M.R.O. 1—77,008—8-6-37.

(1) Number of pages 24

(2) Date of repair 15-7-41

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

MARINE **DEPARTMENT.**

G.O. No. 19 Marine Press ~~Ms.~~

Dated 10 March 1889.

Not to be folded or roughly handled

1st March 1889, No. 79, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, dated Madras, 22nd February 1889, No. 724.

I have the honor to acknowledge the receipt of G.Os., No. 560, dated 17th December 1888, and No. 56, dated 13th February 1889 (Marine), with enclosures, which, after having been referred to a committee of the Board, were finally considered by the Trustees at their meeting this evening; and to submit, for the information of Government, copies of the resolutions passed by the committee and approved by the Trust, together with a printed schedule embodying their proposals. I forward 20 copies for ready reference, in case they may prove useful to the Select Committee.

2. The words "or Ceylon" are added at para. (a) in column 3, "Foreign vessels," Madras, to encourage foreign steamers trading between Calcutta and Colombo to call at Madras—such as the "Messageries Maritimes" and "Austro-Hungarian Lloy'ds."

3. The 2½ annas, as now proposed for coasting steamers calling at Madras, are intended to include the special due levied under Act IV of 1881, and one anna to represent the Madras share of the group rate now surrendered. It is not intended at present to request that the full 2½ annas maximum shall be levied under section 33 of the Indian Ports Bill, but only such portion, over and above the 1½ annas special rate, as may be found sufficient to recoup the loss of the group-rate contribution hitherto credited to Madras.

4. The Board note that the term "voyage" is not defined in chapter 1, section 3, and would recommend that the definition in Act X of 1887 be followed.

Enclosures.

Minutes of a meeting of a Committee of the Harbour Trust Board appointed by the Trustees at their meeting of the 18th January, under section 17 (3), Act II of 1886, held at the Board's office on Friday, the 15th February 1889.

Present:

Mr. R. W. Barlow, C.S., Chairman.
The Honorable Mr. J. A. Boyson.
Captain H. A. Street, H.M.'s I.M.
Mr. G. G. Arbuthnot.
" J. R. Hunter.
" George King.
" W. J. Eales.

Read G.O., Marine, No. 560, dated 17th December 1888, passing orders upon the Bill to amend the Indian Ports Act XII of 1875.

Read G.O., Marine, No. 56, dated 13th February 1889.

Proposed by Captain Street and seconded by Mr. Eales,—that Madras be eliminated from the eastern group, and that the maximum rate of port dues upon coasting steamers be 2½ annas per net registered ton, including the 1½ annas now levied under Act IV of 1881.

Proposed, as an amendment, by Mr. G. G. Arbuthnot, and seconded by the Honorable Mr. Boyson,—that the rate be 2 annas. The amendment having been put and lost, by 5 to 2, Captain Street's proposal was carried by a majority of 5 to 2.

Resolution.—Resolved, that the Trustees be advised to recommend the schedule hereto annexed.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Friday, the 22nd day of February 1889.

* * * * *

3. Read G.Os., Marine, Nos. 560, dated 17th December 1888; 56, dated 13th February 1889; and 70, dated 19th idem.

Read the minutes of the proceedings of the committee appointed by the Trustees at their meeting of the 18th January, under section 17 (3), Act II of 1886, held at the Board's office on Friday, the 15th February.

Examined and discussed the schedule annexed to those proceedings.

Resolution.—Resolved, unanimously, that the draft schedule, as prepared by the committee, be approved and submitted to Government.

* * * * *

THE INDIAN PORTS BILL.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

Part II.—Madras Presidency.

Name of port. 1		Vessels chargeable. 2	Rate of port-dues. 3	Due how often chargeable in respect of same vessel. 4
Madras.				
District.	Port.			
	Madras.	Sea-going vessels of fifteen tons and upwards.	*Foreign Vessels.* (a) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements or Ceylon, calling at Madras, not exceeding three annas a ton. (b) In the case of any other foreign ship or steamer calling at Madras, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again. The due is payable on each entry into the port.
			Coasting Vessels. (c) In the case of a coasting ship calling at Madras, not exceeding one-and-a-half annas a ton. (d) In the case of a coasting steamer calling at Madras, not exceeding two-and-a-half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again The due is payable once in thirty days.

THE INDIAN PORTS BILL—*cont.*

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

Part II.—Madras Presidency.

Name of port. 1		Vessels chargeable. 2	Rate of port-dues. 3	Due how often chargeable in respect of same vessel. 4
Eastern Group.				
District.	Port.			
Ganjam ..	1. Gopálpur. 2. Sonnapuram. 3. Baruva. 4. Púndi. 5. Calingapatam.	Sea-going vessels of fifteen tons and upwards.	*Foreign Vessels.* (a) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port.
Vizagapatam ..	6. Konada. 7. Bimlipatam. 8. Vizagapatam. 9. Pudimadaka. 10. Pentakota.		(b) In the case of any other foreign ship or steamer calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The due is payable on each entry into the port.
Godávari ..	11. Uppada. 12. Cocanada. 13. Coringa. 14. Bendamurlanka. 15. Narsápur. 16. Perupalem.		(c) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four-and-a-half annas a ton.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group.
Kistna ..	17. Masulipatam. 18. Penumudi. 19. Morutota. 20. Nagayalanka. 21. Kottapalem. 22. Gangadipalem. 23. Nizampatnam. 24. Ipurupalem. 25. Bodduvanipalem. 26. Motupalle.		(d) In the case of any other foreign ship or steamer calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four-and-a-half annas a ton.	The due is payable once for the voyage.
Nellore ..	27. Kanuparti. 28. Kottapatnam. 29. Itamukkala. 30. Pakala. 31. Karedu. 32. Ramayapatnam. 33. Chennayyapalem. 34. Tummalapenta. 35. Juvaladinne. 36. Iskapalle. 37. Ponnapudi. 38. Maipadu. 39. Kistnapatam. &c., &c., &c.		*Coasting Vessels.* (e) In the case of a coasting ship calling at any port, not exceeding one-and-a-half annas a ton. (f) In the case of a coasting steamer calling at one or more ports in the Eastern group, or at one or more ports in the Western group, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port. The payment of the due at the first port called at in the group will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port in the group.
Western Group.		As above.	As above in Eastern group.	As above in Eastern group.
Here enter ports.				

From the Honorable J. A. BOYSON, Chairman, Chamber of Commerce, to the Chief Secretary to Government, dated Madras, 22nd February 1889.

I have the honor to acknowledge receipt of the Proceedings of the Madras Government, dated the 17th December 1888, No. 560, Marine, and the Proceedings, dated the 13th instant, No. 56, Marine. In the latter, the Chamber is requested to offer an opinion on the provisions of the Bill to consolidate and amend the law relating to ports and port charges, now before the Government of India.

2. A comparison of section 35 (6) of the New Ports Bill with the first schedule, part II, attached thereto, clauses (f) 2 and 3, seems to show that, under the Bill, Madras would not be entitled to a larger due than 1½ annas on coasters, whereas under the existing arrangements the port receives, in addition to the 1½ annas, a share of the group dues which is estimated at about Rs. 7,000 per annum. The section referred to escaped the notice of the Chamber when it last reported on the schedule, and it was not the intention of the Chamber that the alterations then proposed should involve any sacrifice of revenue for Madras. As it is evidently the intention of the Bill that Madras is one of the ports that is not to be grouped with any other port, the Chamber encloses draft of the amended schedule which the Chamber is informed by its representatives on the Harbour Trust Board will not differ to any material extent from the recommendations the Board intends to send up.

3. The essential points of difference between this draft and the schedule attached to the Bill are—

(1) That Madras is completely eliminated from the group.
(2) That in clause (a) the words "or Ceylon" have been inserted to admit of the Messageries Maritimes and the Austro-Hungarian Lloyd's Companies calling at Madras for the same payments they now make. It is not necessary to insert the same words in (e) and (g).
(3) In clause (d) the maximum rate of dues leviable on coasters is fixed at 2½ annas.

In other repects, there is no difference between the general tenor of the two schedules, and the Chamber will be glad if the Government will see its way to adopt the draft amended schedule.

Order—dated 1st March 1889, No. 79, Marine.

The Government entirely approve of the complete separation of Madras from the eastern group of ports as set forth in the draft schedule now proposed by the Chamber of Commerce and the Harbour Trust Board.

2. It is observed, however, that the proposed maximum charges on coasting ships and steamers disturb the relation which has hitherto existed between the dues leviable on these two classes of vessels, the latter being at present liable to pay twice as much as the former. The Government think that this proportion should be preserved and would, therefore, raise the maximum charge on coasting steamers calling at Madras to 3 annas a ton.

3. The proposed schedule reduces very considerably the rates chargeable on "foreign vessels" entering the Madras port. The maximum rate now leviable is 8 annas a ton, and the actual charge was 6 annas until it was reduced to 4½ annas by G.O., 27th April 1888, No. 161. A further reduction to 3 annas is now proposed. The future receipts and charges at Madras under the present rates have been estimated by the Presidency Port Officer at Rs. 1,33,300 and Rs. 1,03,900, respectively (in round numbers), as shown below :—

Receipts.

	RS.
(a) Dues on coasters	36,300
(b) Do. foreign vessels	86,300
(c) Sundry receipts	10,700
Total ..	1,33,300
Charges	1,03,900
Balance ..	29,400

The reduction of item (b) of receipts by one-third would almost entirely destroy the estimated surplus, and the Government consider that this is a loss which the port could not, in the long run, be able to afford. At present no doubt the port is in a prosperous condition, having accumulated a considerable surplus which will operate as a reserve to meet special charges, and which, when invested, will yield an annual income. But this state of things may not last and it may ultimately be necessary to increase the revenue from port as well as from harbour dues, in order to meet the charges of harbour improvements. Without, therefore, in any way implying that the dues should be raised at present, but on the contrary with every readiness to sanction a further reduction of existing rates with reference to the surplus now in hand should the Chamber and the Harbour Trust Board desire it, the Government consider that a higher maximum should be authorized in the Act. This maximum they would fix at 6 annas a ton.

4. Subject to these remarks, the draft schedule will be forwarded for the favorable consideration of the Government of India.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.
,, Chairman, Chamber of Commerce.
Presidency Port Officer.

Govt. of {1889} Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 1st March 1889, No. 79.

MARCH.

Indian Ports Bill.

Passing orders regarding the complete separation of Madras from the eastern group of ports, and forwarding the draft schedule, subject to certain remarks, for the favorable consideration of the Government of India.

Encl. to P. 7 38/p

Minutes of a meeting of a Committee of the Harbour Trust Board appointed by the Trustees at their meeting of the 18th January under Section 17 (3) Act II of 86, held at the Boards' office on Friday the 15th February 1889.

Present.

Mr. R. W. Barlow C. S. Chairman

The Honorable Mr. J. A. Boyson.

Captain H. A. Street, H. M. I. M.

Mr. G. G. Arbuthnot.

Mr. J. R. Hunter.

Mr. George King.

Mr. W. J. Eales.

Read G. O. Marine No. 560 dated 17th December 1888, passing orders upon the Bill to amend the Indian Ports Act XII of 1875.

Read G. O. Marine No. 56 dated 13th February 1889.

Proposed by Captain Street and Seconded by Mr. Eales:—That Madras be eliminated from the Eastern group, and that the Maximum rate of Port Dues upon Coasting Steamers be 2½ annas per net registered ton, including the 1½ annas now levied under Act IV of 1881.

Proposed as an amendment by Mr. G. G. Arbuthnot, and Seconded by the Honorable Mr. Boyson, that the rate be 2 annas, the amendment having been put and lost, by 5 to 2; Captain Streets' proposal was carried by a majority of 5 to 2.

Resolved that the Trustees be advised to recommend the Schedule hereto annexed.

(True copy)

C Vincent

Secretary

Harbour Trust Board

HARBOUR TRUST BOARD
22 FEB. 89
MADRAS.

EXTRACT of Proceedings of the TRUSTEES of the HARBOUR of MADRAS, at a Meeting held at the Offices of the Board on Friday the 22d day of February 1889.

× × ×

3. Read G.Os. Marine Nos. 560 dated 17th December 1888, 56 dated 13 February 1889, and 70 dated 19th idem.

Read the minutes of the proceedings of the Committee appointed by the Trustees at their meeting of the 18th January under Section 17(3) Act II of 1886, held at the Board's office on Friday the 15th February.

Examined and discussed the Schedule annexed to those proceedings.

Resolved unanimously that the draft Schedule as prepared by the Committee be approved and submitted to Government.

× × ×

C Vincent

Secretary

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues and Frequency of Payment.)

PART II.—MADRAS PRESIDENCY.

Name of port.		Vessels chargeable.	Rate of port-dues.	Due how often chargeable in respect of same vessel.
1		2	3	4
Madras				
District.	Port.			
	Madras.	Sea-going vessels of fifteen tons and upwards.	*Foreign Vessels.*	
			(a) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements or Ceylon, calling at Madras not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again.
			(b) In the case of any other foreign ship or steamer calling at Madras not exceeding three annas a ton.	The due is payable on each entry into the port.
			Coasting Vessels.	
			(c) In the case of a coasting ship calling at Madras not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again.
			(d) In the case of a coasting steamer calling at Madras not exceeding two and a half annas a ton.	The due is payable once in thirty days.
Eastern Group.				
District.	Port.			
Ganjam.	1. Gopálpur. 2. Sonnapuram. 3. Baruva. 4. Pándi. 5. Calingapatam.	Sea-going vessels of fifteen tons and upwards.	*Foreign Vessels.* (a) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton. (b) In the case of any other foreign ship or steamer calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton. (c) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton. (d) In the case of any other foreign ship or steamer calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton. *Coasting Vessels.* (e) In the case of a coasting ship calling at any port, not exceeding one and a half annas a ton. (f) In the case of a coasting steamer calling at one or more ports in the Eastern group, or at one or more ports in the Western group, not exceeding three annas a ton.	(a) The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port. (b) The due is payable on each entry into the port. (c) The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group. (d) The due is payable once for the voyage. (e) The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port. (f) The payment of the due at the first port called at in the group will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port in the group.
Vizagapatam.	6. Konada. 7. Bimlipatam. 8. Vizagapatam. 9. Pudimadaka. 10. Pentakota.			
Godávari.	11. Uppada. 12. Cocanada. 13. Coringa. 14. Bendamurulanka. 15. Narsápur. 16. Perupalem.			
Kistna.	17. Masulipatam. 18. Penmandi. 19. Morutota. 20. Nagayalanka. 21. Kottapalem. 22. Gangadipalem. 23. Nizampatnam. 24. Ipurupalem. 25. Bodduvanipalem. 26. Motupalle.			
Nellore.	27. Kanuparti. 28. Kottapatnam. 29. Itamukkala. 30. Pakala. 31. Karedu. 32. Ramayapatnam. 33. Chennayyapalem. 34. Tummalapenta. 35. Juvaladinne. 36. Iskapalle. 37. Ponnapudi. 38. Maipadu. 39. Kistnapatam. &c., &c., &c.			
Western Group.		bove.	As above in Eastern group.	As above in Eastern group.

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don't appear in the
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J.C.

The Indian Ports Bill.

(The First Schedule.—Ports, Vessels chargeable, Rate of Port-dues ~~and Frequency of Payment.~~)

PART II.—MADRAS PRESIDENCY.

Name of port.		Vessels chargeable.	Rate of port-dues.	Due how often chargeable in respect of same vessel.
1		2	3	4
Madras . . .		Sea-going vessels of fifteen tons and upwards.	*Foreign Vessels.*	
~~District.~~	~~Port.~~ Madras.		(a) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements or Ceylon, calling at Madras not exceeding three annas a ton. (b) In the case of any other foreign ship or steamer calling at Madras not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again. The due is payable on each entry into the port.
			Coasting Vessels.	
			(c) In the case of a coasting ship calling at Madras not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again.
			(d) In the case of a coasting steamer calling at Madras not exceeding two and a half annas a ton.	~~The due is payable once in thirty days.~~
Eastern Group.		Sea-going vessels of fifteen tons and upwards	(b) *Foreign Vessels*	
District.	Port.			
Ganjam.	1. Gopálpur. 2. Sonnapuram. 3. Baruva. 4. Púndi. 5. Calingapatam.		~~(a)~~ In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port.
Vizagapatam.	6. Konada. 7. Bimlipatam. 8. Vizagapatam. 9. Pudimadaka. 10. Pentakota.		(b) In the case of any other foreign ship or steamer calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The due is payable on each entry into the port.
Godávari.	11. Uppada. 12. Cocanada. 13. Coringa. 14. Bendamurulanka. 15. Narsápur. 16. Perupalem.		(c) In the case of a foreign ship or steamer, engaged in trade with the Straits Settlements, calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group.
Kistna.	17. Masulipatam. 18. Penumudi. 19. Morutota. 20. Nagayalanka. 21. Kottapalem. 22. Gangadipalem. 23. Nizampatnam. 24. Ipurapalem. 25. Bodduvanipalem. 26. Motupalle.		(d) In the case of any other foreign ship or steamer calling at more than one port in the Eastern group, or at more than one port in the Western group, not exceeding four and a half annas a ton.	The due is payable once for the voyage.
			Coasting Vessels.	
Nellore.	27. Kanuparti. 28. Kottapatnam. 29. Itamukkala. 30. Pakala. 31. Karedu. 32. Ramayapatnam. 33. Chennayyapalem. 34. Tummalapenta. 35. Juvaladinne. 36. Iskapalle. 37. Ponnapudi. 38. Maipadu. 39. Kistnapatam. &c., &c., &c.		(e) In the case of a coasting ship calling at any port, not exceeding one and a half annas a ton. (f) In the case of a coasting steamer calling at one or more ports in the Eastern group, or at one or more ports in the Western group, not exceeding three annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at the port. The payment of the due ~~at the first port called at in the group will exempt the steamer for a~~ period of thirty days from liability to pay the due again at that or any other port in the group.
Western Group.			As above in Eastern group.	As above in Eastern group.
Here enter ports.				

Mar 79 & 1/3/89

Harbour-Trust Board Office,
Madras, 22d February 1889.

No. 724

From
R. W. Barlow Esquire C. S.
Chairman, Harbour Trust Board,
Madras,

To
The Honorable J. F. Price C.S.
Chief Secretary to Government,
Marine Department.
Fort Saint George.

Sir,

I have the honor to acknowledge the receipt of G. Os. No. 560 dated 17th December 1888, and No. 56 dated 13th February 1889 (Marine), with enclosures, which, after having been referred to a Committee of the Board, were finally considered by the Trustees at their meeting this evening, and to submit for the information of Government copies of the resolutions passed by the

Committee

Committee and approved by the Trust, together with a printed Schedule embodying their proposals. I forward 20 copies for ready reference, in case they may prove useful to the Select Committee.

2. The words "or Ceylon" are added at para (a) in Column 3 "foreign Vessels" Madras, to encourage foreign Steamers trading between Calcutta and Colombo to call at Madras — such as the "Messageries Maritimes" and "Austro Hungarian Lloyds."

bill para 3 to
P.P.O. letter [illegible]
[illegible]

3. The 2½ annas, as now proposed for coasting Steamers calling at Madras, are intended to include the Special due levied under Act IV of 81, and one anna to represent the Madras Share of the group rate, now surrendered. It is not intended at present to request that the full 2½ annas maximum shall be levied under Section 33 of the Indian Ports Bill, but only such

portion

portion, over and above the 1½ annas Special rate, as may be found sufficient to recoup the loss of the group rate contribution hitherto credited to Madras.

4. The Board note that the term "voyage" is not defined in Chapter I Section 3, and would recommend that the definition in Act X of 87 be followed.

I have the honor to be
Sir
Your most obdt. Servant

J.W. Morton
Chairman
Harbour Trust Board

[illegible] 166

MARINE DEPARTMENT.

From

THE CHAIRMAN,
HARBOUR TRUST BOARD,
Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

Dated 22nd Feby 1889
Received

ENCLOSURES ~~22~~ 3

UNDER SECY TO GOVT PUBLIC E TO DEPT 24 FEB 89
No. 72

195 [illegible] schedule

Subject.

Indian Ports Bill

Submitting a schedule of port dues, separating the port of Madras from the Eastern group

11/2

19c

The Indian Ports Bill.

The First Schedule – Ports. Vessels chargeable Rate of Port-dues &c.

Part II. Madras Presidency.

Name of Port	Vessels chargeable	Rate of Port-dues	Due how often chargeable in respect of same vessel.
1	2	3	4.
Madras	Sea-going Vessels of fifteen tons and upwards	Foreign Vessels	
		(a) In the case of a Foreign ship or steamer, engaged in trade with the Straits Settlements or Ceylon calling at Madras, not exceeding three annas a ton	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again
		(b) In the case of any other foreign ship or steamer calling at Madras, not exceeding three annas a ton	The due is payable on each entry into the port.
		Coasting Vessels.	
		(c) In the case of a Coasting ship, calling at Madras, not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again.*
		(d) In the case of a Coasting steamer calling at Madras, not exceeding two and a half annas a ton.	The payment of the due will exempt the steamer for a period of thirty days from liability to pay the due again at Madras.

Name of Port	Vessels chargeable	Rate of Port dues	Due how often chargeable &c.
1	2	3	4
Eastern and Western Groups.	Sea-going Vessels of fifteen tons and upwards	Foreign Vessels	
		(e) In the case of a foreign ship or steamer engaged in trade with the Straits Settlements calling at any one port in the Eastern group or at any one port in the Western group not exceeding three annas a ton	The payment of the due at the port will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that port.
		(f) In the case of any other foreign ship or steamer calling at any one port in the Eastern group, or at any one port in the Western group, not exceeding three annas a ton.	The due is payable on each entry into the port.
		(g) In the case of a foreign ship or steamer engaged in trade with the Straits Settlements calling at ~~one or~~ more than one port in the Eastern group or at more than one port in the Western group, not exceeding four and a half annas a ton	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of sixty days from liability to pay the due again at that or any other port in the group.
		(h) In the case of any other foreign ship or steamer calling at more than	The due is payable once for the voyage.

21C

Name of Port	Vessels chargeable	Rate of Port dues	Due how often chargeable &c.
1	2	3	4
Eastern and Western Groups (Contd)	Sea-going Vessels of fifteen tons and upwards	Foreign Vessels (Contd)	
		one port in the Eastern group or at more than one port in the Western group, not exceeding four and a half annas a ton.	
		Coasting Vessels.	
		(i) In the case of a coasting ship, calling at any port, not exceeding one and a half annas a ton.	The payment of the due at the port will exempt the ship for a period of sixty days from liability to pay the due again at that port.
		(j) In the case of a coasting steamer calling at one or more ports in the Eastern group, or at one or more ports in the Western group, not exceeding three annas a ton.	The payment of the due will exempt the steamer for a period of thirty days from liability to pay the due again at that or any other port in the group.

Marine C. No. 161 of '89

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23C 6P C. No. 161.

The Madras Chamber of Commerce,

Madras, 22nd Feby 1889.

22 FEB 89

FROM

The Hon'ble J. A. Boyson,
CHAIRMAN CHAMBER OF COMMERCE,
MADRAS.

TO

The Chief Secretary to Government,
Fort Saint George.

Sir,

I have the honor to acknowledge receipt of the Proceedings of the Madras Government, dated the 17th December '88 No. 566, Marine, and the Proceedings, dated the 13th instant, No. 56 Marine. In the latter the Chamber is requested to offer an opinion on the provisions of the Bill to Consolidate and Amend the Law relating to Ports and Port Charges, now before the Government of India.

A Comparison of Section 35(a) of the New Ports Bill with the First Schedule, Part II attached thereto, Clauses (f) 2 & 3, seems to show that under the Bill Madras would not be entitled to a larger due than 1½ annas on Coasters, whereas under the Existing arrangement the Port receives in addition to the 1½ annas a share of the group dues which is estimated at about ₨ 7000 p annum. The Section referred to escaped the notice of the Chamber when it last reported on the Schedule, and it was not the intention of the Chamber that the alterations then proposed should involve any sacrifice of revenue for Madras. As it is evidently the intention of the Bill that Madras is one of the ports that is not to be grouped with any other port, the Chamber encloses draft of the amended Schedule which the Chamber is informed by its representatives on the Harbour Trust Board will not differ to any material extent from the recommendations the Board intends to send up.

The essential points of difference between this draft and the Schedule attached to the Bill are:-

1. That Madras is completely eliminated from the group
2. That in Clause (a) the words "or Ceylon" have been inserted to admit of the Messageries Maritimes and the Austro-Hungarian Lloyds Companies calling at Madras for the same payments they now make. It is not necessary to insert the same words in (e) & (g)
3. In clause (d) the maximum rate of dues leviable on Coasters is fixed at 2½ annas.

In other respects there is no difference between the general tenor of the two Schedules, and the Chamber will be glad if the Government will see its way to adopt the draft amended Schedule.

I have the honor to be,
Sir,
Your most obedt. Servant,

Chairman.

27c

and also to ~~th~~ preserve the pri
ciple that an increase of shipp
as well as of harbour dues on
cargo is to be looked to to meet
charges in connection with these
harbour improvements. The
Port is now in a prosperous con
dition having besides an annual
surplus a considerable accumu-
lation which will operate as a
reserve, to meet special charges and which when invest
will yield an annual income
But this condition may not last
without in any way implying that at present
the dues should be raised, but on
the contrary with every readin
to sanction a further present re
duction with reference to the cur
rent surplus realized at ~~present~~ existing
rates should the Chamber &
H.T. Board recommend the
measure, I think that a higher
maximum should be authorized
in the Act. I would propose
six annas a ton.

I would put a separate order
on these papers ~~for~~ the com.d to
the H.T.B. & Chamber &
forwarded with our letter
dealing with the other points
connected with the Bill.

28 Feb.

I entirely approve the proposal to separate Madras completely from the Eastern Group. The proposed maximum as to ~~coasting~~ steamers is not too high, as these vessels are now let off very light. But the proposed maximum disturbs the relation between the dues on coasting ships & steamers I think therefore that the maximum for coasting steamers at Madras should be 3 annas a ton, instead of 2½ annas.

The proposed schedule also reduces considerably the maximum rates chargeable on foreign ~~ships &~~ vessels. The maximum is now eight annas & the rate actually levied 4½ annas, as recently reduced from 6 annas. The further reduction will therefore be one third & the port cannot afford this. Capt Street's estimate of future receipts & charges at Madras, at present rates, is as follows.

Coasters, dues.	36,331.
Foreign vessels dues	86269
Sundry receipts	10687
	133287
Charges.	103857
Surplus.	29430

The reduction of one third in foreign dues would be Rs 28,756 and would leave too narrow a margin between receipts & charges. The Chamber wish to reduce dues on liners as much as possible, & I fully agree with them, But in fixing a maximum we have got to look to the future

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CURRENT No. 161

[9]

Marine DEPARTMENT.

From

Chairman,
Chamber of
Commerce

No.

Dated 22.
Received "
Feb/89

Enclosures

SUBJECT.

Reporting on the Ports Bill.

Please give me copy of schedule recd in the Marine of No 166 to compare with the enclosure the schedule
1/3

80

Marine DEPARTMENT.

29

[5]

Papers to be read in Proceedings :—

Again G.O., dated 188 , No.

Again G.O., dated 188 , No.

Current No. 161 of 1889 dated 22 Feb.y from The Chairman Madras Chamber of Commerce

Current No. 166 of 1889, dated 22 Feb.y from the Chairman M.T.B

Order (8 March/89 No. 79)

The Govt. entirely approve of the complete separation of ~~proposed~~ ~~to separate~~ Madras ~~completely~~ from the Eastern group of ports as set forth in the draft schedule now prepared by the Ch: of Commerce & the M.T.B

2. It is observed however that the proposed maximum charges on coasting ships & steamers distort the relation which has hitherto existed between the dues leviable on these two classes of vessels, the latter ~~having~~ being at present liable to pay twice as much as the former. The Govt. think that this proportion should be preserved & would therefore raise the maximum charge

on coasting steamers, [illegible] to 3 annas a ton.

3 The proposed schedule reduces very considerably the rates chargeable on foreign vessels entering the Madras port. The maximum rate now leviable is 8 annas a ton, & the actual charge was 8 annas until it was reduced to 4½ as by G.O. 27th ~~April~~ 1888 No 161. A further reduction to 3 annas is now ~~proposed~~ proposed.

The future receipts & ~~charges~~ of harbour under the present rates have been estimated by the P.O. at Rs 133,300 & Rs 103,900 respectively (in round numbers) as shown below.

Receipts	Rs
(a) Dues on Coasters	36,300
(b) Dues on foreign vessels	86,300
(c) Sundry receipts	10,700
Total	133,300
Charges	103,900
Balance	29,400

The reduction of item (b) of receipts by one-third would ~~in the opinion~~ almost entirely destroy the Port's estimated surplus; & the Govt. consider that this is a loss which the port would not, in the long run, be able to afford. At present no doubt the port is in a prosperous condition having accumulated a considerable surplus which will permit of a reserve to meet special charges, which when invested will yield an annual income. But this state of things may not last & it may ultimately be necessary to increase the revenue from ~~shipping~~ port ~~dues~~ as well as from harbour ~~charges~~ dues in order to meet the charges of harbour improvements. Without therefore in any way implying that the dues should be raised at present, but on the contrary with every readiness to sanction a further reduction of existing rates with reference to the surplus now in hand should the Chamber & the Harbour Trust Board desire it, the Govt. consider that a higher maximum should be authorised in the Act. This maximum they would port dues to [illegible]

to Subject to these remarks the
draft schedule will be forwarded
for the favourable consideration
of the Govt of India.

(Form Orders)

Seen
& [illegible] 1/2

The Chairman H.T.B.
Ch. of Com.
P.P.O.
(Desp
8/3/89

Scale of port dues at
Madras under the
new Ports Act
(Form Orders)

33C

ACK PAPERS, No. of 188

URTHER PAPERS, No. of 188

D AGAIN Order of Government, dated
188 , No.

SURES.

ENT No.

161
188

MENT WITH DITTO.

&c. OF GOVERNMENT—A.

KEPT OUT OF FILE FOR DESPATCH IN ORIGINAL.
(not paged.)

~~[illegible]~~ 13

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N.B.—
A = Print in full.
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P = Print abstract only.
Q = Print heading only.
R = Print, but not for monthly volume.

[illegible]-10-12 √
22-11-16

ORDINARY, PRINTED.

Marine DEPARTMENT.
G.O., DATED 1-3-89
No. 79.

First copy sent to Press. 1/3

Returned for signature. 4/

Despatched in print. 5/3

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[Despatch Abstract.]

Indian Ports Bill

Passing orders regarding
the complete separation of
Madras from the Eastern
group of ports, and forward
-ing the draft schedule,
subject to certain remarks,
for the favorable considera
-tion of the Govt. of India.

I