24,813
				Moorings	1,24,810	..	..	1,24,810
				Do. special (extension works) ..	58,803	..	..	58,803
				Offices, buildings and sheds ..	21,33,717	13,40,182	..	34,73,899
				Do. (extension works)	20,500	..	..	20,500
				Trucks	8,90,936	3,41,349	..	12,32,345
				West quay masonry	31,40,811	..	..	31,40,811
IV. Sales on Capital account ..	1,11,33,970	..	1,11,33,970	Plant dredger, "Madras"	1,26,002	..	23,120	96,882
	49,444	16,865	66,109	Do. electric	44,704	5,943	..	50,647
				Do. hydraulic	1,45,590	..	14,552	1,30,968
				Do. ordinary miscellaneous ..	3,29,428	2,80,235	..	6,78,750
				Do. residual value from extension ..	53,688	..	5,368	48,321
				Piers and wharves, iron	2,56,171	..	8,296	2,41,875
				Dredging	8,32,858	..	..	8,32,858
				Total	2,47,88,515	22,77,942	90,278	2,69,74,179
				(b) Works in progress.				
				West quay, paved road. (Land)	2,98,449	-2,98,449	..	..
				Filling in with sand the Do. low-lying ground south of the magazine.	1,637	-1,637	..	..
				Filling in with sand the plot vacated by the Burma Oil Company.	22,977	27,715	..	50,692
				Extension of south accretion Land	..	11,449	..	11,449
				Repairing cyclone damages—(Groynes) Semi permanent restoration.	11,40,070	-69,681	..	10,60,389
				Permanent caisson head. Do.	7,56,316	-38,657	..	7,18,249
				Connecting the caisson head with the semi-permanent head.	..	3,54,763	..	3,54,763
				Merchants' warehouses. Sheds.	12,39,295	-12,39,295	..	..
				Platforms and booking offices. Do.	78,832	-78,832	..	..
				Bulk petrol boiler house and piping. Do.	37,608	-37,608	..	..
				Coolies' accommodation at Cessimode. Do.	1,743	2,049	..	3,792
				Improved accommodation to passengers, South Harbour yard. Do.	..	24,182	..	24,182
				Constructing quarters for the Assistant Engineer. Do.	..	10,813	..	10,813
				Extension of permanent-way. Tracks	3,36,448	-3,36,448	..	..
				Remodelling railway facilities on the south accretion. Do.	5,452	95,445	..	1,00,897
				Permanent-way extension and remodelling. Do.	..	7,458	..	7,458
				Electric equipment. Plant.	30,014	11,479	..	41,493
				Hydraulic do. Do.	2,10,763	11,572	..	2,22,335
				Water-supply. Do.	22,389	696	..	23,084
				Equipment of warehouses. Do.	98,553	13,274	..	1,11,827
				Harbour fire service. Do.	15,709	3,384	..	19,093
				Renewal of oil pipe line on the North Groyne. Do.	55,720	-55,720	..	..
				Providing additional lathes for the workshop. Do.	10,696	-10,696	..	..
				New cradle for the slipway. Do.	7,468	8,819	..	16,287
				Purchase of two locomotives. Do.	121	-121	..	..
				Dismantling dredger "Triton" Do.	..	3,152	..	3,152
				Parcance of two five-ton steam cranes. Do.	..	9,577	..	9,577
				Deepening the Madras Harbour. Dredging.	..	62,975	..	62,975
				Total	43,70,140	-15,27,193	..	28,42,947
				Depreciation	54,86,999	..	90,278	55,77,277
				Engineer's suspense account	1,74,199	30,186	..	2,04,385
				Total works	3,48,17,533	7,80,935	..	3,65,98,468
				Balance available for expenditure	..	..	..	6,80,589
				Total works	..	..	..	3,62,85,656
Grand total	..	..	4,11,55,360	Grand total	..	..	..	4,11,55,360

APPENDIX VII.

STATEMENT OF TONNAGE CARRIED AND DUES PAID ON CARGO CARRIED BY THE VARIOUS
LINES OF VESSELS FREQUENTING THE PORT IN 1921-22.

Name of line.	Number of vessels.	Imports.		Exports.		Total.	
		Tonnage.	Dues.	Tonnage.	Dues.	Tonnage.	Dues.
British-India ..	214	192,875	Rs. 2,26,173	81,036	Rs. 150,096	210,911	Rs. 3,76,269
Clan ..	51	59,809	1,47,797	25,012	47,639	87,821	1,95,425
Brooksbank-Well ..	20	23,031	58,318	1,245	2,005	24,276	60,323
Ellerman ..	8	1,089	4,720	5,405	15,163	9,495	19,873
Ellerman and Bucknall ..	19	7,607	16,665	11,660	18,823	19,467	35,788
Asiatic ..	41	29,737	46,064	7,245	13,316	36,982	59,410
Natal ..	5	30	44	..	..	30	44
Soc. Veneziana de N.V. ..	7	78	91	8,111	12,448	8,189	12,539
Scandinavian-Indian ..	1	491	1,274	40	100	531	1,374
Swedish-Indian ..	7	2,753	6,497	..	..	2,753	6,497
Peninsular and Oriental ..	27	6,858	18,685	12,650	16,412	19,508	35,097
Nippon Yusen Kaisha ..	4	1,426	4,695	232	335	1,658	5,030
Holland and America ..	..	..	..	..	..	..	..
Do. British India ..	39	6,645	14,450	20,298	29,987	26,943	44,417
Kerr Steam Ship Company ..	3	1,384	2,956	2,076	3,212	3,462	6,168
Pacific Mail Steam Ship Co. ..	4	2,591	3,753	1,681	2,619	4,272	6,371
Java-Bengal ..	1	..	..	1,495	2,264	1,495	2,264
Hansa ..	27	14,710	32,979	7,446	11,232	22,156	44,211
American and Indian Branch Service ..	6	2,579	8,375	304	580	2,883	8,955
Horse Vessels ..	..	..	..	..	..	..	..
Colliers ..	48	261,681	1,30,639	4,765	7,125	266,446	1,37,764
Oil Tankers ..	50	93,071	1,89,502	953	875	94,024	1,89,381
Government ..	6	..	205	1,400	2,100	1,400	2,305
Ocean Steam Ship Co., Ltd. ..	4	..	..	5,994	8,915	5,994	8,915
The Rotterdamsche and Co. ..	4	1	3	4,301	6,560	4,302	6,563
Scania Steam Navigation Company ..	1	2,869	3,781	..	127	2,755	3,908
Sun Shipping Company ..	1	..	..	1,426	2,155	1,426	2,155
Obelaw B. Steam Navigation Company, Limited ..	1	..	..	799	1,200	799	1,200
Hull Line ..	1	..	..	89	217	89	217
Dean Shipping Line ..	1	..	..	1,194	1,793	1,194	1,793
Miscellaneous ..	73	7,401	6,124	472	946	7,873	7,070
Norwegian A. and Austral-ian Line ..	2	1,059	2,348	..	..	1,059	2,348
Total ..	654	555,610	9,25,455	213,509	3,61,318	870,119	12,86,764

APPENDIX VIII.

STATEMENT OF LANDS LEASED TO OTHERS BY THE PORT TRUST OTHER THAN THOSE LEASED UNDER PERMIT SYSTEM.

Name of lessee.	Local representatives.	Object for which leased.	Area leased.	Date of lease.	Date of cessation of lease.	Rent per annum.	Locality.
Burma Oil Company, Limited, 175, West George street, Glasgow.	Messrs. Shaw, Wallace & Co. ..	Oil storage	61	7th July 1920.	6th July 1922 ..	Rs. 91 0 0	South of accretion.
Anglo-Saxon Petroleum Company, Limited, 21, Fawcett street, St. Mary's Axe, London.	Messrs. Best & Co. ..	Do.	6	1st September 1912.	31st August 1922 ..	(a) 600 0 0	Do.
Waller's Timber Trading Company, Limited, 11, Upper's Hall, Great Winchester street, London, E.C.	Messrs. Binny & Co. ..	Timber storage	2	1st April 1919 ..	31st March 1924 ..	100 0 0	East of accretion.
Corporation of Madras ..	Revenue Officer, Corporation of Madras.	For widening the North Beach Road.	15	1st December 1915 ..	To be determined at the end of any year by giving six months' previous notice.	2 0 0 (year).	North and south of the western wall of the late Clive's Battery.
Do.	Engineer, Corporation of Madras.	For factory carriage stand.	0.06	10th May 1909 ..	Do.	1 0 0 (year).	North Beach Road.
Do.	Commissioner, Corporation of Madras.	Construction of model school.	14	5th December 1919 ..	Do.	1 0 0 (year).	In Cassimode.
Messrs. Binny & Co., Limited, The Bombay-Burma Trading Corporation, Limited.	Messrs. Binny & Co., Ltd.	Timber depot	73	1st August 1920 ..	31st July 1923 ..	73 0 0 (year).	South of timber pond.
Messrs. Walker & Co. ..	The Bombay Company, Ltd.	Do.	5	1st April 1921 ..	31st March 1923 ..	50 0 0	Do.
Messrs. Binny & Co. ..	Messrs. Walker & Co. ..	Do.	3	1st August 1920 ..	31st July 1923 ..	30 0 0	Do.
Do.	Messrs. Binny & Co., Ltd.	Barge repair	0.45	1st November 1910 ..	Terminable at three months' notice.	100 0 0 (year).	Doat Basin.
Do.	Do.	Do.	0.183	1st May 1913 ..	Do.	40 0 0 (year).	Do.
Messrs. Gordon, Woodroffe & Co. ..	Messrs. Gordon, Woodroffe & Co.	Do.	0.242	1st July 1913 ..	Do.	52 12 0 (year).	The new ramp in the northern corner of the harbour.
Messrs. Alexander & Co. ..	Messrs. Alexander & Co.	Timber depot	5.53	1st June 1920 ..	31st May 1923 ..	53 0 0 (year).	At the Right-house timber yard.
Tata Oil and Mills Co., Limited ..	Tata Oil and Mills Co., Limited	Storage of oil in casks	1	1st November 1920.	31st May 1921(a) ..	200 0 0	Timber pond.
Gordon, Woodroffe & Co. ..	Gordon, Woodroffe & Co.	Erection of wooden sheds.	240	1st April 1912 ..	..	12 0 0 (year).	Boat ramp.
Parry & Co. ..	Parry & Co. ..	Timber depot	4.5	1st July 1921 ..	30th June 1923 ..	50 0 0 (year).	Near the Trust's Magazine.
Gillanders Arbuthnot & Co. ..	Gillanders Arbuthnot & Co.	Do.	1	1st August 1921 ..	31st July 1923 ..	100 0 0	Do.
Wilson & Co. ..	Wilson & Co. ..	Do.	6	1st July 1921 ..	30th June 1923 ..	50 0 0	Near Springhuven Road East.
P. Seshadri Ayyangar & Sons ..	P. Seshadri Ayyangar & Sons	Do.	25	1st August 1921 ..	31st July 1923 ..	25 0 0	Do.

(a) The rent was Rs. 350 per annum up to 1st August 1917 when it was increased to Rs. 500.

(b) The lease was not continued further.

APPENDIX IX.

STATEMENT OF TONNAGE OF THE PRINCIPAL IMPORTS FOR NINETEEN YEARS, AS DERIVED FROM THE PORT TRUST TONNAGE STATISTICS FOR COLLECTION OF DUES.

Items in App. XI.		7 a and b	12 a and b	23 a, b	26	29 a to g	35 a to e	33 d	4 a to e	36	27	16	32	3 e	5	21	Total tonnage of imports.
Year.		Coal and coke.	Food-grains.	Mineral oil.	Railway materials.	Metals.	Timber.	Vessels goods.	Building material, cement, etc.	Government stores.	Provisions.	Beer and wines.	Sugar and jaggery.	Explosives.	Candies.	Miscellaneous.	
1903-04	..	175,303	37,101	33,186	38,156	28,302	21,768	20,987	7,127	6,334	8,303	4,869	187	740	1,152	18,160	455,308
1904-05	..	205,225	41,358	37,152	24,453	28,629	24,298	26,076	8,216	9,854	6,630	5,627	1,136	327	1,251	21,992	471,918
1905-06	..	187,401	64,438	25,711	27,637	33,107	17,791	20,511	16,152	13,480	7,776	7,832	253	4,180	1,260	28,434	410,355
1906-07	..	187,563	41,358	41,296	44,669	26,068	21,629	22,288	14,373	14,510	9,688	8,610	1,384	4,885	1,149	30,464	423,092
1907-08	..	278,239	28,156	51,935	46,247	36,562	27,313	19,855	17,417	12,950	8,934	8,501	1,801	5,985	1,229	35,588	604,689
1908-09	..	270,338	60,152	51,284	36,924	32,805	24,593	25,147	20,694	11,732	9,088	5,419	4,304	5,965	1,481	38,327	620,871
1909-10	..	174,292	72,852	45,266	30,401	34,970	29,750	15,229	14,467	12,758	9,031	5,148	11,353	5,112	1,978	35,892	525,577
1910-11	..	110,184	79,205	51,831	26,814	35,755	33,175	15,175	20,295	9,153	10,005	4,728	14,638	5,200	1,278	45,658	431,703
1911-12	..	116,128	26,020	55,935	28,102	33,710	30,900	22,052	16,976	10,296	10,272	4,818	19,256	723	1,144	55,166	447,204
1912-13	..	204,556	50,296	65,692	32,012	39,269	30,685	16,816	28,916	10,762	5,135	4,888	20,570	711	1,155	16,422	725,000
1913-14	..	172,758	49,314	66,149	41,453	74,210	30,676	22,233	18,401	14,669	5,901	3,956	21,267	489	1,034	12,509	608,123
1914-15	..	124,659	25,356	76,518	48,606	33,759	26,771	15,035	15,210	12,714	5,002	3,662	13,768	431	1,094	13,500	51,713
1915-16	..	93,785	45,652	97,606	12,578	26,570	28,301	9,435	11,188	19,504	4,331	3,001	13,725	499	1,324	12,757	45,653
1916-17	..	70,612	62,460	107,270	2,393	13,153	23,303	7,515	12,728	14,217	2,308	4,770	29,859	547	1,125	8,504	405,854
1917-18	..	62,335	171,474	100,893	1,552	7,894	21,433	2,757	1,321	10,068	1,658	1,679	40,624	482	1,256	10,122	40,422
1918-19	..	193,688	301,073	129,100	17,085	20,784	23,625	3,974	8,769	5,038	2,468	2,168	14,568	424	1,769	10,031	40,443
1919-20	..	217,782	159,695	78,071	21,597	47,383	23,625	3,974	10,577	29,440	3,786	4,252	12,199	523	1,038	12,321	70,524
1920-21	..	266,221	83,076	95,353	32,117	45,968	33,224	3,813	12,728	7,477	2,312	2,471	16,928	619	968	9,948	117,740
1921-22	..	162,508	76,812	67,895	28,503	82,955	27,360	15,688	14,972	12,883	6,200	4,552	12,984	2,010	1,200	22,371	39,603
Average ..																	528,904

APPENDIX X.

STATEMENT OF TONNAGE OF THE PRINCIPAL EXPORTS FOR NINETEEN YEARS, AS DERIVED FROM THE PORT TRUST TONNAGE STATISTICS FOR COLLECTION OF DUES.

Items in App. XI.		29	14-15	16-27	33 a	24	18 a	33 d	12	8 c	25	35 a, c	21	Total.
Year.		Seeds and nuts.	Hides and skins.	Vegetable and provision.	Cotton.	Oil-cake.	Bone meal.	Food-grains.	Turneric.	Ores.	Timber.	Miscellaneous.	All other exports.	
1903-04	..	10,160	13,704	20,791	20,455	..	..	10,110	21,114	..	622	15,645	9,318	110,373
1904-05	..	8,213	11,457	22,153	16,007	..	..	4,267	1,433	..	852	18,056	9,814	100,407
1905-06	..	7,403	17,267	16,328	12,764	..	..	4,267	1,433	..	878	16,382	22,335	102,999
1906-07	..	13,639	18,280	18,378	10,677	..	..	7,564	1,522	..	727	14,849	28,442	118,669
1907-08	..	24,151	12,772	21,092	10,671	..	..	5,857	2,821	3,006	595	14,118	18,414	125,240
1908-09	..	34,566	14,388	18,032	10,684	8,961	6,409	6,113	6,464	3,280	909	6,956	8,238	128,068
1909-10	..	25,686	15,512	17,334	12,914	6,931	7,102	6,100	3,916	1,634	1,117	9,068	7,159	128,340
1910-11	..	67,197	10,861	17,341	17,453	6,617	4,376	2,257	2,922	2,223	670	9,971	7,030	116,089
1911-12	..	74,341	18,437	15,382	16,363	8,749	3,854	2,486	3,810	1,451	1,036	9,227	4,157	153,271
1912-13	..	89,213	15,222	24,737	16,363	6,715	4,439	1,269	4,352	2,830	808	6,699	14,556	177,655
1913-14	..	98,603	14,244	23,127	18,759	5,733	6,438	1,270	6,806	3,865	1,008	7,515	12,526	189,592
1914-15	..	98,444	22,161	27,653	5,809	2,441	711	2,835	2,585	5,327	440	5,507	8,553	171,250
1915-16	..	116,450	17,447	12,279	3,638	428	177	596	1,584	11,692	736	8,983	11,809	180,255
1916-17	..	29,548	28,493	7,517	1,940	10,287	..	3,659	757	21,702	127	11,938	18,560	159,508
1917-18	..	69,889	26,739	8,225	7,597	16,846	608	2,455	526	16,418	613	13,617	26,014	225,120
1918-19	..	51,974	7,319	16,214	4,088	2,563	3,455	770	360	13,437	454	7,298	14,951	189,501
1919-20	..	133,150	11,891	19,518	5,857	2,509	6,417	1,088	250	21,382	745	5,555	11,737	213,016
1920-21	..	54,729	16,228	18,700	10,529	6,351	4,065	3,219	8,240	8,974	722	10,384	15,888	213,609
1921-22	..													149,645
Average ..														

APPENDIX XI.

Statement of Four Years' Harbour Dues collected on various classes of goods passing through Madras Port.

APPENDIX

STATEMENT OF FOUR YEARS' HARBOUR DUES COLLECTED

Class of goods.	1921-22.					1920-	
	Imports.		Exports.		Total.	Imports.	
1. Animals (living)—	TONS.	RS.	TONS.	RS.	RS.	TONS.	RS.
(a) Horses In 41 out 18.	..	246	..	96	342	..	3,218
(b) Other kinds Out 5,423	..	48	..	2,534	2,643	..	86
2. Apparel	287	1,302	128	888	2,194	506	2,515
3. Arms, ammunition and military stores—							
(a) Explosives and gunpowder	619	1,761	3	14	1,775	523	2,458
(b) Fire-arms, etc.	61	260	6	33	293	135	563
4. Building and engineering materials other than of iron, steel or wood—							
(a) Cement	11,042	27,846	40	100	27,415	7,999	17,879
(b) Stone and marble	..	..	105	105	105	90	168
(c) Other kinds	1,686	3,910	177	99	4,009	3,888	8,664
5. Candles of all kinds	858	1,415	1	4	1,419	1,038	2,263
6. Chemicals of all kinds	4,057	7,431	454	1,052	8,483	5,682	12,443
7. Coal, etc.—							
(a) Coal	263,568	1,28,208	..	..	1,28,208	217,182	1,02,928
(b) Coke, etc.	1,659	1,804	..	..	1,804	601	410
8. Dyeing and tanning substances—							
(a) Myrabolam	..	..	22	39	39	..	..
(b) Aniline dyes	75	228	4	10	238	..	..
(c) Turmeric	32	72	250	443	515	..	..
(d) Other sorts	244	567	671	1,704	2,421	338	1,230
9. Fodder, bran and cattle food	73	110	..	..	110	214	407
10. Fruits and vegetables—							
(a) Onions	..	..	14,878	20,634	20,634	..	..
(b) Other sorts	283	335	748	1,605	1,840	197	277
11. Glass and glassware	3,404	8,236	30	96	8,332	4,891	13,126
12. Grain, pulse and flour—							
(a) Rice	40,378	55,522	225	458	56,288	121,679	2,10,319
(b) Other sorts	42,683	60,593	383	785	61,383	37,846	63,877
13. Hardware	3,857	9,331	162	644	9,875	8,234	21,951
14. Hides and skins (raw)	1,830	1,969	3,122	6,302	8,271	524	907
15. Leather, hides and skins (tanned)	66	186	8,709	28,764	22	124	..
16. Liquors	2,471	9,352	54	203	9,555	4,252	15,783
17. Machinery	8,645	21,460	103	563	22,028	8,816	21,686
18. Manures—							
(a) Bone manure	104	144	5,417	7,450	7,594	6	10
(b) Other sorts	17	14	474	1,561	1,665	3	13
19. Matches	3,700	9,281	3	8	9,292	3,411	8,891
20. Metals—							
(a) Aluminium	130	436	599	1,951	2,387	676	1,861
(b) Copper, brass and bronze, etc.	639	2,342	27	114	2,456	1,296	4,647
(c) Iron and steel (not handled by trust)	89,443	86,390	383	629	87,079	36,603	84,046
(d) Do. handled by trust	..	..	..	..	..	..	..
(e) Lead	225	678	..	..	678	401	1,027
(f) Tin and tinplates	2,155	7,833	51	163	7,996	6,339	19,677
(g) Other sorts	1,816	4,174	3	7	4,181	1,774	5,833
21. Miscellaneous	9,948	23,217	4,312	3,834	32,061	12,321	36,830
22. Motor-cars and cycles—							
(a) Motor-cars In 108 out 25.	..	11,525	..	700	12,225	..	61,028
(b) Cycles, motor In 79 out 4.	..	407	..	20	427	..	2,358
(c) Cycles, plain	707	2,027	5	18	2,045	2,520	8,560
23. Oils—							
(a) Kerosene	64,070	1,12,660	..	..	1,12,660	59,091	1,10,333
(b) Other mineral oils	31,233	85,570	1,695	2,759	88,329	23,980	72,561
(c) Vegetable oils	899	3,190	1,816	6,625	8,725	497	1,549
24. Oil-seeds	3	9	2,509	3,515	3,564	..	..
25. Ores	2	2	11,460	8,598	8,600	16	7
26. Paper, paste-board and stationery	5,443	12,417	70	192	12,609	13,640	30,962
27. Provisions and oilman stores, including fish	2,312	4,813	3,897	13,155	17,059	3,786	9,827
28. Railway plant and rolling-stock	32,117	80,393	216	466	80,849	21,897	60,662
29. Seeds—							
(a) Castor	..	..	2,202	3,305	3,305	..	..
(b) Cotton	43	12	1	13	..	..	..
(c) Ground-nuts	36	54	129,455	1,94,376	1,94,430	57	30
(d) Others	161	174	1,452	2,269	2,443	868	523
30. Soap	860	922	38	87	1,009	916	2,591
31. Spices	1,340	2,014	897	715	2,759	1,084	1,881
32. Sugar and jaggery	16,928	30,064	88	81	30,145	12,199	22,778
33. Textiles—							
(a) Raw cotton	300	389	5,857	11,737	12,126	625	1,225
(b) Waste	..	..	229	412	412	..	..
(c) Twist and yarn	6,197	15,611	1,367	2,640	17,661	5,040	13,119
(d) Manufactures of cotton	3,813	9,729	3,927	10,048	19,777	6,058	15,855
(e) Gunnies	4,521	4,708	1	2	4,210	1,254	1,405
(f) Other commodities coming under textiles	1,703	2,155	1,207	3,234	5,889	825	2,463
34. Tobacco—							
(a) Unmanufactured	579	1,164	1,952	2,828	5,092	176	333
(b) Manufactured	497	1,660	255	914	2,674	1,320	4,127
35. Wood, timber other than sleepers—							
(a) Teak	23,571	39,698	307	463	39,971	35,845	64,055
(b) Australian	4,178	5,992	..	..	5,993	3,989	6,284
(c) Other sorts	4,125	1,808	530	1,131	2,384	1,529	4,993
(d) Manufactures of wood	185	347	251	648	695	177	196
36. Government stores	7,477	22,684	835	2,763	24,447	25,440	73,192
Total	650,571	9,25,956	213,509	3,61,318	12,37,274	717,749	12,35,343

(a) This includes coal imported into the harbour by rail.

XI.

ON VARIOUS CLASSES OF GOODS PASSING THROUGH MADRAS PORT.

21.				1919-20.			1918-19.					
Exports.		Total.	Imports.		Exports.		Total.	Imports.		Exports.		Total.
TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.	RS.	TONS.
..	41	3,259	..	9,608	..	207	9,815	..	126	..	126	..
..	4,822	4,902	..	18	..	6,138	6,156	..	15	..	3,696	3,611
256	1,278	3,791	311	1,853	250	1,441	3,294	231	1,308	85	486	1,794
2	12	2,470	424	2,244	2	11	2,255	482	1,998	32	168	2,166
1	12	515	104	596	1	11	607	82	486	1	18	504
..	..	17,879	7,316	19,249	1	3	19,252	173	453	..	..	468
..	..	158	..	458	..	205	205	..	..	..	..	..
233	105	8,569	1,473	3,952	358	293	4,245	1,151	3,052	296	493	3,548
1	2	2,265	1,769	3,918	6	18	3,956	1,256	2,854	19	51	2,905
468	1,120	13,563	2,341	6,140	399	1,057	7,197	4,039	10,236	337	839	11,075
..	..	(a)	..	..	..	..	..	..	..	..	..	..
100	66	102,994	199,461	81,188	706	484	81,650	(a)62,238	30,425	..	..	36,425
..	..	410	226	295	..	..	295	97	..	..	..	..
35	71	71	..	..	208	462	462	..	..	546	1,149	1,149
..	..	..	..	..	..	..	..	71	188	..	..	188
250	555	555	..	..	300	707	707	12	23	525	1,147	1,170
590	1,852	3,112	3,105	7,874	1,278	6,418	14,292	1,388	3,499	1,107	5,490	8,989
3	8	415	303	670	9	21	691	69	134	22	48	182
10,346	15,175	15,175	..	..	4,357	7,777	7,777	..	..	4,851	8,507	8,507
519	1,143	1,420	279	479	185	493	972	1,528	2,115	214	545	2,680
64	197	13,323	3,384	11,070	24	121	11,191	1,738	5,183	12	62	5,245
215	519	2,10,838	241,451	4,65,242	..	..	4,05,242	149,935	2,88,051	448	923	2,88,974
843	1,868	65,745	59,827	1,18,095	770	1,682	1,19,777	21,539	44,535	2477	5,420	49,955
423	655	22,636	2,969	8,614	340	764	9,408	1,955	5,591	189	503	6,097
1,328	3,780	4,667	744	1,421	4,141	8,669	10,690	3,841	6,852	3,290	6,921	13,773
5,491	20,086	20,130	52	225	22,658	94,682	94,907	174	704	25,023	1,04,297	1,05,001
12	66	15,854	2,163	10,385	81	336	10,721	1,679	7,715	9	56	7,771
96	266	21,862	5,917	13,345	125	339	13,684	1,047	2,749	26	102	2,851
4,822	7,173	7,183	..	..	3,455	6,141	6,141	..	..	668	1,055	1,055
883	2,947	2,960	150	262	2,650	10,751	11,013	23	198	2,757	11,435	11,598
1	3	8,894	4,159	10,910	6	16	10,926	2,077	5,265	3	19	3,184
358	1,068	2,929	275	723	98	264	987	1	2	1	3	5
32	121	4,763	454	1,731	25	73	1,804	149	613	11	46	659
24	67	84,113	14,202	33,502	704	704	34,306	5,179	12,968	498	882	13,650
1	4	1,931	369	1,357	..	..	1,257	285	934	17	64	993
18	64	19,741	4,673	12,655	..	..	12,655	2,128	5,493	..	..	5,493
5,555	12,726	49,686	10,034	29,731	7,228	16,403	46,134	10,129	26,804	9,644	21,936	48,240
..	..	..	..	..	..	..	..	..	..	..	..	..
..	506	62,134	..	23,023	..	368	28,401	..	315	..	79	394
..	34	2,293	..	1,863	..	26	1,889	..	243	..	4	247
1	1	8,861	1,158	4,387	6	22	4,409	400	1,471	1	4	1,475
399	658	1,11,031	105,988	2,11,481	3	8	2,11,489	80,318	1,60,443	..	..	1,60,443
9	32	72,593	25,112	66,689	70	223	56,922	20,675	57,535	..	..	57,535
892	3,061	4,710	383	1,320	442	1,530	2,900	326	1,031	4,510	13,755	14,787
1,647	2,573	2,573	17	30	2,553	4,459	4,489	43	70	16,845	22,717	22,787
21,382	12,650	12,657	475	209	12,437	5,441	5,650	289	118	16,418	7,096	7,214
129	299	31,261	4,944	11,169	66	158	11,327	6,891	15,112	162	412	15,524
5,349	14,845	24,743	2,693	7,532	3,683	11,935	19,527	1,688	4,079	2,482	7,178	11,257
..	..	60,562	17,065	45,167	..	..	45,167	1,562	4,975	4	9	4,984
202	304	304	..	..	1,348	2,187	2,187	53	92	11,459	19,742	19,834
50,342	80,246	80,276	110	194	65,252	1,14,429	1,14,623	647	1,005	16,218	26,840	27,845
1,430	2,379	2,901	837	1,731	1,437	2,847	4,578	1,032	1,684	1,827	3,638	5,222
192	471	3,062	646	1,881	99	270	2,151	1,113	3,017	21	57	3,074
420	922	2,803	2,104	3,785	435	1,172	4,957	2,728	6,190	302	770	6,960
634	1,668	24,868	14,568	30,155	773	1,377	31,532	40,624	87,287	741	1,585	88,872
4,088	8,619	10,044	153	242	7,597	16,408	16,650	2,126	4,173	411	899	5,672
53	120	130	3	8	147	347	355	..	..	70	242	242
911	1,922	15,040	2,542	6,737	981	2,067	8,804	2,758	7,099	197	491	7,590
4,155	11,044	26,839	3,974	10,502	4,693	12,561	23,062	2,767	7,337	2,465	6,505	18,842
46	78	1,483	1,439	2,154	14	25	2,179	1,141	1,726	27	48	1,774
1,168	2,983	5,446	721	2,232	1,019	2,478	4,710	454	1,170	973	2,045	3,215
589	1,476	1,814	677	1,637	966	2,554	4,191	400	986	1,327	3,479	4,465
392	1,203	5,339	652	2,747	553	2,593	5,810	1,052	4,514	594	2,576	7,089
414	728	54,783	23,061	40,492	307	539	41,031	21,198	36,565	11	20	36,585
331	597	5,525	561	987	147	346	1,333	135	294	602	1,143	1,437
155	269	476	663	1,830	65	181	1,511	631	1,394	49	73	1,467
2,056	16,497	95,599	5,028	18,160	1,583	6,163	24,323	10,938	40,418	1,561	7,928	48,345
131,016	2,44,206	14,79,549	781,263	13,52,512	159,301	3,62,821	17,15,333	476,930	9,25,415	132,550	3,12,559	12,38,973

APPENDIX XII.
VALUE OF THE TRADE OF THE MADRAS PORT FROM 1914-15 TO 1921-22.
(As supplied by the Collector of Customs, Madras.)

Class of trade.	1914-15.		1915-16.		1916-17.		1917-18.		1918-19.		1919-20.		1920-21.		1921-22.	
	Private.	State.	Private.	State.	Private.	State.	Private.	State.	Private.	State.	Private.	State.	Private.	State.	Private.	State.
Imports.																
Foreign merchandise from foreign ports ..	10,07,57,466	35,09,267	9,25,88,759	33,07,038	9,02,46,867	1,17,90,210	9,39,11,098	1,35,63,858	10,65,48,084	45,15,805	21,29,48,987	28,98,713	17,46,62,352	81,01,821		
Foreign treasure ..	18,77,187	..	2,60,608	..	1,55,509	..	..	..	9,41,180	..	12,03,545	..	96,800	..		
Indian merchandise from Indian ports ..	1,11,37,331	10,45,173	1,15,81,167	4,93,000	1,62,95,605	3,38,782	2,08,13,313	14,32,855	3,92,16,054	7,62,637	6,98,06,231	3,89,810	4,62,08,773	34,99,402	4,96,38,083	6,00,389
Foreign merchandise from Indian ports ..	7,15,030	64,532	9,68,007	1,21,476	81,73,029	1,78,424	11,10,791	2,447	30,51,603	18,217	56,35,368	2,22,804	22,65,245	11,143	56,59,556	80,002
Treasure from Indian ports.	..	..	..	..	15,00,000	..	..	..	..	..	..	..	..	..	..	..
Total, Imports ..	11,45,47,017	46,18,972	10,53,96,741	39,21,514	13,00,46,086	1,17,18,862	12,14,62,583	1,32,26,621	13,60,78,765	1,33,70,612	17,19,31,881	31,27,719	22,96,56,530	66,12,256	22,96,56,530	37,83,502
Less, Treasure ..	18,77,187	..	2,60,608	..	..	..	17,91,689	..	..	..	9,41,180	..	12,03,545	..	96,800	..
Net, Imports ..	11,26,69,830	46,18,972	10,51,36,233	39,21,514	13,00,46,086	1,17,18,862	11,96,70,994	1,32,26,621	13,60,78,765	1,33,70,612	17,09,90,701	31,27,719	22,84,52,985	66,12,256	22,84,52,985	37,82,502
Exports.																
Indian merchandise to foreign ports ..	6,18,42,104	2,97,725	8,58,89,607	87,537	9,51,87,004	1,78,76,000	3,84,62,604	21,61,456	11,25,34,646	6,336	17,11,79,606	1,71,679	7,62,70,036	54,973	9,61,65,313	24,686
Foreign merchandise re-exported to foreign ports ..	8,00,423	54,801	10,78,002	53,243	10,26,368	31,331	10,20,105	7,41,763	85,276	10,568	31,82,197	1,01,569	19,37,444	4,684	15,67,841	21,964
Treasure to foreign ports ..	1,45,076	..	4,30,000	..	9,94,950	..	55,000	..	..	..	..	..	42,500	..	2,12,793	..
Indian merchandise to Indian ports ..	1,30,71,751	3,13,392	95,10,217	3,81,356	95,03,041	4,39,955	1,54,35,045	15,35,661	1,10,24,552	9,62,660	1,35,52,344	9,88,880	1,35,03,958	3,62,684	1,85,62,278	3,93,280
Foreign merchandise to Indian ports ..	3,79,651	2,08,661	4,62,903	1,39,889	9,14,388	2,06,217	10,12,212	4,38,242	6,92,567	4,53,301	15,79,276	1,64,889	10,54,617	94,913	13,11,504	2,53,366
Treasure to Indian ports.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total, Exports ..	7,62,30,934	8,74,579	9,73,76,729	11,37,025	10,78,26,051	1,85,93,583	5,69,86,012	24,27,161	12,48,27,035	14,37,853	19,34,93,411	14,27,017	9,28,88,958	6,47,084	11,74,66,936	6,92,315
Less, Treasure ..	1,45,076	..	4,30,000	..	9,94,950	..	55,000	..	..	..	..	..	..	..	..	..
Net, Exports ..	7,60,93,969	8,74,579	9,69,46,729	11,37,025	10,68,31,101	1,85,93,583	5,69,30,012	24,27,161	12,48,27,035	14,37,853	19,34,93,411	14,27,017	9,28,88,958	6,47,084	11,74,66,936	6,92,315
Total, Imports and Exports.	19,07,88,051	54,93,551	20,27,75,470	80,58,539	23,79,77,087	3,03,10,435	17,74,47,595	1,43,53,455	26,09,05,800	1,48,08,466	36,54,25,292	45,54,736	36,56,37,998	73,05,292	34,76,75,979	44,74,817
Less, Treasure ..	20,22,292	..	6,80,508	..	9,94,950	..	18,46,539	..	..	..	9,41,180	..	12,46,045	..	3,93,159	..
Total, Imports and Exports.	18,87,65,759	54,93,551	20,20,94,962	79,58,539	22,69,79,137	2,93,10,435	17,56,01,056	1,43,53,455	26,09,05,800	1,48,08,466	35,44,84,112	45,54,736	35,44,84,112	72,12,147	34,72,82,820	44,74,817

APPENDIX XIII.

ANALYSIS OF THE TRADE DONE AT MADRAS IN 1921-22.

Some idea of the relative importance of the various branches of trade handled at Madras during 1921-22 may be gained from the following abstract of the values of the chief items of imports and exports gleaned from the Customs returns. Government stores are excluded.

Imports into Madras of foreign goods from foreign ports.

	Rs.	P.
1. Yarn and textile fabrics	2,44,84,591	4,78,39,831
Woven goods ..	2,26,34,538	1,45,89,246
Twist and yarn ..	7,20,702	1,19,30,584
Others ..	..	3,14,21,052
2. Iron and steel, 43,128 tons ..	..	8,08,200
3. Articles of food and drink ..	..	46,18,043
4. Railway materials ..	..	51,26,354
5. Wearing apparel ..	..	44,58,932
6. Oils, 5,895,949 gallons ..	..	1,89,33,329
7. Chemicals, drugs, dyeing and tanning materials, etc. ..	..	15,44,737
8. Hardware and cutlery ..	..	38,42,524
9. Machinery ..	..	28,14,654
10. Glass, glassware and earthenware ..	..	38,63,753
11. Carriages, motor-cars, cycles, etc. ..	..	36,54,849
12. Paper and pasteboard ..	..	10,22,694
13. Unmanufactured articles, foreign coal, hides, timber ..	..	2,01,90,809
14. Instruments, musical, scientific, etc. ..	..	..
15. Arms, ammunition, and military stores ..	..	..
16. All remaining articles ..	..	..
Value of imports of foreign goods from foreign ports ..	17,48,62,262	..

Imports into Madras of Indian goods from Indian ports.

	Rs.	P.
1. Grain and pulse.	74,29,440	1,53,18,015
Rice ..	..	..
Wheat flour ..	..	..
Pulse, etc. ..	71,93,699	..
2. Oils, mostly Burma mineral oils, kerosene, 15,111,145 gallons ..	1,01,77,038	1,84,16,530
Others ..	32,39,492	..
3. Timber, mostly Burma teak ..	..	52,71,862
4. Coal, all Bengal, 148,008 tons ..	..	15,47,864
5. Hides and skins, raw, for tanning and for re-export, tanned ..	..	6,12,404
6. Printing paper from Bengal ..	..	825
7. Jute, mostly gunnies from Bengal for Madras exports ..	..	18,72,243
8. Cotton ..	..	6,20,323
9. Candles from Burma ..	..	6,07,989
10. Fodder, bran, hay, straw, etc. ..	..	21,645
11. All other Indian goods imported ..	..	23,53,943
Value of Indian goods imported from Indian ports ..	4,96,38,083	..

Exports from Madras of Indian goods to foreign ports.

	Rs.	P.
1. Skins, dressed and tanned, goats, sheep, etc., tons 3,483 (Nos. 1,372,352) ..	2,11,12,752	..
2. Hides, dressed and tanned, ox, cow, buffalo, etc., tons 4,419 (Nos. 1,373,254) ..	84,00,001	..
3. Cotton, 3,455 tons ..	37,55,923	..
4. Piece-goods ..	1,41,54,591	..
5. Earth-nuts ..	3,04,13,647	..
6. Goat and other skins, untanned tons, 3,029 (Nos. 3,578,244) ..	63,47,397	..
7. Textiles other than piece-goods ..	14,44,332	..
8. Foods and drinks ..	21,85,177	..
9. Manure (6,091 tons) ..	6,39,588	..
10. Tobacco, chemicals, etc. ..	..	..
11. Mica (5,071 cwt.) ..	6,30,331	..
12. Castor seed ..	6,81,689	..
13. Other oil-seeds ..	4,47,679	..
14. Fodder, oil-cake, etc. ..	2,63,612	..
15. Horns (5,779 cwt.) ..	1,10,038	..
16. Silk ..	2,49,824	..
17. Apparel ..	83,616	..
18. All other items ..	53,26,124	..
Value of Indian goods exported to foreign ports ..	9,81,65,313	..

Exports from Madras of Indian goods to other Indian ports.

	Rs.	P.
1. Seeds, chiefly groundnuts ..	11,81,656	..
2. Provisions, fresh vegetables, etc. ..	17,77,427	..
3. Hides and skins ..	57,936	..
4. Grain and pulse ..	98,103	..
5. Oil ..	7,38,508	..
6. Spices, cardamoms and chillies ..	1,48,508	..
7. Metals ..	51,336	..
8. All other articles ..	1,43,12,805	..
Value of Indian goods exported from Madras to Indian ports ..	1,83,52,278	..

APPENDIX XIV.

SUMMARY OF THIRTY-FIVE YEARS' REVENUE TRANSACTIONS.

The revenue transactions of the Trust during the years commencing 1887-88 and ending 1921-22, that is, during the thirty-five years in which it has been paying off its debt to Government, may be summarized as follows :—

	RS.
(1) Receipts on Revenue account	3,54,20,900
(2) Expenditure on Revenue account, 75.55 per cent	2,67,55,497
(3) Profit on working, (1) minus (2)	86,65,403
(4) Port Fund surplus allotted by Government	18,25,237
Total, net receipts	1,04,90,640

These receipts have been disposed of as follows :—

	RS.
(5) Balance at beginning of 1887-88	6,89,883
(6) Balance at end of 1921-22	5,85,817
(7) Decrease of balance, (6) minus (5)	1,04,566
(8) Paid-off debt to Government	48,60,704
(9) Contributed by Revenue to Capital	57,25,502
Total, as above	1,04,90,640

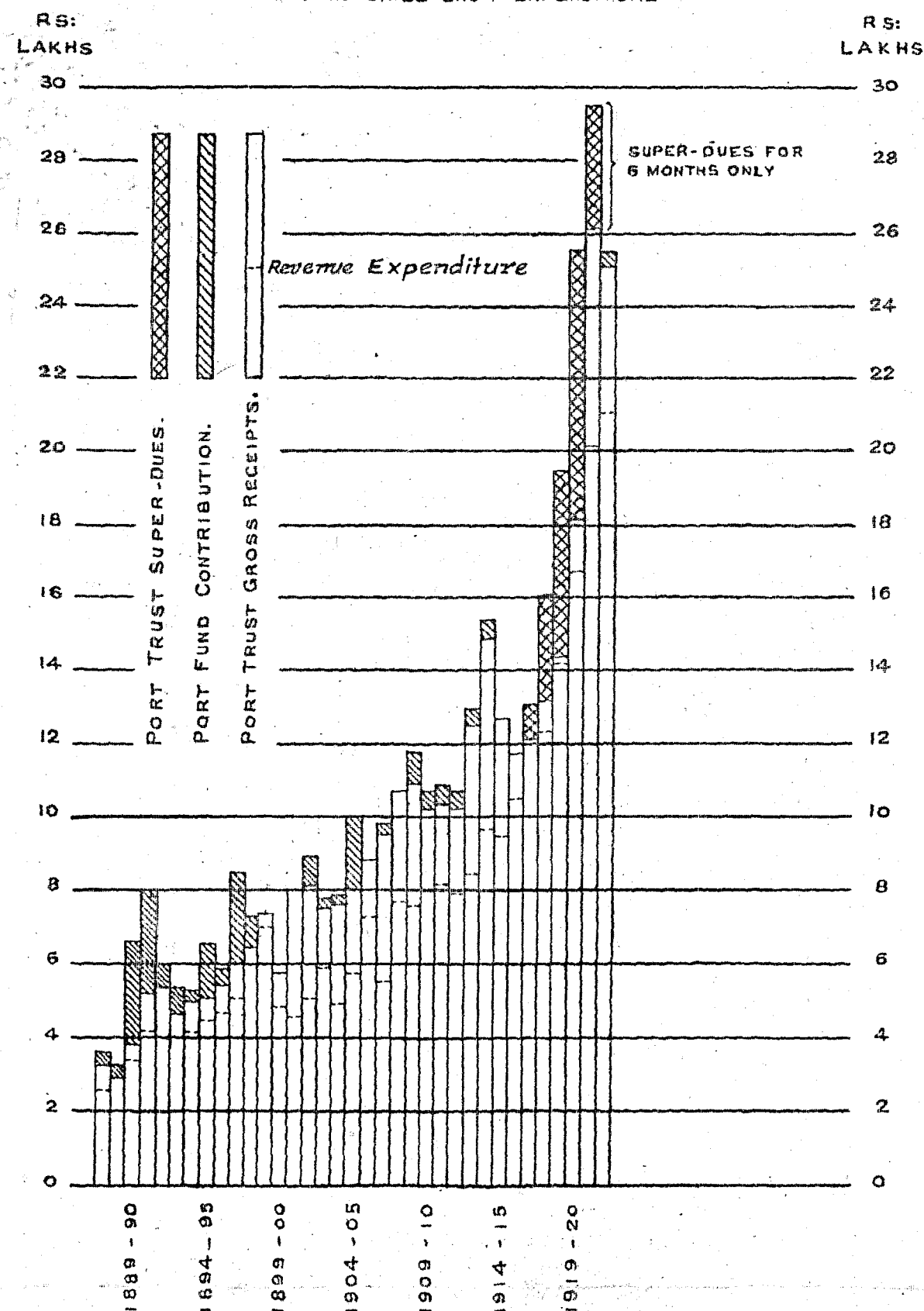
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MADRAS PORT TRUST
DIAGRAM OF REVENUE RECEIPTS AND EXPENDITURE
FOR 35 YEARS

SCALES { HORIZONTAL 10 YEARS TO 1-INCH.
VERTICAL RS. 4 LAKHS TO 1-INCH.

NOTE:—

THE PORT FUND SURPLUS MADE OVER
TO THE TRUST BY GOVERNMENT FROM TIME TO
TIME IS SHOWN HATCHED

DOTTED LINES SHOW EXPENDITURE



NOTE.—Reproduced from the original received from the
Chief Engineer, Madras Port Trust, Madras.

MADRAS HARBOUR

IN 1922

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SCALE 400 FT. = 1 INCH
FEET 0 100 200 300 400 500 600 700 800 900 1000

