ORDINARY PRINTED

Mar DEPARTMENT.

G.O., DATED 7-8-95

No. 241-2

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[Despatch Abstract.]

Harbour Trust Board

Reviewing the report on the administration of the —— for 1894-95 and forwarding copy of the Proceedings thereof. 10 Copies

C.P. 813/95

11.11.95

24-11-95

Removed from 465 mar 26-6-96

Govt. of {1895} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., &c., 7th August 1895,
Nos. 241, 242.

AUGUST.

Harbour Trust Board.

Reviewing the report on the administration of the — for 1894–95, and forwarding copy of the Proceedings to the Government of India.

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

NUMBER OF COPIES REQUIRED.
- Order complete.
- Letter only.
- Order complete with Letter.

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

to Government under section 32 of Act II of 1886. The increase of Rs. 6,108 under "Establishment, &c.," is mainly due to the payment of a personal allowance to the Traffic Manager and to exchange compensation allowance having been granted in arrears from 1st April 1893. The large increase under "Petty construction, &c.," is only apparent, as the one item of Rs. 10,484 was chiefly for arrears due to the Engineer for the preceding year. The new works carried out during the year are enumerated in paragraphs 11 and 12 of the report. The Government is glad to note that the system of porterage continued to work satisfactorily. The receipts were Rs. 91,544 and the charges Rs. 84,169, but to this last figure should be added Rs. 7,105 for establishment which, according to paragraph 20 of the Traffic Manager's report, is included in the Traffic Department Staff. This is apparently in accordance with paragraph 6 of G.O., dated 13th August 1892, No. 291. As the existing system of porterage is now on a permanent footing, all establishment charges incurred in connection with it should in future be shown against it in the accounts.

Rs. 125 × 9 = Rs. 1,125: *vide* G.O., No. 224, dated 15th June 1894.

Exchange Compensation Allowance = Rupees 4,362: *vide* G.O., No. 291, dated 23rd July 1894.

The item of Rs. 4,369 on account of "Refunds" under "Porterage" is heavy compared with Rs. 697 in the preceding year and might have been explained. The following table is given in connection with the above remarks :—

Heading.	1893–94.	1894–95.	Increase.	Decrease.
	Rs	Rs.	Rs.	Rs.
I. Interest	2,18,478	2,22,913	4,435	..
II. Repayment of Loan	1,00,000	6,00,000	5,00,000	..
III. Refunds	1,959	764	..	1,195
IV. Establishment, &c.	79,386	85,494	6,108	..
V. Contingencies	20,610	17,586	..	3,024
VI. Petty Construction and Repair ..	10,102	23,447	13,345	..
VII. Porterage	77,670	84,169	6,499	..
VIII. Advances to Construction Account ..	92,000	45,000	..	47,000

(1) Madras, Harbour Trust Deposit Account.
(2) " " " Provident Fund.
(3) " " " Cooly Provident Fund.
(4) Receipts and charges of the Biden Home.

5. The particulars afforded in connection with the marginally noted accounts and funds have been read with interest. The Cooly Provident Fund is an excellent institution.

	TONS.
*1892–93	363,781
1893–94	383,911
1894–95	389,464
†1892–93	63,600
1893–94	80,568
1894–95	97,500

	1894–95.	1893–94.
Decreases—		
Cotton (bales) ..	39,607	56,768
Ground-nuts (bags) ..	110,328	138,211
Jaggery (bags) ..	17,809	52,668
Increases—		
Coffee (bags)	27,864	17,737
Poonac (bags) ..	47,253	31,311
Seeds (gingelly and castor) (bags) ..	90,571	14,777

6. In paragraph 5 of the Traffic Manager's report a summary is given of the tonnage landed at, and shipped from, the port of Madras. The figures for the past three years are shown in the margin.* There was an increase in the year under review of 5,553 tons. The advance in the quantity of coal imported was almost identical with that in 1893–94.† There was a further increase of 2,444 tons of kerosine oil imported in bulk. Under exports to foreign ports it is observed that cotton, ground-nuts and jaggery fell off considerably, while coffee, poonac and seeds showed a great advance.

7. Seven hundred and twenty-five vessels, including 88 foreign ones, with a total tonnage of 1,174,582, entered the port of Madras during the year. The corresponding figures for 1893–94 were 752 vessels and 1,255,201 tons. The receipts on account of Port dues, &c, and Pilotage were Rs. 1,35,260, or Rs. 12,698 less than in the preceding year. The Government is pleased to notice the testimony borne to the good work done by Harbour Masters Corfield and Evans.

8. The Government agrees with the remarks in paragraph 37 in regard to Sunday work. It should be the object of the Trustees to make the port as popular as possible. The complaint of overwork by the coolies will no doubt receive the consideration of the Board. With careful management it should be possible to carry on operations without undue strain on individuals.

9. As regards Harbour construction, the north pier was completed and the erection of a lighthouse on the south pier head was all that remained to finish it. The expenditure upon the works during the year was Rs. 2,74,281 against Rs. 2,28,030 in 1893–94. The year closed with a cash balance of Rs. 68,616 and Rs. 80,180 in material, giving a total balance upon the sanctioned estimate of Rs. 1,48,796. It is to be regretted that a supplemental estimate for the completion of the harbour was found necessary towards the end of the year. This matter has been dealt with in separate proceedings. With reference to paragraph 45 of the report, it is remarked that no mention is made of the sandbank which the Deputy Conservator states was at times an obstacle to vessels using Nos. 1 and 9 berths.

10. The remarks in paragraph 47 will be brought to the notice of the Public Works Department. The Government sympathises with the Board in the financial position which has resulted from its praiseworthy determination to reduce as far as possible its debt to Government, and is glad to observe that the inconvenience is of a temporary nature only.

11. The report of the Committee on Harbour Improvements referred to in paragraph 56 is under consideration.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.
" Presidency Port Officer.
" Financial Department.
" Public Works Department, with 3 copies of report.
" Revenue Department,
" Chairman, Chamber of Commerce,
" " Madras Trades Association,
" Secretary to the Port Trust of Bombay,
} with copy of report.

ENDORSEMENT—dated 7th August 1895, No. 242, Marine.

Copy to the Government of India, Finance and Commerce Department, in continuation of No. 186, dated 23rd May 1894.

Chief Secretary.

Exd. A. Raitt.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Chairman, Harbour Trust Board, Madras, dated the 3rd July 1895, No. 1528.

ORDER—dated 7th August 1895, No. 241, Marine.

The Chairman, Harbour Trust Board, submits his administration report for the year 1894–85.

2. Ten members as usual constituted the Board and the number of meetings was again the minimum prescribed by section 17 (2) (*a*) of Madras Act II of 1886, *viz.*, one a fortnight. In February 1895 there was a special meeting to consider the budget estimate for 1895–96. The Chairman was present at every meeting. The average attendance of members was only 7·6, as against 8·1 for the preceding year, owing to the absence on special duty of Commander Powell and Mr. Ashpitel. The changes in the constitution of the Board during 1894–95 are given in paragraph 2 of the report.

Increases.

—	1894–95.	1893–94.	More.
	Rs.	Rs.	Rs.
Imports, Pier	66,886	61,290	5,596
Exports, Pier	46,909	44,184	2,725
Porterage, Pier	34,914	32,355	2,559
Interest	43,110	37,021	6,089
Contributions from Port funds	1,38,530	20,000	1,18,530

Decreases.

—	1894–95.	1893–94.	Less.
	Rs.	Rs.	Rs.
Imports, Beach	1,47,071	1,52,649	5,578
Sundries	181	4,307	4,126
Porterage, Beach	53,929	58,347	4,418

3. The revenue receipts of the year amounted to Rs. 6,32,949 as against Rs. 5,11,095 for the year 1893–94 and Rs. 5,16,631 for 1892–93. The most marked increases and decreases are shown in the margin. The large decrease under "Sundries" is due to an unusual credit in the preceding year of Rs. 2,369 on account of the sale of casuarina trees.

				Rs.
1894–95 ..	Rs.	6,32,949	— Rs. 1,38,530	= 4,94,419
1893–94 ..	„	5,11,095	— „ 20,000	= 4,91,095
			Increase ..	3,324

	Rs.
Opening balance of the year	11,68,742
Current receipts	6,32,949
Total ..	18,01,691

Omitting the large contribution of Rs. 1,38,530 from Port Funds during the year and that of Rs. 20,000 in 1893–94, the receipts proper of the year showed an increase of Rs. 3,324 as compared with the previous year. Adding to the current receipts the opening balance of the year the total amounted to Rupees 18,01,691 as against Rs. 16,76,947 for 1893–94.

4. The total expenditure, including Rs. 8,22,913 paid to Government as refund of capital advanced and interest thereon, was Rs. 10,79,374. The credit balance at the close of the year was Rs. 7,53,318 against Rs. 11,68,742 for the year 1893–94. This decrease is fully accounted for by the additional Rs. 5,00,000 which was repaid

Govt. of {1895} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., &c., 7th August 1895, Nos. 241, 242.

AUGUST.

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7. The Government agrees with the remarks in paragraph 37 in regard to Sunday work. It should be the object of the Trustees to make the port as popular as possible. The complaint of overwork by the coolies will no doubt receive the consideration of the Board. With careful management it should be possible to carry on operations without undue strain on individuals.

8. As regards Harbour construction, the north pier was completed and the erection of a lighthouse on the south pier head was all that remained to finish it. The expenditure upon the works during the year was Rs. 2,74,281 against Rs. 2,28,030 in 1893–94. The year closed with a cash balance of Rs. 68,616 and Rs. 80,180 in material, giving a total balance upon the sanctioned estimate of Rs. 1,48,796. It is to be regretted that a supplemental estimate for the completion of the harbour was found necessary towards the end of the year. This matter has been dealt with in separate proceedings. With reference to paragraph 45 of the report, it is remarked that no mention is made of the sandbank which the Deputy Conservator states was at times an obstacle to vessels using Nos. 1 and 9 berths.

9. The remarks in paragraph 47 will be brought to the notice of the Public Works Department. The Government sympathises with the Board in the financial position which has resulted from its praiseworthy determination to reduce as far as possible its debt to Government, and is glad to observe that the inconvenience is of a temporary nature only.

10. The report of the Committee on Harbour Improvements referred to in paragraph 56 is under consideration.

(True Extract.)

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" Presidency Port Officer.
" Financial Department.
" Public Works Department.
" Revenue Department.
" Chairman, Chamber of Commerce,
" " Madras Trades Association,
" Secretary to the Port Trust of Bombay.

ENDORSEMENT—dated 7th August 1895, No. 242, Marine.

Copy to the Government of India, Finance and Commerce Department, in continuation of No. 186, dated 23rd May 1894.

Chief Secretary.

Exd. A. Raitt.

Govt. of {1895} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., &c., 7th August 1895,
Nos. 241, 242.

AUGUST.

Harbour Trust Board.

Reviewing the report on the administration of the — for 1894–95, and forwarding copy of the Proceedings to the Government of India.

Harbour Trust Board
Administration Report

1

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H. E. the Governor.
Hon. H. W. Bliss. C. I. E.

Chairman 14 7 Boxes 6
President Port Officers 6
Trustees 19 Nos. 1
P. W. Officers 3 Copies of Rules
Revs. Major 7 Copies of Rules
Chairman, Chamber of Com. 6 Copies
" Indian 7 " "
Secretary Chamber Port Trust 80 "

3 Copies Rules
2 Copies Reports
Despatch 24/8/95

Endorsement
Copy to the Hy. of S. for Finance & Commerce Dept. in continuation of No. 186. dt 23rd May 1894.

F.D.B. 30/7/95. Ld 31/7/95
(send address as Encl. to India.

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1. Madras Harbour Trust Deposit Account
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3. ,, ,, Cooly ,, ,,.
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Tons
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93-94.....3,83,911
94-95.....3,89,464

Tons
93-93.....63,600
93-94.....80,568
94-95.....97,500

Rs. 125 x 9 = Rs.1125, vide G.O.334,d/ 15th June 1894.

Ex. Comp.Allow.= Rs. 4362, vide G.O. No.291, dated 23rd July 1894.

''Establishment &c'' is mainly due to the payment of a personal allowance to the Traffic Manager and to Exchange Compensation Allowance having been granted in arrears from 1st April 1893. The large increase under "Petty construction &c'' is only apparent as the one item of Rs. 10,484 was chiefly for arrears due to the Engineer for the preceding year. The new works carried out during the year are enumerated in paras. 11 & 12 of the report . The Govt. is glad to note that the system of porterage continued to work satisfactorily. The receipts were Rs. 91,544 and the charges Rs. 84,169, but to this last figure should be added Rs.7,105 for establishment which, according to para. 20 of the Traffic Manager's report is included in the Traffic Dept. Staff. This is apparently in accordance with para. 6 of G.O. dated 13th August 1892, No. 291. As the existing system of porterage is now on a permanent footing all establishment charges incurred in connection with it should in future be shown against it in the accounts.

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Rs. 5,11,095 for the year 1893-94 and Rs. 5,16,681 for 1892-93. The most marked increases and decreases are shown in the margin. The large decrease under "Sundries'' is due to an unusual credit in the preceding year of Rs.3,869 on account of the sale of casuarina trees.

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Interest	43,110	- 37,021	= 6,089
Port Funds (Contribution towards cyclone)	1,38,580	- 20,000	= 1,18,580

Decreases	94-95 Rs.	93-94 Rs.	Less Rs.
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Omitting the large contribution of Rs. 1,38,580 from Port Funds during the year and the lesser that of Rs. 20,000 in 93-94, the receipts proper of the year showed an increase of Rs. 8,324 as compared with the previous year. Adding to the current receipts the opening balance of the year the total amounted to Rs. 18,01,691 as against Rs.16,76,947 for 1893-94.

	Rs.
94-95 Rs.6,82,949 - Rs.1,38,530	= 494419
93-94 Rs.5,11,095 - Rs. 20,000	= 491095
Increase Rs.	8,324

	Rs.
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Current receipts.....	6,32,949
TOtal Rs.	18,01,691

6. The total expenditure, including Rs. 8,22,918 paid to Govt. as refund of capital advanced and interest thereon, was Rs. 10,79,874. The credit balance at the close of the year was Rs.7,58,818 against Rs. 11,68,742 for the year 93-94. This decrease however, is fully accounted for by the additional Rs.5,00,000 which was repaid to Govt. under § 32 of Act II of 1886. The increase of Rs. 6,108 under

Marine Department.

18

Read the following paper.-

From the Chairman, Harbour Trust Board, Madras, dated the ~~2nd~~ 3rd July 1895, No. 1528. -

ORDER dt 7th August 1895 No. 241

A

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Govt. of {1894} Madras.

MARINE.

Issued

Recd. *Encl*

G.O., &c., 23rd May 1894, Nos. 185, 186.

MAY.

Harbour Trust Board.

Reviewing the report on the administration of the — for the year 1893–94, and forwarding copy to the Government of India, Finance and Commerce Department.

5. The expenditure amounted to Rs. 5,08,205 or Rs. 11,778 more than in 1892–93. The principal differences are noted in the margin. The decrease under "Petty construction and repairs" is reported to be only apparent as the Engineer's bills had fallen considerably into arrears. This matter should receive attention as such arrears interfere with the accuracy of the accounts for the year and prevent a correct comparison with those previous to it. The establishment charges were but slightly in excess of those for the preceding year. An increase of Rs. 1,550 is shown under "Secretary's salary." This, however, is stated to be due to the arrangements consequent on the grant of three months' privilege leave to the permanent incumbent.

	Interest on loan from the Secretary of State.	Petty construction and repairs.
	Rs.	Rs.
1893–94 ..	2,18,478	10,102
1892–93 ..	1,87,040	35,737
Increase ..	31,438	Decrease. 25,635

The expenditure under "Porterage" is shown to have been Rs. 71,861, but including "porterage contingencies" it amounted to Rs. 77,669 as against Rs. 71,458 and Rs. 75,935, respectively, in 1892–93. In the comparative statements embodied in paragraphs 9 and 15 of the report a main heading is given to contingencies under "Porterage." This is somewhat misleading as general contingencies are also shown under a separate heading, without however the one being distinguished from the other. It would be convenient to show item VIII as a sub-head under VII as was done in the report for the previous year.

6. The Government is pleased to note the particulars afforded in paragraphs 22 and 36 in connection with the Coolies' Provident, and the Trust's Provident, Funds, respectively. The figures given in paragraph 31 and elsewhere show that general advantage has accrued from the Board having undertaken the porterage of cargo. The fact that the amount paid as claims for losses and damages to goods handled by the porterage department was only Rs. 527 as against Rs. 3,500 during the first year that the system was in force evidences the careful and satisfactory manner in which the work was performed.

7. A summary of the tonnage of goods landed at, and shipped from, the port of Madras is given in paragraph 5 of the Traffic Manager's interesting report. The tonnage for the past three years is shown in the margin. The first should be omitted from comparison, for the figure was unusually high on account of the abnormal quantity of rice imported. The increase of 20,000 tons in the year under review is satisfactory. The quantity of coal imported still shows a steady advance, having risen from 63,600 tons in 1892–93 to 80,568. The quantity of kerosine oil in cases and in bulk also largely exceeded * that imported in the preceding year.

	Tons.
1891–92	
1892–93	436,340
1893–94	363,781
	383,911

		1892–93.	1893–94.
* Kerosine oil.	Cases ..	251,320	343,170
	Tons ..	3,361	5,455

Unlike 1892–93, there was a general increase in almost all the important articles of export to foreign ports. Coffee and tanned hides, however, fell off considerably, but cotton and ground-nuts showed a large advance. The trade under these heads did not, however, come up to that of 1889–90 or 1890–91.

	Cotton, bales.	Ground-nuts, bags.
1889–90	101,837	206,096
1890–91	77,922	190,320
1891–92	48,202	93,132
1892–93	26,140	26,209
1893–94	56,768	138,211

8. Seven hundred and fifty-two vessels entered the port, or 21 more than in 1892–93. Their aggregate tonnage was 1,255,201 as against 1,156,233. The receipts on account of port dues, &c., and pilotage amounted to Rs. 1,47,958 or Rs. 18,786 more than in 1892–93. The Government notes that the matter of the suspected shoaling within the harbour will be carefully watched.

9. In regard to the work of construction, it is satisfactory to observe that the structure of the northern arm of the harbour has been completed and that it is anticipated that the southern arm will be finished by June or July 1895. The report shows that much better progress was made on the north pier than in the preceding year, but that the work at the south pier was impeded by the want of a suitable titan crane. This, it is reported, will be supplied from the completed north pier. The expenditure on "construction" and protective works north of the harbour amounted to Rs. 2,28,030 against Rs. 2,56,019 in 1892–93. The expenditure up to the 31st March 1894 was Rs. 1,21,92,104 against the revised total estimate of Rs. 1,23,83,386.

10. The Government considers the report to be satisfactory.

(True Extract.)

J. F. PRICE,
Chief Secretary.

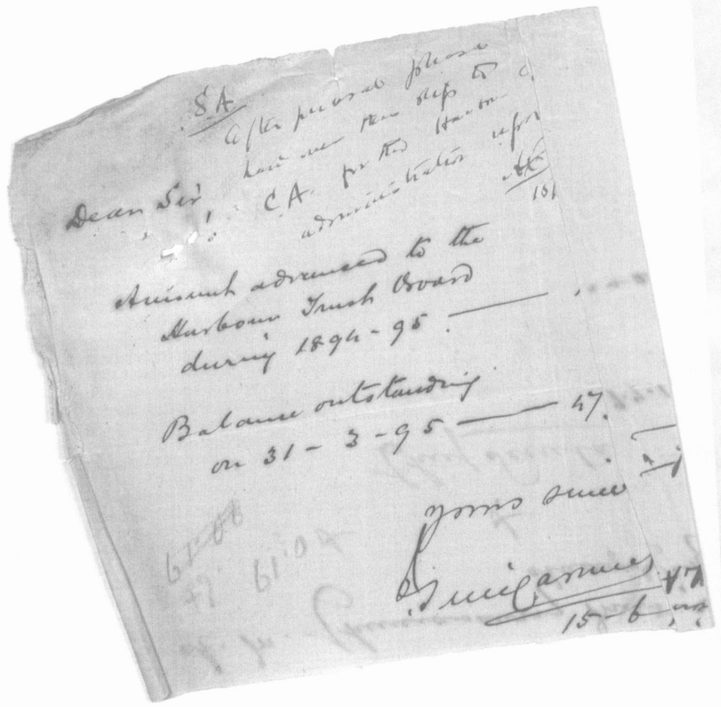
To the Chairman, Harbour Trust Board.
" Presidency Port Officer.
" Financial Department.
" Public Works Department, with three copies of report.
" Revenue Department, } with copy of report.
" Chairman, Chamber of Commerce, }
" " Madras Trades Association, }
" Secretary to the Port Trust of Bombay, }
Editors' Table.

Endorsement—dated 23rd May 1894, No. 186, Marine.

Copy to the Government of India, Finance and Commerce Department, in continuation of No. 311, dated 25th August 1893.

J. F. PRICE,
Chief Secretary.

Exd. J. Moses.


Sir,
I have the honour to forward herewith a copy of the Annual Report of the Harbour Trust Board for the year 1894-95.

Balance outstanding on 31-3-95 — 47.

Yours obedt servt

15-6-95

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From the Chairman, Harbour Trust Board, Madras, dated the 30th April 1894, No. 329.

ORDER—dated 23rd May 1894, No. 185, Marine.

With his letter read above the Chairman, Harbour Trust Board, submits his administration report for the year 1893–94.

2. As in the four preceding years the Board consisted of ten members, and the minimum number of regular meetings prescribed by section 17 (2) (*a*) of Madras Act II of 1886, viz., one a fortnight, was held. There was one special meeting in February to consider the budget estimate for 1894–95. The average attendance, excluding the Chairman who was present at every meeting, was 8·1 against 7·7 in 1892–93 and 8·7 in 1891–92. The changes in the constitution of the Board during the year are recorded in paragraph 2 of the report.

3. The receipts, including a sum of Rs. 1,938 on account of law charges recovered, amounted to Rs. 5,11,095 as against Rs. 5,16,631 in 1892–93. There was a satisfactory increase under the principal items of receipt, and the interest realised on investments advanced from Rs. 28,693 to Rs. 37,021. The small decrease in the total is sufficiently accounted for by the fact that the contribution from Port funds was Rs. 20,000 only as against Rs. 65,000 in 1892–93. Omitting these contributions, the receipts proper of the year showed an increase * of Rs. 39,464. Adding to the current receipts the opening balance † of the year, the total aggregated Rs. 16,76,947. The expenditure was Rs. 5,08,205. It included Rupees 3,18,478 paid to Government on account of capital advanced and interest thereon. The year closed with a credit balance of Rs. 11,68,742. The sum of Rs. 92,000, which appears on both sides of the account as "advances to construction account" and the corresponding refunds, has been excluded for the purpose of these calculations.

	Rs.	Rs.	Rs.
*1893–94 ..	5,11,095	—20,000	=4,91,095
1892–93 ..	5,16,631	—65,000	=4,51,631
Increase ..			39,464

† Rs. 11,65,852

4. An examination of the statement in paragraph 9 of the report shows that there was a satisfactory increase of revenue under all items of importance and that the decrease in the contribution from Port funds was almost compensated for by the rise in harbour dues from Rs. 4,22,938 to Rs. 4,54,074.

The following items exhibited marked advances :—

—	1892-93.	1893-94.	Increase.
	Rs.	Rs.	Rs.
Beach imports	1,48,128	1,52,649	4,521
Beach exports	22,818	29,811	6,993
Cranage	32,175	40,661	8,486
Interest on Government securities ..	28,693	37,021	8,328

Financial Dept

The Harbour Trust Board's report for 1894/95 shows that the balance due to govt on 31. 3. 95 was Rs: 47, 24, 242. Is this correct please?

J.D.B.
25/7/95

Marine Dept

Please see report from Agt Mie above.

C.S.
25/7/95

CHIEF SECRETARY
11 JUL 1895
GOVERNMENT OF MADRAS

ADMINISTRATION REPORT

OF THE

TRUSTEES OF THE MADRAS HARBOUR FOR THE YEAR 1894-95.

Jn 8 6 3 7/1895
No 241-2 Misc

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CURRENT No. 561

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED } 3rd *July* 1895.
DESPATCHED } 17th " "
RECEIVED 18 " "
Rep 79

No 1528

SUBJECT.

ADMINISTRATION REPORT.

Submitting the———of the Harbour Trust Board for the year 1894-95.

LAWRENCE ASYLUM PRESS, MADRAS.

ADMINISTRATION REPORT

OF THE

TRUSTEES OF THE MADRAS HARBOUR, FOR THE YEAR 1894-95.

The Trustees have the honour to submit their report on the Administration of the Madras Harbour Board, for the official year 1894-95.

Constitution of the Board.

2. The Board consisted during the period of the following ten members:—

Elected by the Chamber of Commerce.
1. Hon. Mr. J. A. Boyson: resigned in December 1894, and was succeeded by Mr. G. L. Chambers.
2. Mr. S. R. Turnbull.
3. Mr. C. Slater: resigned in October 1894, and was succeeded by Mr. R. J. Black.

Elected by the Trades Association.
4. Mr. C. Seton.

Nominated by Government—

Officials.
5. Hon. Mr. Ware Austin, I.C.S., Chairman, for whom Mr. Edward Turner, I.C.S., acted from May 1894—March 1895.
6. Commander W. Powell, R.I.M.
7. Mr. F. W. Ashpitel, A.M.I.C.E.

Non-Officials.
8. Mr. Cowasjee Eduljee Panday.
9. Mr. Mirza Mehdi Ispahani.
10. M.R.Ry. G. Subrayoloo Chetty Garu.

Meetings held.

3. The Board held 25 regular fortnightly meetings: and one special meeting in February 1895 under section 37 of Act II of 1886, to consider the Budget Estimate of Receipts and Charges for the year 1895-96. These meetings were again the minimum prescribed under section 17 (2) (*a*) of the Act. The average attendance, exclusive of the Chairman who has attended all the meetings, has been 7·6 against 8·1 in 1893-94, due to the absence on special duty, of the two other Official Members of the Board.

Revenue account opening and closing balance.

4. The opening balance in the Revenue Account on the 1st April 1894, was Rs. 11,68,742 against Rs. 11,65,852 in 1893-94, and the year closed with a balance of Rs. 7,53,318 against Rs. 11,68,742 in the previous year. The reduction is due to an additional Rs. 5,00,000 having been repaid to Government under section 32, in reduction of Capital advanced for Harbour Construction, in addition to the usual lakh of rupees repayable annually under section 31. The refunds of Capital Advances during the year therefore aggregated Rs. 6,00,000, and interest paid under section 30 amounted to Rs. 2,22,913; the total charge against Revenue on account of Harbour Construction during the year was therefore Rs. 8,22,913. The Securities held by the Trust have been correspondingly reduced, there being only Rs. 3,80,000 par value 3½ per cent. Government paper in the safe custody of the Bank of Madras on the 31st March 1895.

7,53,318

Refund of capital advances.

Interest upon capital.

Investments in 3½ per cent. Government paper.

Market value of invested funds.

This paper stood in the books on that date at Rs. 3,66,164, which was its net cost; the market value was however Rs. 3,99,000 at 5 per cent. premium the quotation on the 30th March. The whole of the 4 per cent. paper held by the Board was, during the course of the year, converted into reduced 3½ per cent. The cash in the Bank at the end of the year amounted to Rs. 3,86,277, of which Rs. 2,27,607 was required on the 1st April to pay interest due to Government on Capital Advances at 4½ per cent. and Rs. 1,00,000 refund under section 31. In addition to the above Cash Balance, the sum of Rs. 14,000, temporarily advanced for Harbour Construction, was due to Revenue Account, the advances received during the year from Government having been exhausted before its close, and Rs. 14,000 had therefore to be advanced from Revenue in anticipation of the payment by Government of the balance of the sanctioned estimate Rs. 81,985, which has since been received.

Cash balance.

Temporary advance from Revenue to construction.

Revenue Receipts Comparison between 1893-94, and 1894-95 + Rs. 3,324.

5. Revenue receipts compare with the previous year as follows:—

	1893-94.	1894-95.
	Rs.	Rs.
Beach Imports: Dues under Section 45 (*a*) I (i) (ii) (iii)	1,52,649	1,47,071
Pier do. do. do. ...	61,290	66,886
Beach Exports do. do. ...	29,811	31,232
Pier do. do. do. ...	44,184	46,909
Wharfage do. II ...	6,775	5,105
Cranage do. III ...	40,661	42,741
Storage do. IV ...	2,235	1,413
Demurrage do. V ...	...	575
Dues for entry of Vehicles under Section 45 (*c*) VI...	13,288	11,869
Provisions: Dues on—under Section 45 (*a*) I (i) ..	564	599
Rent of Properties	1,137	687
Water: Charge for—delivered at pier head ...	4,126	4,497
Penalties under Section 84	...	...
Sundries	4,307	181
Porterage under Section 45 (*a*) I (iv)	...	...
Beach	58,347	53,929
Pier	32,355	34,914
Miscellaneous	2,345	2,701
	4,54,074	4,51,309
Interest realized on Government of India 4 per cent. Pro. Notes	37,021	43,110
	4,91,095	4,94,419
Contribution from Port Funds	20,000	1,38,530
Rs...	5,11,095	6,32,949

Contribution from Port Funds.

6. It will be observed from the above that Harbour Dues receipts have been well maintained. Harbour Dues and interest upon invested funds have been Rs. 4,94,419 in 1894-95, against Rs. 4,91,095 in 1893-94, or Rs. 3,324 more, interest being Rs. 6,089, extra, payment in advance having been received upon the conversion of 4 per cent. Pro-notes into 3½ per cent. The contribution from Port Funds is large, but Rs. 57,607 should have been received in 1893-94 as directed in G. Os., Financial, Nos. 1,271, dated 15th December 1893, and 245, dated 28th March 1894, but this sum was paid to the credit of the Trust with the Madras Bank only during the year 1894-95. The difference, Rs. 80,923 was received under G.O., Financial No. 1067, dated 5th December 1894.

7. The following statement shews in detail, the receipts and charges of the Revenue Account from 1st April 1894 to 31st March 1895.

* Details of Recepts and Charges.

	Rs. A. P.	Rs. A. P.	Rs. A P.
OPENING BALANCE.			
Government Securities (Par value 8,20,000)		8,16,547 10 10	
1. Cash in the Bank of Madras ...	3,51,356 14 1		
2. General Cash in Office	337 10 8		
3. Advance for Contingencies... ...	500 0 0		
		3,52,194 8 9	
			11,68,742 3 7
Receipts.			
I. Contributions from Port Funds		.....	1,38,530 8 1
II. Beach Imports: dues under Section 45 (*a*) I (i) (ii) (iii) ...	1,47,071 7 10		
Pier do. do. do. ...	66,886 0 10		
Beach Exports do. do. ...	31,232 2 4		
Pier do. do. do. ...	46,908 10 0		
Wharfage do. II. ...	5,105 0 0		
Cranage do III. ...	42,740 14 0		
Storage do. IV. ...	1,413 0 11		
Demurrage do. V. ...	574 8 8		
Dues for entry of Vehicles under Section 45 (*c*) VI ...	11,869 0 0		
Provisions:—Dues on under Section 45 (*a*) I (i)	598 13 6		
Rent of Properties	686 14 6		
Water: charge for—delivered at pier head	4,497 0 0		
Penalties under Section 84... ...	... ...		
Sundries	181 0 9	3,59,764 9 4	
III. Porterage under Section 45 (*a*) I (iv)	... ...	... ...	
Beach	53,929 10 5		
Pier	34,913 12 3		
Miscellaneous	2,700 12 10		
		91,544 3 6	
			4,51,308 12 10
IV. Interest on Government of India, 4 per cent. Promissory Notes.... ...	...	...	43,109 14 3
Amount refunded from Construction Funds in repayment of advances made from time to time from Revenue Account from 1st April to 31st October 1894	...	...	31,000 0 0
Total Rupees	...	...	18,32,691 6 9
Charges.			
I. Interest (under Section 30) ...	...	2,22,912 8 1	
II. Repayment of Loan for Construction of Harbour under Secs. 31 & 32 ...	...	6,00,000 0 0	
			8,22,912 8 1
III. Refunds	...	764 5 2	
IV. *Establishment, etc.*—			
1. Chairman's salary	4,800 0 0		
2. Secretary's do.	9,600 0 0		
3. Correspondence Department ...	3,584 4 11		
4. Accounts Department	6,624 5 11		
5. Cash Department	4,716 13 8		
6. Traffic Department (Shore Staff) ...	27,889 7 8		
7. Preventive Service	12,436 1 2		
8. Do. Boatmen ...	1,204 4 9		
9. Exchange Compensation Allowance	4,361 12 5		
10. Contribution to Govt. for Pensions...	826 4 11		
11. Do. to Provident Fund ...	3,120 14 4		
12. Fees to Trustees	6,210 0 0		
13. Tidal Observatory	120 0 0		
		85,494 5 9	
Forward ...Rs.		86,258 10 11	8,22,912 8 1

					Rs.	A.	P.	Rs. A. P.
	Brought forward							86,258 10 11
V.	CONTINGENCIES—							
(a)	*Subject to Regular Audit.*—				Rs.	A.	P.	
	Postage				57	3	8	
	Receipt Stamps				214	12	0	
	Telegrams				27	6	0	
	Furniture				194	3	0	
	Fees for Audit				...	...	...	
	Law Charges				51	5	0	
	Stationery and Printing				3,179	9	2	
	Advertisement Charges				230	0	0	
	Uniform for Preventive Service, &c.				1,441	12	0	
								5,396 2 10
(b)	*Admissible without Detailed Audit.*—							
	Overtime Fees to Establishment				4,351	10	3	
	Do. Preventive Service and Boatmen				3,407	4	2	
	Miscellaneous				4,431	1	5	
								12,189 15 10
VI.	*Petty Construction and Repairs.*—							
	New Works				11,251	3	8	
	Repairs				10,483	7	6	
	Tools and Plant				1,712	3	5	
								23,446 14 7
VII.	*Porterage.*—							1,27,291 12 2
	1. Coolies, Beach				35,896	1	8	
	2. Do. Pier				16,636	8	5	
	3. Do. Custom House				11,228	0	3	
	4. Coasting Cargo				1,514	9	9	
	5. Boat Hire				...	...	...	
	6. Engine Charges				3,335	7	9	
	7. Steam Crane Charges				2,412	6	4	
	8. Refunds				4,395	15	8	
	9. Claims for Losses and Damage				1,041	0	2	
	10. Provident Fund Deductions from Coolies' wages				1,022	10	9	
	11. Do. Contributions by the Trust				1,022	10	9	
								78,505 7 6
(a)	CONTINGENCIES—*Subject to Regular Audit*—							
	Postage				...	...	...	
	Receipt Stamps				3	2	0	
	Telegrams				...	...	...	
	Furniture				65	2	0	
	Tarpaulins				1,225	9	2	
	Law Charges				...	...	...	
	Stationery and Printing				319	12	4	
	Advertisement Charges				...	...	...	
	Lighting Pier and Yards				1,464	10	8	
								3,078 4 2
(b)	CONTINGENCIES—*Admissible without Detailed Audit*—							
	Miscellaneous							2,585 10 2
								84,169 5 10
VIII.	Advances to Construction Account							45,000 0 0
	Total, Expenditure							10,79,373 10 1
	Closing Balance on the 31st March 1895—							
	Government Securities (Par value 3,80,000)							3,66,163 14 10
	Cash in the Bank of Madras				3,86,276	15	9	
	General Cash in Office				376	14	1	
	Advance for Contingencies				500	0	0	3,87,153 13 10
								7,53,317 12 8
	Total Rupees							18,32,691 6 9

N. B.—These balances exclude Rs. 500 with the Traffic Manager for meeting daily Porterage charges and Rs. 15 with the Cashier for meeting charges on account of Postage and Receipt stamps.

The following statement shows the detailed comparison of Receipts and Charges for the past year compared with 1893-94 :—

ITEMS.	Actuals of 1893-94.	Actuals of 1894-95.	Plus or Minus.	REMARKS.
REVENUE ACCOUNT.				
OPENING BALANCE	Rs. 11,65,852	Rs. 11,68,742	Rs. ...	
Receipts.				
I. Contributions from Port Funds	20,000	1,38,530	+ 1,18,530	
II. Beach Imports: dues under Section 45 (a) I (i) (ii) (iii)	1,52,649	1,47,071	— 5,578	
Pier do. do. do....	61,290	66,886	+ 5,596	
Beach Exports do. do. do....	29,811	31,232	+ 1,421	
Pier do. do. do....	44,184	46,909	+ 2,725	
Wharfage do. II ...	6,775	5,105	— 1,670	
Cranage do. III ...	40,661	42,741	+ 2,080	
Storage do. IV ...	2,235	1,413	— 822	
Demurrage do. V	...	575	+ 575	
Dues for entry of Vehicles under Section 45 (c) VI	13,288	11,869	— 1,419	
Provisions:—Dues on under Section 45 (a) I (i)	564	599	+ 35	
Rent of Properties	1,137	687	— 450	
Water: charge for—delivered at pier head ...	4,126	4,497	+ 371	
Penalties under Section 84	...	...	...	
Sundries	4,307	181	— 4,126	
III. Porterage under Section 45 (a) I (iv)	...	...	...	
Beach	58,347	53,929	— 4,418	
Pier	32,355	34,914	+ 2,559	
Miscellaneous	2,345	2,701	+ 356	
IV. Interest on Govt. of India, 4 per cent. Pro Notes	37,021	43,110	+ 6,089	
Amount refunded from Construction Funds in repayment of advances made from time to time from Revenue Account	92,000	31,000	— 61,000	
Total, Receipts...	6,03,095	6,63,949	...	
Total...	17,68,947	18,32,691	...	
Charges.				
I. Interest (under Section 30)...	2,18,478	2,22,913	+ 4,435	
II. Repayment of Loan for Construction of Harbour under Sec. 31 and 32.... ...	1,00,000	6,00,000	+ 5,00,000*	* Under Sec. 32
III. Refunds	1,959	764	— 1,195	
IV. *Establishment, Etc.*—				
1. Chairman's salary	4,800	4,800	...	
2. Secretary's salary	10,900	9,600	— 1,300	
3. Correspondence Department	3,712	3,584	— 128	
4. Accounts Department	6,289	6,624	+ 335	
5. Cash Department	4,494	4,717	+ 223	
6. Traffic Department (Shore Staff) ...	25,777	27,890	+ 2,113	
7. Preventive Service	12,187	12,436	+ 249	
8. Preventive Service Boatmen	1,150	1,204	+ 54	
9. Tidal Observatory	...	120	+ 120	
10. Exchange Compensation Allowance ..	...	4,362	+ 4,362	
11 Contribution to Government for Pensions	583	826	+ 243	
12. Do. to Provident Fund... ...	2,984	3,121	+ 137	
13. Fees to Trustees	6,510	6,210	— 300	
V. CONTINGENCIES.				
(a)—*Subject to Regular Audit.*—				
Postage	92	57	— 35	
Receipt Stamps	204	215	+ 11	
Telegrams	17	27	+ 10	
Furniture	222	194	— 28	
Fees for Audit	750	...	— 750	
Law Charges	1,497	51	— 1,446	
Stationery and Printing	2,254	3,180	+ 926	
Advertisement Charges	393	230	— 163	
Uniform for Preventive Service, &c. ...	1,413	1,442	+ 29	
(b)—*Admissible without detailed Audit.*—				
Overtime Fees to Establishment	4,892	4,352	— 540	
Do. Preventive Service and Boatmen ...	2,988	3,407	+ 419	
Miscellaneous	5,888	4,431	— 1,457	
VI. *Petty Construction and Repairs.*—				
New Works	61	11,251	+ 11,190	
Repairs	9,330	10,484	+ 1,154	
Tools and Plant	711	1,712	+ 1,001	
VII. *Porterage.*—				
1. Coolies, Beach	39,177	35,896	— 3,281	
2. Do. Pier	15,360	16,636	+ 1,276	
3. Do. Custom House	9,701	11,228	+ 1,527	
4. Do. Madras Railway Company ...	609	...	— 609	
5. Do. South Indian Railway Company...	91	...	— 91	
6. Coasting Cargo	1,095	1,515	+ 420	
7. Boat Hire	6	...	— 6	
8. Engine Charges	1,455	3,335	+ 1,880	
9. Steam Crane Charges	1,689	2,412	+ 723	
10. Refunds	697	4,396	+ 3,699	
11. Claims for Losses and Damage	527	1,041	+ 514	
12. Provident Fund Deductions from Coolies' wages	550	1,023	+ 473	
13. Do. Contributions by the Trust ...	904	1,023	+ 119	
(a) *Contingencies, Subject to Regular Audit.*—				
Postage	...	...	...	
Receipt Stamps	2	3	+ 1	
Telegrams	...	...	...	
Furniture	107	65	— 42	
Tarpaulins	1,401	1,225	— 176	
Law Charges	...	...	...	
Stationery and Printing	617	320	— 297	
Advertisement Charges	...	...	...	
Lighting Pier and Yards	1,250	1,465	+ 215	
(b) *Contingencies, Admissible without Detailed Audit.*—				
Miscellaneous...	2,432	2,586	+ 154	
VIII Advances to Construction Account	92,000	45,000	— 47,000	
Total, Expenditure...	6,00,205	10,79,373	...	
Closing Balance ...	11,68,742	7,53,318	...	
Total ...	17,68,947	18,32,691	...	

Porterage account reduced scale of rates.

9. It will be observed from the above statement that the different items vary considerably from the previous year. The reduction under the item Sundries is chiefly due to Rs. 2,369 realised by the sale of Casuarina trees having been received last year. The Receipts on account of Porterage are less by Rs. 1,503. This does not mean any falling off in the work done, but is due to the reduced and simplified scale of rates framed by the Trustees under Section 45 having been brought into force during the year, after approval by Government in G. O., Marine, No. 465, dated 5th December 1894. The work actually increased; as will be seen from the expenditure. The principal economy to the trade of the port has been effected upon the beach, where wages paid were Rs. 3,281 less, and the item refunds, Rs. 3,699, is chiefly composed of savings, due to a large quantity of coal having been loaded direct into Railway vehicles, instead of being stacked first and loaded afterwards.

Establishment.

10. Salaries to establishment show a net increase of Rs. 1,546 due to the grant of a personal allowance of Rs. 125 per mensem to the Traffic Manager, sanctioned under G. O., Marine, No. 224, dated 15th June 1894, to the accrual of sanctioned annual increments of salary to the Chief Accountant and Deputy Traffic Manager, and to small additions to the *personnel* of the Traffic Staff, as found necessary from time to time. The whole is, however, within the schedule sanctioned under Section 21, passed, at the special meeting of the Board in February 1894, held under Section 37 and submitted to Government with the Budget estimates, as will be seen on reference to the statement printed on page 7, from which it will be observed that a saving has been effected upon the sanctioned revised estimates, in every item in which there is any variation at all. Exchange compensation allowance was sanctioned by H. E. the Governer in Council in G. O., Marine, No. 291, dated 23rd July 1894, to those considered entitled thereto under the orders of the Government of India, and this item has amounted to Rs. 4,362, having been paid in arrears from 1st April 1893.

Petty construction.

11. The item Rs. 11,251 New Works under the head Petty construction, comprises Rs. 1,380 for a new loop line connecting the East and West Coal sidings, which was found necessary during the course of the year to meet the increasing traffic, for which purpose also Rs. 3,832 were spent to extend the coal and iron yards, the latter being removed further south, close to the iron screw pile pier, to give additional storage space for coal. In this connection Rs. 1,856 was also spent upon the erection of sheds to accommodate coolies and boatmen, giving them shelter from rain and sun, and fitted with water pipes connected with the Municipal mains, for drinking and washing purposes, as without some such shelter and conveniences, coolies and boatmen could not carry on the arduous labour of landing, carrying, stacking and loading the large quantities of coal now imported, without delay due to the necessity of leaving the Board's premises to take their meals and a short rest, which was usually done in the Casuarina plantation adjoining Clive's Battery, a practice open to many objections, chiefly sanitary. One of these sheds has also been utilised for the erection of a five ton weighbridge, costing Rs. 825, to weigh coal on carts. Repairs, Rs. 10,484, have chiefly been on account of the arrears due to the Engineer alluded to in para. 20 of last year's report, and for the upkeep of tools, plant, and lines during the current year.

Repairs.

12. The sum of Rs. 2,360 was also paid for the re-erection, immediately to the North of and adjoining the office of the Deputy Commissioner of Police, of the Marine Police boat station house which formerly stood to the south of the office of the Board's Secretary, an extension to which was sanctioned by the Board, and Rs. 1,600 was spent upon the foundations, but in view of the recommendations of a Committee which assembled to consider the question of Harbour improvements, the building of this additional wing has been stopped, as it may be found advisable to widen the North Beach road and to remove the office buildings to another site.

13. The following Statement compares the Budget Estimate for 1894-95 and the revised Estimate with Actuals.

Items.	Sanctioned Budget Estimate for 1894-95.	Sanctioned Revised Budget Estimate for 1894-95.	Actuals of 1894-95.	Plus or Minus.	Remarks.
REVENUE ACCOUNT.					
Opening Balance	Rs. 11,41431,	Rs. 11,68,742	Rs. 11,68,742	Rs. ...	
Receipts.					
I. Contributions from Port Funds	40,000	1,72,431	1,38,530	— 33,901	
II. Beach Imports: dues under Section 45 (a) I (i) (ii) (iii)	1,35,000	1,45,000	1,47,071	+ 2,071	
Pier do. do. do. ...	60,000	60,000	66,886	+ 6,886	
Beach Export do. do. ..	25,000	30,000	31,232	+ 1,232	
Pier do. do. do. ...	40,000	45,000	46,909	+ 1,909	
Wharfage do. II ...	6,000	6,000	5,105	— 895	
Cranage do. III ...	33,000	40,000	42,741	+ 2,741	
Storage do. IV ..	2,000	1,500	1,413	— 87	
Demurrage do. V ...	1,000	500	575	+ 75	
Dues for entry of Vehicles under Section 45 (c) VI	10,000	12,000	11,869	— 131	
Provisions:—Dues on under Section 45 (a) I (i) ...	500	500	599	+ 99	
Rent of Properties	500	500	687	+ 187	
Water: charge for—delivered at pier head ...	4,000	4,000	4,497	+ 497	
Penalties under Section 84	...	..	..	...	
Sundries	500	200	181	— 19	
III. Porterage under Section 45 (a) I (iv)	...	..	...	..	
Beach	60,000	60,000	53,929	— 6,071	
Pier	30,000	31,500	34,914	+ 3,414	
Miscellaneous	2,000	500	2,701	+ 2,201	
IV. Interest on Govt. of India. 4 per cent. Pro. Notes.	33,000	40,000	43,110	+ 3,110	
V. Refunds from Construction Account	...	...	31,000	...	
Total, Receipts ...	4,82,500	6,49,631	6,63,949	..	
Total ...	16,23,931	18,18,373	18,32,691	..	
Charges.					
I. Interest (under Section 30)	2,23,000	2,22,913	2,22,913	...	
II. Repayment of Loan for Contribution of Harbour under Sections 31 and 32.	1,00,000	1,00,000	6,00,000	+ 5,00,000	
III. Refunds	2,000	1,500	764	— 736	
IV. *Establishments, Etc.*—					
1. Chairman's salary	4,800	4,800	4,800	..	
2. Secretary's salary	9,600	9,600	9,600	..	
Do. Personal Allowance	2,200	...	..	..	
3. Correspondence Department	3,804	3,650	3,584	— 66	
4. Accounts Department	6,580	6,630	6,624	— 6	
5. Cash Department	4,590	4,750	4,717	— 33	
6. Traffic Department (Shore Staff) ..	28,500	28,400	27,890	— 510	
Do. Manager's Personal allowance ..	1,925	...	...	...	
7. Preventive Service	12,780	12,500	12,436	— 64	
8. Preventive Service Boatmen	1,224	1,250	1,204	— 46	
Tidal Observatory	..	120	120	...	
9. Exchange Compensation Allowance ...	1,800	4,300	4,362	+ 62	
10. Contribution to Government for Pensions ...	900	830	826	— 4	
11. Do. to Provident Fund ...	3,000	3,200	3,121	— 79	
12. Fees to Trustees	7,000	7,000	6,210	— 790	
V. Contingencies.					
(a)—*Subject to Regular Audit*—					
Postage	100	100	57	— 43	
Receipt Stamps	200	200	215	+ 15	
Telegrams	50	50	27	— 23	
Furniture	500	300	194	— 106	
Fees for Audit	750	750	...	— 750	
Law Charges	2,000	500	51	— 449	
Stationery and Printing	2,500	3,500	3,180	— 320	
Advertisement Charges ..	500	500	230	— 270	
Uniform for Preventive Service, &c. ...	1,500	1,500	1,442	— 58	
(b)—*Admissible without detailed Audit.*—					
Overtime Fees to Establishment ...	4,500	4,500	4,352	— 148	
Do. Preventive Service and Boatmen ..	3,500	3,500	3,407	— 93	
Miscellaneous	4,000	4,000	4,431	+ 431	
VI. *Petty Construction and Pepairs*—					
New Works	15,000	15,000	11,251	— 3,749	
Repairs	10,000	10,000	10,484	+ 484	
Tools and Plant	15,000	3,000	1,712	— 1,288	
VII. *Porterage.*—					
1. Coolies, Beach	40,000	38,000	35,896	— 2,104	
2. Do. Pier	13,000	15,000	16,636	+ 1,636	
3. Do. Custom House	10,000	10,000	11,228	+ 1,228	
4. Do. M. R. C.	500	..	...	...	
5. Do. S. I. R. C.	500	...	...	...	
6. Constirg Cargo	1,000	1,500	1,515	+ 15	
7. Boat Hire	...	...	...	..	
8. Engine Charges	2,000	2,500	3,335	+ 835	
9. Steam Crane Charges	2,400	2,500	2,412	— 88	
10. Refunds	1,000	5,000	4,396	— 604	
11. Claims for Losses and Damage	1,000	1,000	1,041	+ 41	
12. Provident Fund Deductions from Coolies' Wages	825	1,000	1,023	+ 23	
13. Do. Contributions by the Trust..	825	1,000	1,023	+ 23	
(a) *Contingencies Subject to Regular Audit*—					
Postage	10	10	..	— 10	
Receipt Stamps	20	20	3	— 17	
Telegrams	...	...	...	...	
Furniture	200	200	65	— 135	
Tarpaulins	2,000	1,500	1,225	— 275	
Law Charges	50	50	...	— 50	
Stationery and Printing ...	500	500	320	— 180	
Advertisement Charges	...	...	...	..	
Lighting Pier and Yards ..	2,000	1,500	1,465	— 35	
(b) *Contingencies Admissible without Detailed Audit*—					
Miscellaneous	1,000	2,500	2,586	+ 86	
VIII. Advances to Construction Account	...	...	45,000	...	
Total, Expenditure ...	5,52,633	5,42,623	10,79,373	...	
Closing Balance ...	10,71,298	12,75,750	7,53,318	...	
Total ...	16,23,931	18,18,373	18,32,691	...	

Budget Estimate compared with actuals.

14. The Budget Estimates Revenue account, framed in February 1894, under section 37, anticipated Receipts Rs. 4,82,500 and expenditure Rs. 5,52,633, a deficit of Rs. 70,133. The Revised Budget showed estimated receipts Rs. 6,49,631, the increase being chiefly due to a largely enhanced contribution from Port Funds, and to an expected improvement in several items of Harbour Dues: also to an increase in interest upon Government Pro. notes, due to payment in advance of interest upon conversion from 4% into 3½%. The actual receipts exceeded the revised estimate in nearly every instance. Contribution from Port Funds was Rs. 33,900 less than anticipated, but this amount has since been paid. Harbour Dues collected under section 45, show substantial increases in all items, except four with small reductions upon estimate; while Porterage receipts were less upon the Beach, but more upon the pier, the net result under this head being practically a gain to the trade of the Port, due, as explained above, to a reduced scale of charges for Porterage having been brought into operation.

The expenditure provided for in the revised estimates amounted to Rs, 5,42.623, being Rs. 1,07,008 less than estimated receipts, and leaving a balance in hand of Rs. 12,75,750 to credit in Cash and Government Pro. notes.

Balance unnecessarily large.

Additional refund of Rs. 5,00,000 on capital account.

15. This balance was considered unnecessarily large, and the Trustees therefore determined to offer to Government under section 32 an additional refund of Rs. 5,00,000 in repayment of Capital advanced for Harbour Construction. This additional repayment was accepted by Government, and reduced the actual closing balance to credit of the Trust to Rs. 7,53,318.

Details of estimate and actuals.

16. The details of the variations in the charges between the revised estimates and actuals, are given in the statement printed upon page 7——, and show small savings in almost every item, as indicated by the + and − figures in that column. These variations call for no special comment, except that taken as a whole as well as in detail, they show that actual expenditure was very closely anticipated, while on the other hand the receipts were, as usual, cautiously estimated, and less than actuals.

MADRAS HARBOUR TRUST DEPOSIT ACCOUNT.

Statement of Receipts and Charges from 1st April 1894 to 31st March 1895.

	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Opening Balance.												
Government Securities	...	...	...	16,100	0	0						
Cash in the Bank of Madras	...	...	...	1,778	6	9						
							17,878	6	9			
Receipts.												
Deposit in Government Securities ...	...	...	...	500	0	0						
Do. Cash	...	...	...	13,141	0	10						
Interest realised on Government Securities	...	...	...	646	5	9						
							14,287	6	7			
Charges.										32,165	13	4
Refund of Deposits in Government Securities...	...	...	...	1,000	0	0						
Do. Cash	...	...	...	7,147	0	0						
Interest paid to Depositors	...	...	...	675	1	8						
Amount placed to the credit of Revenue Account out of Cash Deposits for Harbour Dues, &c.	...	...	...	6,444	2	8						
							15,266	4	4			
Closing Balance.												
Government Securities deposited by—												
Messrs. Arbuthnot and Co.	1,700	0	0									
,, Binny and Co.	1,000	0	0									
,, Walker and Co.	1,000	0	0									
,, Dymes and Co.	1,000	0	0									
,, McDowell and Co.	1,000	0	0									
South Indian Export Company, Limited	1,000	0	0									
Messrs. G. W. Deane and Co. ...	500	0	0									
,, Gordon Woodroffe and Co. ...	500	0	0									
,, Parry and Co.	500	0	0									
,, Wilson and Co.	500	0	0									
,, Spencer and Co.	500	0	0									
,, Schonlank Engel and Co. ...	500	0	0									
,, Oakes and Co.	300	0	0									
				10,000	0	0						
Government Securities deposited by Contractors—												
M. C. Ragava Charry	2,600	0	0									
V. Nammalwar Chetty	500	0	0									
				3,100	0	0						
Government Securities deposited by Officials—												
P. Kristnasawmy Moodelly	2,000	0	0									
A. Venkatakristna Pillay	500	0	0									
				2,500	0	0						
							15,600	0	0			
Cash deposited by—												
Messrs. W. Rutherford and Co. ...	500	0	0									
,, W. J. Eales and Co. ..	250	0	0									
,, Volkart Brothers	200	0	0									
,, Carl Simon Soehne ...	200	0	0									
				1,150	0	0						
Amount deposited by a Contractor for the supply of timber forfeited	100	0	0									
Amount unaccounted for	49	9	0									
				149	9	0						
							1,299	9	0			
										32,165	13	4

Depo. it Account.

17. The above statement gives details of an account kept with the Bank of Madras and called the Chairman's Deposit account. The firms named have deposited in Government Securities the amounts noted in the closing balance, which entitles them to import and export goods, the Harbour Dues upon which do not exceed the amount deposited, without paying cash, bills being rendered to each firm for adjustment twice a week. The securities deposited by contractors refer to the Harbour Works contracts for the supply of stone from the Pallavaram quarries by M. C. Ragava Charry, and for petty supplies by V. Nummalvar Chetty, under a schedule of rates approved by the Board. The two items deposited by officials, have been made, as security, by P. Kristnasawmy Mdly. the Harbour Works Cashier, and by A. Venkatakristnama Pillay the Porterage Department Shroff.

18. The Cash deposits, Rs. 13,141, have been made from time to time by importers who are unable to give exact details of the amounts of Harbour Dues: chiefly by the Madras Stable Co., Limited which has no standing deposit, and pays to credit an amount which it is anticipated will cover the dues upon horses, fodder, &c., imported. It will be observed that out of the sum of Rs. 13,141 so deposited Rs. 6,444 were brought to credit of Revenue account as the ascertained amount of Harbour Dues leviable, and Rs. 7,147 deposited in excess were refunded, the difference being refunds which appertain to deposits made prior to the commencement of the year, in all Rs. 450. This system prevents complication in the Revenue account itself.

19. There is one item Rs. 100 standing to the credit of this account, which was a deposit made by a contractor for the supply of timber for the Harbour Works, who failed to carry out his contract, and whose deposit has not been returned. This account has never been audited, and there is a further cash item at credit Rs. 49-9 which must refer to some balance of an account for Harbour Dues prior to the destruction of records by fire in 1890, and has not been claimed. These two items will be carried to credit of Revenue receipts, miscellaneous, after the account has been audited by the Accountant-General, as one of the accounts allied to the Revenue Account proper.

MADRAS HARBOUR TRUST PROVIDENT FUND.

Statement of Receipts and Charges for 1894-95.

	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Opening Balance.									
Government Securities (Par value Rs. 68,000) ...	70,405	2	4						
Cash in the Bank of Madras	9,474	15	0						
				79,880	1	4			
Receipts.									
Revenue Departments Collections	3,088	8	0						
Do. Trust Contributions	3,088	8	0						
Harbour Works Collections	3,982	0	10						
Do Trust Contributions	3,982	0	10						
Harbour Master's Collections	796	13	3						
Do Trust Contributions	796	13	3						
Instalments ofre fund of Loan granted to Employees ...	88	0	0						
				15,822	12	2			
Interest realised on Government Promissory Notes ...				3,065	6	1			
							98,768	3	7
Charges.									
Paid to Employees who have left the Trust Service Subscriptions and Trust Contributions, Revenue Departments.	633	6	4						
Paid to Employees who have left the Trust Service Subscriptions and Trust Contributions Harbour Works...	10,844	10	8						
Paid to Employes who have left the Trust Service Subscriptions and Trust Contributions, Harbour Masters.. Department	101	13	2						
Paid to Employees their own subscription only, Revenue Departments	259	7	7						
Paid to Employees their own subscription only, Harbour Works	...	...	...						
Paid to Employees their own subscription only, Harbour Masters Department	...	...	..						
Premia on Policies of Life Assurance	1,248	2	0						
				13,087	7	9			
Amount of loans granted to Employees	...	...	...	130	0	0			
Total, Expenditure ...	...		...	13,217	7	9			
Closing Balance.									
Government Securities (Par value, Rs. 73,500) ...	76,057	9	4						
Cash in the Bank of Madras	9,493	2	6	85,550	11	10			
							98,768	3	7

Provident Fund.

20. The opening balance of this the Board's Provident Fund Account was Rs. 79,880-1-4 which corresponds with the closing balance reported in para. 36 of last year's report. The receipts during the year have been Rs. 15,822-12-2 exclusive of interest on Government pro. notes, the amount invested being Rs. 68,000, 4% par value at the beginning of the year, which had risen to Rs. 73,500 3½% par value on the 31st March 1895. During the course of the year the sum of Rs. 10,844-10-8 has been paid to Harbour Works Employees whose services have been dispensed with, owing to the near completion of the Harbour. This payment has conclusively proved the benefit and utility of the fund, having enabled the men concerned to leave Madras with their families in a respectable manner to seek employment elsewhere, with cash in hand to keep them until they could find fresh work.

[Statement.]

MADRAS HARBOUR TRUST COOLY PROVIDENT FUND.

Statement of Receipts and Charges for 1894-95.

	RS.	A.	P.	RS.	A.	P.
Opening Balance.						
Government Securities (par value, Rs. 500) ...	523	12	0			
Cash in the Bank of Madras	332	2	1	855	14	1
Receipts.						
Deductions from Coolies Wages	1,022	10	9			
Contribution by the Trust	1,022	10	9			
Amount of undisbursed wages credited under Chairman's Order, No. 2605, dated 9th January 1893...	22	15	5			
Amount of Compassionate Allowance payable by instalments placed to the credit of the Fund ...	25	0	0			
Interest on Government Investment	29	0	10	2,122	5	9
Total Rs. ...				2,978	3	10
Charges.						
Pensions to Widows of Coolies who died from effects of accidents...	48	0	0			
Pensions to Coolies permanently invalided ...	81	9	3			
Allowance to wounded Coolies while under treatment in the Hospital at 4 annas per diem	379	12	0			
Allowance for 66 Marriages amongst the Families of Coolies	430	0	0			
Allowance for 49 Births amongst the Families of Coolies	84	0	0			
Do. 64 Deaths do. do. ...	158	8	0			
Compassionate Allowance	32	0	0	1,213	13	3
Closing Balance.						
Government Securities (par value, Rs. 1,500) ...	1,555	10	0			
Cash in the Bank of Madras	208	12	7	1,764	6	7
Total Rs. ..				2,978	3	10

Coolies Provident Fund.

21. The Coolies Provident Fund has considerably improved in its financial position during the year under review; the deductions from coolies wages have been extended to all gangs, including those working under sub-contractors and maistries for piece work, with the result that the sum contributed by the coolies themselves has advanced from Rs. 550 last year to Rs. 1,023, the Board's contribution being also enhanced proportionately. It is very satisfactory to note that the expenditure, which is primarily controlled by the coolies themselves, who recommend, in committee, individuals for grants, has not increased in proportion but is only Rs. 1,214 against Rs. 1,961 last year. This has enabled the Trust to purchase an additional Rs. 1,000 Government paper. The closing balance has advanced to Rs. 1,500 in 3½% Government paper costing Rs. 1,556 and Rs. 208 cash: total Rs. 1,764 against an opening balance of Rs. 856 or just double.

Shipping.

22. The Deputy Conservator (Port Officer) reports that the Shipping which entered the Port during the year 1894-95 comprised 725 vessels of 1,174,582 tons net register, being 27 vessels and 80,619 tons less than in the previous year. This reduction is, however, entirely confined to coasting steamers, 24 fewer: Indian Marine transports only 6 as against 18: and sailing vessels 2 against 8: total, 42 vessels less than in the previous year. The Coasting Import and Export trade has not declined in any way, the Indian Marine Steamers were larger vessels, and the sailing vessels merely called for orders. The foreign going steamers which entered the port were 286 against 276 in 1893-94 or ten more. The foreign steamers which entered the Harbour were five in excess of last year being 88 against 83.

Port dues have declined from Rs. 1,18,701 to Rs. 1,12,785 and Pilotage charges from Rs. 29,257 to Rs. 22,475, a difference on both items of Rs. 12,698 less.

23. Shipping operations have been carried on without intermission throughout the year, and only upon one occasion was a vessel kept waiting outside the Harbour for a berth; the smoothness of the water inside has been all that could be desired except upon rare occasions, the 20th and 31st October 1894 upon which dates the warning cyclone signals were hoisted, but no orders were issued from the Port Office for vessels to leave the Harbour. On the 20th October however the steamers inside were, at the discretion of their Commanders, taken outside on the evening of that day, but returned to their moorings within the Harbour next morning.

Disabled Steamers repaired in the Harbour.

24. During the course of the year the screw propellers of two steamers have been repaired inside the Harbour. The SS. "*Inchdune*" broke her propeller tail-shaft at sea, and was towed into Harbour by the British India SS. "*Loodiana*". The *Inchdune* discharged part of her cargo, and fitted a new shaft

in the Harbour, reshipped her cargo and proceeded to her destination. The S.S. *Newby* damaged her propeller at sea, breaking three blades, after passing Aden for Madras with a full cargo of coal. This cargo was discharged here in such a manner as to tip her by the head, when the damaged screw was unshipped and a new one substituted.

Accidents.

25. Two Steamers carried away their stern lines during a heavy squall in January last, but were promptly remoored to their stern buoys, the vessels merely swinging to their anchors head to wind.

Moorings.

26. It is considered desirable to put down head mooring buoys to several of the berths inside the Harbour; provision has been made in the Budget Estimates for 1895-96 and the matter is receiving the attention of the Board.

Steam launch.

27. A Steam launch built at the Indian Marine Dockyard Calcutta was received here on the 28th June 1894 and by constant use has enabled the two Harbour Masters to carry out their duties without delay to any of the vessels entering or leaving the Harbour.

Harbour Masters.

28. Mr. H. C. Taylor, Harbour Master was sent home by a medical board in June 1894 consequent upon the result of an accident met with by him on duty when taking a steamer out of the Harbour at night in rough weather. The Government sanctioned the entertainment of an acting Harbour Master in his place during his absence: but no duly qualified officer could be induced to accept the acting temporary appointment upon the salary offered.

29. The two remaining Harbour Masters Messrs. Corfield and Evans piloted in and out of the Harbour 1391 vessels without accident of any sort. The Port Officer brings to notice that although unable to obtain a single days leave, these two officers have worked well and cheerfully, and are he considers a credit to the Port, which opinion the Trustees have much pleasure in endorsing. The necessity for improving the position of the Harbour Masters at Madras has several times been considered by the Board, and the matter has lately been submitted to Government for favourable consideration.

Shipping office.

30. The numbers of both European and native seamen shipped and discharged at Madras is less than in the previous year, Europeans by 7, Natives by 132. It is satisfactory to note that not one European; and only four native seamen were sent to jail. The usual periodical statements and returns have been submitted by the Deputy Shipping Master (Deputy Port Conservator) to Government and to the Board of Trade.

31. The following is a brief statement of the Receipts and Charges of the Biden Home from 1st April 1894 to 31st March 1895.

	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Opening Balance.									
Government Securities	1,000	0	0						
Cash in the Bank of Madras	1,376	10	2						
Cash with the Superintendent	50	0	0						
				2,426	10	2			
Receipts.									
Interest on Investments	44	14	2						
Rent from Harbour Masters	1,177	8	0						
Profits realised on Boarding Seamen	19	15	0						
Miscellaneous	...	..	..						
				1,242	5	2	3,668	15	4
Charges.									
Establishment	492	0	0						
Exchange Compensation Allowance	77	3	6						
Contingencies	53	7	1						
Municipal Tax	366	0	0						
Repairs	142	1	4						
				1,130	11	11			
Closing Balance.									
Government Securities	1,000	0	0						
Cash in the Bank of Madras	1,488	3	5						
Cash with the Superintendent	50	0	0						
				2,538	3	5			
							3,668	15	4

Traffic Department.

32. The Traffic Manager's report again contains very useful information. The tables of Imports and Exports are kept up to date and published quarterly with the Board's quarterly reports, the figures for each three months being added from time to time, which materially enhances their value; statements many months in arrears are of but little use, but, by promptly publishing the figures once a quarter, the fluctuations of imports and exports as compared with the corresponding quarter of the previous year can be seen at a glance.

33. The comparison of receipts for the years 1893-4 and 1894-95 given in para. 2 of his report shows that receipts from Harbour Dues have approximated very closely indeed in the two years, the totals being Rs. 4,52,137 and Rs. 4,51,309, respectively, a falling off of Rs. 828 only in the twelve months. It is also to be noted from para 3 that the revised estimates were within Rs. 14,109 of the actuals, that being the amount received in excess.

34. The points which are most noticeable in the Traffic Manager's report are the decrease of 9,000 tons of food grains imported, and of 8000 tons of iron; on the other hand the import of coal has increased almost identically in the same quantity, viz., 17,000 tons.

Tonnage of cargo.

35. From the statement printed at para. 5 of the Traffic Manager's report, it will be observed that the total tonnage imported and exported amounts to 389,464 tons which is the largest on record except during the years 1890—92, when, owing to scarcity in the surrounding districts, there were abnormally large imports of food grains: and that the dues collected upon goods landed at and shipped from the iron screw pile pier are in excess of any year except 1890-91.

Kerosine oil.

36. The facilities given for the importation of kerosine oil in bulk by Tank steamers, are justified by results. The increase in the bulk oil imports is 2444 tons, and it is satisfactory to note that this has not been set off by a corresponding decrease in the import of case oil, which also shows a small increase. Additional facilities have recently been granted; tank steamers being now allowed to continue their discharge at night, which, while giving quicker dispatch to the ships themselves, minimises any risk there may be in allowing such vessels to enter the Harbour, by enabling them to land their oil as soon as possible.

Sunday work.

37. The question of Sunday work, again raised by the Traffic Manager in his report, has several times been considered by various Boards of Trustees, and the decision arrived at, and confirmed, has been that no charge should be levied, by the Trust, for overtime work on Sundays and after hours, as the amount is debited to general funds, and is therefore borne by the whole trade of the port. If the practice were not general the incidence of the charge might be inequitable, but such does not at present appear to be the case.

Porterage Department.

38. The difficulties alluded to regarding the heavy labour in the Porterage Department have received the careful consideration of the Board, and additional facilities have been recently sanctioned, in the way of extra sidings for coal waggons, which it is expected will reduce to a minimum the undoubtedly very exhausting labour of carrying coal bags by coolies, of whom there are only a limited number physically fit for such arduous work. That the departmental working of the porterage has added enormously to the duties and responsibilities of the Boards officers is incontestible, but the financial result as summarised by the Traffic Manager in para. 20 of his report is very satisfactory, the total saving to the trade of the port in five years being over two lakhs of rupees, and the officers concerned have cheerfully and efficiently carried out the extra duties which have devolved upon them.

Harbour Construction.

39. The Report of the Board's Engineer gives details of the progress made upon Harbour Construction during the year under review. Up to the 31st March 1895 the total advances received by the Board, for the reconstruction of the Harbour under Act II of 1886, amounted to Rs. 60,24,242. Total repayments, under section 31 aggregated Rs. 13,00,000, and the balance of the sanctioned estimate on that date was Rs. 81,985, which has since been received. The outstanding balance due to Government at the end of the year 1894-95 was Rs. 47,24,242.

X Correct ✓

North Pier.

40. The Caisson at the North Pier Head was set on the 10th March 1894, as already reported. The work at this arm of the Harbour has been confined to uniting the Caisson with the wall of bonded blocks, to the erection upon the Caisson of an entrance light-house, and to the addition of the capping on top of the wall. This capping consists of large concrete blocks, made *in situ*, weighing about 250 tons each. Each block covers four courses of the bonded

blockwork of the wall. The lower chamber of the lighthouse has been utilised as a tidal observatory, the instruments for which were erected in December 1894. Observations have since been carried on uninterruptedly, and it is understood that the observatory and the arrangements for observation have met with the unqualified approval of the Superintendent of Tidal observations, and are the best that could be made for the record of tidal range taken in rough water. The total length of the North Pier is 3,817 feet.

Tidal observatory.

South Pier.

41. The Caisson at the South Pier Head was set on the 11th March 1895, the end of the bonded blockwork in the wall having been reached on the 10th June 1894. The filling of the Caisson with concrete has since been completed, and there now only remains the erection of a lighthouse at the South Pier Head, corresponding to that on the North, and the capping, to complete the South arm. The total length of the South arm is 3,931 feet.

Portland Cement.

42. A total of 13,973 casks containing 2,495 tons of Portland Cement were received from the India Office during the year. The balance of cement in stock on the 31st March 1894 was 5,759 casks. 10,428 casks containing 1,862 tons of cement were issued during the year, and the balance on hand on the 31st March 1895 was 9,304 casks containing 1,661 tons.

Protective Works North of Harbour.

43. Settlement of the protective revetment has occurred at two places in the old portion of the work, North of the Harbour, and 882 tons of rubble were deposited at these points. The extended revetment beyond Cassimode has not yet shown signs of settlement: it has not yet been attacked by any very heavy sea. The first cyclone will probably necessitate the deposit of a considerable quantity of additional rubble. The bay formed by erosion at the northern end of the revetment is reported not to have encroached during the twelve months. It must, however, be remembered that the sea has been exceptionally smooth, and, in view of possibly extortionate claims for compensation after the land is eroded, the Trustees took the precaution to have the value assessed by the Deputy Collector of Madras, and steps have been taken to purchase, under the Land Acquisition Act, those portions of the land which appear likely to be eroded.

Foreshore South of Harbour

44. The accretion of sand south of the Harbour shows a net advance seaward of 160 feet. Since December this has, as usual, been partly eroded; but the South West Monsoon of 1895 will, no doubt, carry the sand seaward again, and the usual net annual gain will probably be recorded after next (1895) North East Monsoon.

Sea bottom inside the Harbour

45. The Engineer reports that the sea bottom inside the Harbour has remained unaltered, and that there has merely been the usual shifting from North to South, and *vice versa*, of the sandy foreshore, according to the direction of the wind and current.

Total cost of Harbour sanctioned Rs. 1,23,83,386.

46. The total estimated cost of the Harbour sanctioned in the Right Hon'ble. the Secretary of State's Despatch, No. 1, dated 7th January 1892, amounted to Rs. 1,23,83,386; and, in reply to an

enquiry from the Government of India, No. A, 2515, dated 22nd May 1894, the Board's Engineer stated, on the 4th June, that Rs. 61,06,227 —the sanctioned estimate for reconstruction, (included in above total) was all that would be required. On the 6th February 1895, however, a supplementary estimate was submitted to the Board, showing that an additional Rs. 4,02,455 would be required to complete the Harbour, according to the sanctioned design; the chief causes assigned for the excess being the delay in the completion of the works, and the enhanced charge for cement, the proportion of which, in and about the pier heads, and for the capping, having been raised from one in ten to one in six, under instructions from Sir Alexander Rendel.

Supplementary completion estimate Rs. 4,02,455

47. This amended completion estimate was submitted to Government on the 8th March 1895, with full particulars as to the reasons for the excess, but no sanction for the additional advance has yet been received. Meanwhile the full amount of the revised estimate sanctioned by the Secretary of State in his order above quoted has been drawn and spent. The works are now being carried on with Revenue Funds, in anticipation of the Revised Completion Estimate being approved. Had the Trustees received earlier intimation that further funds would be needed, the Board would not have proposed the repayment of the additional sum of Rs. 5,00,000 under section 32, and the balance of revenue funds, which appeared so unnecessarily large, could have been usefully employed in completing the Harbour, without borrowing further capital. The Board is in the somewhat awkward position of having depleted the revenue funds to what was considered a safe limit for the requirements of the Trust, and being now compelled to find funds for an additional expenditure, which the Trustees were informed would not be required. The inconvenience is of course temporary only, and the Board has sufficient cash in hand to meet present requirements, but the additional cost of completing the Harbour means the necessity for making an enhanced provision in future to the already very heavy charge for interest upon advances.

Temporary advances made from Revenue funds for Harbour construction.

Sanctioned advances for Harbour construction received in full and spent.

Proposed passenger station for the S.I.R. within Harbour limits.

48. At the Board's Meeting of 6th July 1894, the Chairman Mr. Turner placed before the Trustees a tracing received from the Consulting Engineer for Railways showing the requirements of the South Indian Railway for a beach passenger station, opposite the Presidency Post Office and the Government Central Telegraph Office, and it was then resolved that the Agents of the Madras and South Indian Railways and the Consulting Engineer should be addressed, with a view of ascertaining how improved facilities of communication with the Harbour for both railways could best be arranged for.

Appointment of a Committee to consider improved general facilities.

49. The resulting correspondence was considered by the Board at its meeting of the 6th November 1894, when it was resolved that a Committee be appointed to consider the question, and the Hon'ble

Colonel Pennycuick, R.E., the Agents and Chief Engineers of the Madras and South Indian Railways, and the Consulting Engineer were invited to attend.

First meeting of the Board's Committee.

50. This Committee met at the Harbour Trust Offices on the 16th November when certain suggestions made by the Agent of the Madras Railway, for a joint M. R. C. and S. I. R. station within Harbour Trust limits were considered. As it was found that this proposal involved many difficulties and many interests the Board's Secretary had been directed to formulate a scheme, and to consult those gentlemen representing the shipping interest of the port. The result was placed before the meeting, the representatives of the shipping having expressed the opinion that the work which can be accomplished by any steamer well found with cargo appliances, in the Madras Harbour, compares very favourably with any other Indian port, and is all that is required so far as the actual discharge and reception of cargo alongside the vessels is concerned; but that, as proposed by the Board's Secretary, facilities should be given in the way of a boat harbour, with improved Customs House accommodation as suggested by the Hon'ble Mr. Boyson.

Proposal to construct a Boat Harbour with improved Custom House accommodation.

Proposed connection of Buckingham Canal with the Harbour.

51. At this meeting the Hon'ble Colonel Pennycuick explained to the members the various proposals which had been made for connecting the Buckingham Canal with the Harbour and the decision arrived at was embodied in the following resolution "(*a*) that this "meeting approves of Mr. Pinsent's suggestions, subject to such "modification in detail as may be found desirable hereafter (*b*) that "provision should be made for a double line of mixed gauge from "the Fort to Rayapuram, with a joint M. R. C. and S. I. R. Beach "Station upon a convenient site near the Harbour and (*c*) that having "heard from the Hon'ble Col. Pennycuick particulars of the various "routes suggested for connecting the Harbour with the Buckingham "Canal, all present are of opinion that the northerly route is prefer-"able, both from a sanitary and commercial point of view, and that "the Harbour Trustees should afford every facility for such a "connection."

Proposals of the Committee referred to the Harbour Board.

52. The Board's Committee next met on the 30th November 1894, when estimates were considered for carrying out the suggestions of the Board's Secretary, which consisted of various proposals for a boat basin connected with the Harbour, and also estimates submitted by the Board's Engineer for alternative schemes for boat basins within the sea area of the Harbour; and the Chairman placed before the meeting letters from the Collector of Sea Customs, Bombay, dated 22nd July and 16th August 1892, having reference to the suggestion of the Hon'ble Mr. Boyson regarding improved Custom House arrangements. At this meeting it was "resolved that the "plans and estimates now before the Committee be placed before "the Board at its next meeting with a recommendation that

"Government be addressed with a view to the appointment "of a strong representative Committee to consider the whole "question of Railway communication, shipping and landing facilities, "and Custom House arrangements, together with a canal to connect "the Harbour with the East Coast Canal System."

Harbour Trust address Government suggesting the appointment of a strong representative Committee.

53. This report was placed before the Board at its meeting held on Friday, 7th December 1894, when the proposals made by the Board's Committee were approved and it was resolved "that Govern-"ment be addressed with a view to the appointment of the strong "representative Committee suggested, as a feeling undoubtedly exist-"ed amongst the Mercantile community that the time had now arrived "when something might be attempted to improve facilities at this "port, and as it would appear that a very considerable time must "elapse before any actual work could be commenced."

Chamber of Commerce support the Board's proposals.

54. Upon the publication of the above Proceedings of the Board in the Fort St. George Gazette of the 8th January 1895: the Chamber of Commerce also addressed Government, and supported the views of the Harbour Board, and, on the 9th February, in G. O., No. 47, Marine, Government cordially approved the proposals submitted by the Board, and appointed a representative Committee, to consider the whole question.

Government approve proposals and appoint Committee.

Constitution of the Committee appointed by Government.

55. Upon this representative Committee, the following officers were appointed to represent Government.

The Hon'ble Col. JOHN PENNYCUICK, R.E., President.

The Hon'ble Mr. A. T. ARUNDEL, I.C.S.

The CONSULTING ENGINEER for Railways.

The COLLECTOR of Sea Customs.

At the invitation of Government the following gentlemen were nominated as members to represent the various public bodies named, *viz*:—

The Harbour Trust Board.
The Hon'ble MR. G. L. CHAMBERS,
MR. R. J. BLACK.

The Chamber of Commerce.
MR. H. SCOTT,
MR. W. SHAW.

The Trades Association.
MR. C. SETON,
MR. R. G. ORR.

The Madras Railway Company.
MR. H. C. WEST.

The South Indian Railway Co., Ltd.
MR. D. LOGAN.

The Madras Municipal Commission.
COL. G. M. J. MOORE, R. A.

The Colar Goldfield Mining Board.
MR. V. G. LYNN.

Secretary to the Committee, MR. C. PINSENT.

PHOTO. PRINT. SURVEY OFFICE. MADRAS
1898.



PHOTO. PRINT SURVEY OFFICE, MADRAS
1895.

Plate No. 2

MADRAS HARBOUR
NORTH PIER HEAD—COMPLETED
(View from Titan Crane Plate No. 1)
8-3-95



PHOTO. PRINT SURVEY OFFICE, MADRAS
1895.

Plate No. 3

MADRAS HARBOUR

NORTH PIER CAPPING IN PROGRESS, SOUTH PIER HEAD CAISSON READY FOR SETTING, & PROTECTIVE WORKS NORTH OF HARBOUR.

(View from Lighthouse—Plate No. 1)

8-3-95

ADMINISTRATION REPORT

OF THE

Deputy Conservator of the Port of Madras, for the year, 1894-95.

The number and tonnage of vessels entering and leaving the Port of Madras during the year is shown in the following statement, and shows a decrease over the preceding year, both in numbers and tonnage.

VESSELS ENTERED.

	1893-94.		1894-95.	
	No.	Tons.	No.	Tons.
Steam Ships, Mercantile	659	1,221,256	640	1,150,037
Sailing „ „	8	12,238	2	2,299
„ Native Crafts	67	7,483	77	7,657
Men of War Government ships and Transports.	18	14,224	6	14,589
	752	1,255,201	725†	1,174,582

VESSELS LEFT.

	No.	Tonnage.
Steam Ships, Mercantile	645	1,160,543
Sailing „ „	2	2,299
„ Native Crafts	78	8,049
Men of War, &c.	6	14,589
	731	1,185,480

Of the above vessels 286 were foreign going and 361 coasting, 3 steam vessels did not enter the Harbour.

The Revenue amounted to Rs. 1,35,260 against Rs. 1,47,958 for 1893-94, and was obtained from the following sources.

Port Fund	Rs. 1,08,111
Salvage	229
Divers' Services	389
Hire of Port Raft	1,156
Boat Licenses	612
Shipping Offices fees and fines...	878
Office fees for Overtime	1,410
	1,12,785
Pilotage and Boat charges connected	22,475
Total Rs.	1,35,260

Note :—2 Sailing vessels of 3,253 tons called for orders only.

† Including... 37 German. 24 Austro-Hungarian. 26 French. 1 Norwegian.

Total Foreign 88

Artificial Harbour:—Shipping operations have been carried on during the whole of the year without intermission.

The sand bank formed near the South arm mentioned in former reports is at times an obstacle to vessels using No. 1 and 9 berths, owing to the heavy back-wash thrown off it.

The berths in the Harbour have been equal to the requirements except on one occasion when a vessel had to wait outside; but owing to the great increase in length of ships now entering the Port, I most strongly recommend dredging out two berths for light draft vessels inside the line of buoys on each side of the Pier.

The smoothness of the water inside the Harbour is all that can be desired except on rare occasions.

Weather:—The weather has been fine throughout the year with the exception of October 20th and 31st, on both of which days the warning signals were hoisted: the ships in Harbour went outside on the evening of October 20th returning at daylight the next day, but no vessels were sent out by orders from the Port Office.

Accidents:—The S.S. "Inchdune" broke her shaft at sea and was towed into the Harbour by the B. I. S.S. "Loodiana" on the 18th April 1894.

The French Mail Steamer, "Eridan," while entering the Port on the 14th February 1895 in pilotage charge of Mr. Corfield broke down completely and was promptly anchored by that officer; she was later on towed into the Harbour by the B. I. SS. "Karagola" and her repairs made good.

The SS. "Newby" lost 3 blades of her propeller at sea and on arrival at Madras was tipped and a new one shipped.

The coals in one of the bunkers of the SS. "Clan Macdonald" were found on fire on the 22nd January 1895 it was put out by her own pumps with the help of the Port fire engine which the Senior Harbour Master took alongside as soon as the matter was reported.

At 10 P.M. on the 17th January 1895, the stern lines of SS. "Conch" and S.S. "Shahjehan" carried away in a squall. One lighter broke adrift in a squall and coming ashore damaged herself and one lighter sank at her moorings with a load of iron on board. Four Masulah boats were damaged during the year inside the Harbour by the sea.

Moorings:—All the moorings have been overhauled and put in good order. Two new lengths of $2\frac{1}{4}$ inches chain of $24\frac{1}{4}$ fathoms each have been put down at No. 8 stern moorings and the stern anchors of No. 7 and 8 carried towards the north and south wall respectively making two berths of 500 feet each which could be used for the largest ships in fair weather.

Screw Moorings:—The necessity of having at least two of these moorings laid down for vessels carrying stockless anchors is very apparent; the rule introduced under clause (*c*) which requires vessels with these anchors to have steam at an hour's notice is of little use, and a squall of any strength never strikes the Harbour without a ship using these anchors dragging.

Buoys:—All buoys have been overhauled, scraped and painted twice during the year and are in good order.

Boats:—The steam launch for the use of the Harbour Masters arrived from Calcutta on the 28th June 1894 and by constant use has enabled the work of the Port to be carried on with little delay to shipping.

All the other boats except No. 7 the Diver's Jolly boat, are in good order; No. 8 will require new copper next year.

Cargo Boats:—The number of lighters on the register is 58, 1 more than last year, Masulah boats have decreased by 1 to 105; the number of water boats has decreased by 1 to 7 and Jolly boats by 1 to 24.

Port Raft:—The Port raft is still the only method of landing heavy weights and has been used 38 times and earned Rs. 1,156 in addition to the mooring work which takes about 4 months in the year.

Time Signal:—The Time signal has worked without any hitch during the year. A Time ball was sanctioned by the Board some 12 months' ago to be made at the Harbour Works and should be in position next year.

Leading and Entrance Light:—A new leading light mast has been erected near the Harbour Trust Secretary's Office and the Pier mast shifted.

An Indent on the India Office has been made for the new tower lights at Harbour Entrance.

Life Saving Apparatus:—Quarterly practice has been carried on during the year, the men are efficient and the gear in good order.

Appointments:—Commander Charles William Hewett, R. I. M., having been appointed Deputy Conservator of the Port of Madras by the Government of India, took over charge of that office from Commander H. B. Simpson, R. I. M., on the 12th July 1894.

Leave:—Commander C. W. Hewett, R. I. M., acted as Presidency Port Officer during the absence of Commander Walter Powell, R. I. M., on 60 days' privilege leave and Mr. H. D. Baddeley acted as Deputy Conservator.

Sunday work:—The Deputy Conservator's office was opened for work on 32 Sundays and 12 Chamber of Commerce holidays during the year.

Harbour Masters:—Mr. H. C. Taylor, Harbour Master, was sent to Europe by a Medical Board on 12 months' sick leave in June 1894. The Government sanctioned an acting appointment but no good reliable man could be found to take up the work. 695 vessels were brought into the Harbour and 696 taken out by the Harbour Masters without accident, and although short-handed and unable to obtain a day's leave they have worked well and cheerfully, and I consider them a credit to the Port.

Port Diver:—The Port Diver, as in former years, is well employed and has constant work.

His services were lent on two occasions to Messrs. Hall, Wilson & Co., Cocanada and the fact of firms being able to get a diver at such a small cost in out-of-the-way places, must be a great boon to the Mercantile community.

Shipping Office :—The number of native seamen engaged and discharged at this Port shews a considerable decrease on last year's figure.

European seamen	engaged	...	8	19
Do.	,, discharged	...	11	
Do.	,, sent to jail	...	...	
Do.	,, hospital	...	2	
Native seamen	engaged	...	66	845
Do.	,, discharged	...	779	
Do.	,, sent to jail	...	4	
Do.	,, hospital	...	10	
Distressed seamen sent home		...	10	

Periodical Statements and Returns were sent to Board of Trade, London, and the Government of Madras.

CHARLES W. HEWETT,
Commander, R. I. M.,
Dy. Conservator of the Port.

PORT OFFICE,
MADRAS, 14*th May* 1895.

MADRAS HARBOUR WORKS.

PROGRESS REPORT FOR ; 1894-95.

The official year 1893-94 closed with the completion of the North Pier Head, by the setting in position of the Iron Caisson at that Arm, and the year under review, 1894-95 has seen the successful construction and setting in position of a second similar Caisson, which has completed the construction of the Southern Arm of the Harbour.

2. The two Caissons thus terminating the North and South Pier Heads, as completed, form the Eastern Entrance to the Madras Harbour, with a width of 515 ft. 6 in. between each, and with a depth of 39 ft. of water at DeHavilland's Mean Sea Level throughout, and alongside each of the Pier Heads for a length of 175 feet.

3. 830 lineal feet of the North Pier has been completed, and raised to a height of 13 feet above DeHavilland's Mean Sea Level by the addition of a capping of large concrete blocks made in situ, weighing about 250 tons each, covering four courses of the bonded blockwork ; and a light-house of mass concrete has been built upon the North Pier Head Caisson. The lower chamber of the light-house has been designed as the Tidal Observatory for Madras, and in December the Self-Registering Tidal Instruments were erected, and commenced a new series of Tidal Observations at Madras.

4. A plan of the Harbour accompanies this report, showing in neutral tint the progress made upon the Works at the commencement of the year ; and in red the work done during the year ending 31st March 1895.

5. **North Pier Head.**—Progress during the month of April at the North Pier Head consisted in uniting the cylindrical mass of concrete, formed in the Caisson at the close of last year, with the bonded blockwork behind it, by building a backing of mass concrete, and to confine the concrete to the required position until set, a temporary wall of blocks had to be built up to High Water level on either side of the Pier, which was then caulked below water by Divers, to form a watertight mould ; and this work was completed by the end of April, but due to a continued and unusual rough sea at this point, washing round the Caisson, it was impossible to raise these blocks again before the end of September, which delayed all progress to the North Pier capping, by five months. This delay has not occurred at the South Pier, on account of its sheltered position.

6. When it was evident that delay must occur in the completion of the North Arm, due to rough sea, it was decided to transfer the All-round Titan Crane to the South Pier Head, where it was required for setting the second Caisson ; and this was done in four days, after having raised and replaced in better positions, 104 Wave-breaker blocks along the North Arm, before leaving it.

7. On the 24th September, the 24 blocks forming the above-mentioned mould, had been removed by the old Titan Crane, and the capping to the Caisson, Light-house, and capping along the North Pie s at once commenced upon, and by the close of the year, 830 lineal feet of capping along the North Arm had been built, and completed to the Sanction Design.

8. The Rubble base around the Caisson, and along the Pier, was consolidated or paved with concrete, for a length of 94 lineal feet.

9. The total length of the North Pier, as now completed, is 3,816 ft. 9 in. from the end of the Caisson at the Pier Head to the first block set on shore in 1876.

10. **South Pier Head.**—The North Pier Titan Crane reached the South Pier Head for work on the 10th June, and, although its removal from the North Pier, caused slower progress by having to work with the old crane at that Arm, its early transfer enabled the South Pier Caisson being set in 1895; so that both Piers will be simultaneously completed in 1895.

11. Between June and October, with this improved type of Titan Crane, rapid progress was made, and seven courses or 168 blocks had been set by Divers, which temporarily increased the length of the Pier Head by 37 ft. 7½ in. These blocks were then left in position to compress the foundation of the Caisson during the Monsoon, and on 2nd March 1895, 6 courses, or in all 243 blocks, were removed, and the Caisson set in position on the 11th March 1895, which permanently increased the length of the South Pier by 52 ft. 3 in. The total length of the Pier built and removed in the official year was therefore 127 ft. 6 in

12. On two occasions when the foundation was almost ready to receive the Caisson, some of the old wall blocks slipped down upon the newly-prepared base, and the removal of these blocks considerably delayed the work, and necessitated the Divers and all hands working day and night shifts, so as to complete the work before May Monsoon set in.

13. From the 12th March to the close of the official year, the filling of the Caisson and building of the backing in mass concrete was rapidly proceeded with, and the official year closed with the completion of the construction of both Arms of the Harbour, and Pier Heads, in accordance with the Sanctioned Design. The capping of concrete along both Arms, a small portion of the Rubble Base Protection, and the South Pier Head Light-house, is all that remains to be done to complete the Works.

14. The total length of the South Pier, as now completed, is 3,931 ft. 1½ in., from the end of the Caisson to the first block set on shore in 1877.

15. During May and June, 38 Wave-breaker blocks were added to the South Pier Wave-breaker Screen, extending it to as far as it was safe to deposit such blocks, until the Caisson was placed in position.

16. **Pallavaram Quarries and Concrete-making Machinery.**—The total out-turn of concrete made during the year was 6,312 cubic yards. 11,820 tons of chips were received from the quarries for concrete work, and 881¾ tons of large rubble was received and deposited along the Protective Works, North of the Harbour.

17. **Supply of Portland Cement.**—13,973 casks containing tons 2,495-3-2-8 of Portland Cement were received from England during the year, and a further Indent for a supply of tons 2,500 of Cement was forwarded to the India Office.

18. The balance of cement in store on the 31st March 1894 was 5,759 casks containing tons 1,028-10-2-26, and the issues during the year ending 31st March

1895 were 10,427¾ casks containing tons 1,862-4-0-25 oi cement, leaving a balance on hand at the close of the official year of 9,304¼ casks, or tons 1,661-10-0-9 of Portland Cement.

19. **Protective Works North of the Harbour.**—In May 1894, the first line of revetment to the North of the Harbour, settled down considerably at the original gap known as "Masulah Boat Bay," leaving the line of rails and sleepers suspended; and near Carlton House, further settlement took place from the rough seas in May, consequently 881¾ tons of large rubble boulders were received from the Quarries, and deposited at the weakest points, along this old line of revetment.

20. No further settlement of stone was perceptible to the close of the year.

21. The Bay at the extreme end of these protective works increased by 160 feet between March and December 1894, but at the close of the official year the High Water Line recorded on the 31st March 1895, had advanced seawards again, and was on the same line, or position of the High Water Mark of the preceding 12 months.

22. **Foreshore South of the Harbour.**—Upon the plan of the Harbour attached to this report, are shown the High Water Marks of the 31st March 1894-95, and there has been an advance of foreshore seawards during the year of about 160 ft., but since December 1894 the High Water Mark has returned shorewards by 60 ft.

23. **Sea Bottom within the Harbour.**—The depth of water inside the Harbour has remained the same, and, although the High Water Line has varied its position due to the direction of wind and sea, there has been no advance of foreshore during the year, but the High Water line along the Southern half of the Harbour has shown a tendency to recede, while close to the Southern Arm the Water line was 40 ft. *inshore* of its position at the close of the last official year.

24. **Summary of Progress.**—The following is a summary of the progress made on the Harbour Works during the year under review.

25. **Expenditure.**—The total outlay on the Works during the past year, including the Expenditure on the Protective Works, north of the Harbour, has been Rupees 2,74,280-11-8 made up as follows:—

		Rs.	A.	P.
Outlay on Works	...	2,76,122	9	5
Do. on Establishment	...	44.843	2	10
Total...		3,20,965	12	3
Do. on Tools and Plant	...	— 1,148	14	0
Net Debit to Suspense Heads	...	— 45,536	2	7
Net outlay in the year	...	2,74,280	11	8

26. The Expenditure upon the Works during the official year was Rupees 2,74,281 including Establishment, &c., and the year closed with a cash balance upon the Sanctioned Estimate of Rupees 63,616 for the completion of the Works, and a balance of Rupees 80,180 in material, cement and stores already

upon the Works, or a total unexpended balance upon the Sanctioned Estimate of Rupees 1,48,796 on the 31st March 1895.

27. Due to the Works taking longer to complete, and the consequent maintenance of staff, increased proportions of cement, and additional work having been carried out, not anticipated or included in the Original Estimate, a supplemental or completion Estimate has been framed, applying for Rupees 3,69,122 for the completion of the Works to cover all extras, &c., and if all such charges are finally decided to belong to Construction proper, the total cost of the Madras Harbour, from commencement to completion, will be Rupees 1,27,52,508.

28. **Miscellaneous.**—The usual repairs and upkeep of all machinery, cranes, railway lines, &c., and all haulage done by the Harbour Works Locomotives for the Traffic Department was continued during the year.

A. LEE-POGSON,
Engineer, Harbour Trust Board.

MADRAS HARBOUR WORKS,
11th May 1895.

MADRAS HARBOUR WORKS.

Statement showing Progress during Official Year 1894-95 as shown on accompanying tracings.

No. of Items.	Particulars and Quantity of Works during official year 1894-95.	Sub-heads of Work.	North Pier. Concrete capping.	North Pier. Wave breaker.	North Pier. Base Protection.	North Pier. Pier Head Backing.	South Pier. Pier Head at 40' below sea level.	South Pier. Wave breaker.	Titan and Railway lines laid and removed for work.	Total concrete made for Work.	Pallavaram Quarries outturn.	Protective Works.	Total Expenditure.
		Column.	*a*	*b*	*c*	*d*	*e*	*f*	*g*	*h*	*i*	*j*	*k*
1	Total quantity of rubble stone received on works	...		...	...	...	...	...	...	...	881¼	881¼	...
2	Do blasted chips	...		...	...	...	...	...	...	...	11,820	...	...
3	Concrete blocks set and removed by	No.		...	...	24	28 Permanent. 352 Temporary. 380 Total blocks in works in addition to setting of South Pier Head Caisson.	...	...	...	...	...	...
4	Concrete blocks raised and re-deposited in wave breaker	c. yds.		...	104	...	...	38	...	9,072	...	...	...
5	Do deposited in wave breaker, additional	c. yds.		...	...	674	790½	...	...	...	...	...	...
6	Total outturn of concrete	c. yds.		5,197¼	...	...	2410¼	...	...	...	...	...	...
7	Advance or progress of completed Superstructure. Rg. ft	...		...	...	...	52'. 3" Permanent advance including Caisson. 75'. 3" Temporary advance and removal, 127'-6" total length.	...	...	...	...	...	...
8	Do do capping	do		830	...	...	...	...	...	...	...	...	...
9	Do do blocks made in situ	No.		33	...	94	...	...	...	11,177	...	...	...
10	Concrete blocks made with concrete. Rg. ft.	...		...	...	...	...	...	...	...	...	...	...
11	Rubble base protected with concrete. Rg. ft.	...		...	...	...	...	...	...	...	...	...	...
	Titan and mixed gauge, railway lines, &c. do	...		...	...	...	...	...	...	...	...	...	...
12	Expenditure under sub heads of work approximately	...		...	...	...	2,39,077	...	...	...	16,358	165	2,55,600

Portland Cement.

Balance from last year	...	Tons	1,028	11 2 26
Received from England during year	...	,,	2,495	3 2 8
Used for works	...	,,	1,862	4 0 25
Balance on 31st March 1895	...	,,	1,661	10 0 9

MADRAS HARBOUR WORKS,
11th May 1895.

A. LEE-POGSON,
Engineer, Harbour Trust Board.

MADRAS HARBOUR WORKS.

COMPARISON OF EXPENDITURE TO DATE WITH SANCTIONED ESTIMATE FOR THE YEAR ENDING 31st MARCH 1895.

Sub-head of Work.	As per Estimate Sanctioned in Secretary of State Despatch No. 1, Dated 7th January 1892.				As Executed.					Arrears not paid.	Value of work done up to date columns 11 and 12.	Remarks.
	Quantity.	Rate.	Per.	Cost.	Total.	Quantity.	Rate.	Expenditure. Total up to end of last Year.	During the Year.	Up to date.			
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P.		Rs.	Rs.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Expenditure up to 31st December 1884.													
1 Works	.....	... ...		55,09,224	...		... ...	55,09,324 8 10	... ...	55,09,324 8 10	... ...	55,09,324 8 10	
2 Establishment	.....	... ...		5,29,904	...		... ...	5,29,904 0 0	... ...	5,29,904 0 0	... ...	5,29,904 0 0	
3 Tools and Plant	.....	... ...		5,15,262	...		... ...	5,15,262 6 0	... ...	5,15,262 6 0	... ...	5,15,262 6 0	
Total...	.....	... ...		...	65,54,490		... ...	65,54,490 14 10	... ...	65,54,490 14 10	... ...	65,54,490 14 10	
Revised Estimate.													
4 Alteration and extension of block ground .. Prely ..	.....	... ...		5,892	5,892	...	... ...	5,892 0 11	... ...	5,892 0 11	... ...	5,892 0 11	
December 1884	.....	... ...		...	1,23,83,386			1,21,92,104 7 4	3,19,816 14 3	1,25,11,921 5 7	29,393 1 6	1,25,41,314 7 1	
Total sanctioned Cost for Completion of Works ...	.....	... ...		...	1,23,83,386								
Add recovery on Tools and Plant	.....	... ...		...	2,77,331								
							1,26,60,717						
Deduct Total Expenditure as per column 11 ...	.....	... ...		...			1,25,11,921						
Total amount available for completing Works after Quarter ending 31st March 1895	.....	... ...		...			1,48,796						

Madras,
11th May 1895.

G. MOOTHOOSAWMY NAIDU,
Accountant,
M. H. Works Office.

A. LEE POGSON,
Engineer, Harbour Trust Board.

PLAN OF MADRAS HARBOUR

1894-95.

Soundings reduced to Low Water Ordinary Spring Tides

Scale 500 feet = 1 inch.

100 0 500 1000 1500 2000 FEET

G. MACLEOD & CAY LITH: MADRAS.

9 Fathoms

March 1895

515.6

March 1894

March 1894

March 1876

8

7

6

5

4

3

2 Fathoms

NORTH PIER

SOUTH PIER

IRON SCREW PILE PIER

Sand Line

Commenced December 1876.

Commenced November 1877.

High Water 31st March 1895

Extended

High Water at date of Survey

High Water 31st March 1894

High Water 31st March 1895

Coal hard the commencement of the Harbour works

High Water

Intercepting Sewer

Memorial Stone

Cooly Sheds

Circo Battery

Custom House

High Court

Post & Telegraph Offices.

Post Office Stables

Block Ground

Intercepting Sewer

Battery

SOUTH INDIAN RAILWAY

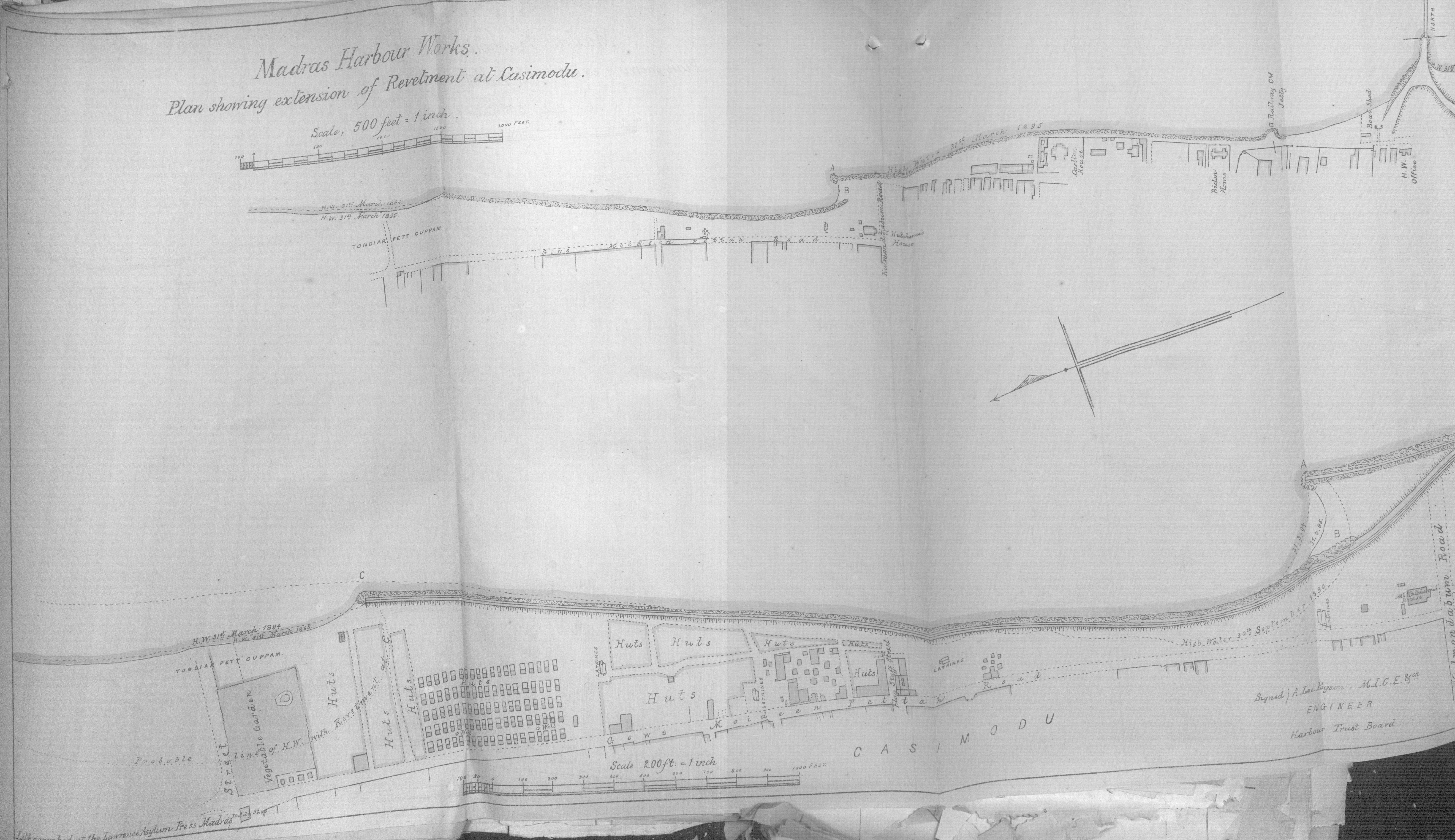
Light House

BLACK TOWN

(Signed) A. Lee Pogson M.I.C.E. &c.
Engineer
Harbour Trust Board

Madras Harbour Works.

Plan showing extension of Revetment at Casimodu.



To

THE SECRETARY,

Harbour Trust Board,

Madras.

SIR,

I have the honor to submit the following report on the working of the Board's Traffic Department, during the year 1894-95.

2. The revenue collected during the year amounted to Rs. 4,51,308-12-10, which in the aggregate approximates very closely with the revenue collected during the previous year 1893-94, and, although less by Rs, 829, the results, owing to several changes during the year under report, which will be explained under the various headings, have been very favorable. The details of receipts are as follows :—

	1893-94.			1894-95.		
	Rs.	A.	P.	Rs.	A.	P.
Imports	2,13,938	13	6	2,13,957	8	8
Exports	73,995	2	11	78,140	12	4
Cranage	40,660	10	6	42,740	14	0
Porterage	93,047	1	4	91,544	3	6
Dues under Sec. 45 (c)	13,287	14	1	11,869	0	0
Wharfage	6,775	0	0	5,105	0	0
Storage	2,235	0	5	1,413	0	11
Demurrage	...			574	8	8
Water Collections	4,126	4	0	4,497	0	0
Rent on Harbour Trust Properties ...	1,137	6	5	686	14	6
Sundries	2,933	8	0	779	14	3
Total Rupees ...	4,52,136	13	2	4,51,308	12	10

3. The estimated and actual receipts during the past seven years have been as follows :—

Years.	Estimate Revised.			Actuals.			Remarks.
	Rs.	A.	P.	Rs.	A.	P.	
1894-95 ...	4,37,200	0	0	4,51,309	0	0	
1893-94 ...	4,23,000	0	0	4,52,137	0	0	
1892-93 ...	3,83,000	0	0	4,22,938	0	0	
1891-92 ...	4,48,500	0	0	4,96,749	0	0	
1890-91 ...	*2,99,000	0	0	4,81,916	0	0	* Porterage receipts not estimated.
1889-90 ...	*3,06,200	0	0	3,26,747	0	0	Porterage work not done by the Board.
1888-89 ...	*2,73,350	0	0	2,66,967	0	0	

After making allowance for diminution of revenue receipts consequent upon the bringing in force of a revised, and reduced scale of Porterage charges, on the

18th December 1894, and also the bringing in force a ruling of the Board, that dues leviable under Sec. 45 (*c*)VI should be upon the net weight of goods carried by railway vehicles, instead of upon the registered tonnage capacity of the wagons, the revenue receipts compare very favorably with former years: more tonnage having been handled, while the cost to the trade has been less than in former years.

4. The following statement shows in detail the sources of revenue from which the foregoing amounts have been realized, and for easy comparison with previous years, the sum collected as cranage during 1892-93, 1893-94 and 1894-95, has been apportioned to the two items where it was formerly shown, *viz.*, imports and exports.

Receipts.	Years.						
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(*a*) Harbour Dues, Imports...	1,72,481	2,07,099	2,41,441	2,85,071	2,26,678	2,39,872	2,37,163
(*b*) Do. Exports.	78,568	1,00,945	92,290	80,716	78,332	88,723	97,676
(*c*) Wharfage	8,574	10,225	12,470	7,971	6,466	6,775	5,105
(*d*) Storage and Demurrage	2,773	2,836	3,444	2,923	2,753	2,235	1,988
(*e*) Rent of Trust Properties	3,246	2,946	2,186	1,774	1,249	1,137	687
(*f*) Water Collections ...	...	...	...	3,091	3,736	4,126	4,497
(*g*) Porterage	...	...	1,22,533	1,08,323	1,02,151	93,047	91,544
(*h*) Dues under Section 45 C. VI	...	...	...	...	...	13,288	11,869
(*i*) Miscellaneous ...	1,324	2,966	7,562	6,870	1,753	2,934	780
Total ..	2,66,967	3,26,747	4,81,916	4,96,749	4,22,938	4,52 137	4,51,309

(*a*) *Imports.*—The tonnage of goods imported has fluctuated considerably during the year, resulting in a decrease under this head of Rs. 2,708. The tonnage of food grains was some 9,000 *tons* less than in the previous year which, although causing decrease in the Board's revenue, can but be considered a healthy sign accompanied as it has been with a large increase in the tonnage of locally grown produce exported.

The closing of two large Metal Trading Companies and the disposal of the large stocks of iron held by them has caused a decrease in the imports of iron of nearly 8,000 *tons*. This, however, is of little consequence as the market being almost depleted of iron, the imports are now heavy and the decrease will probably be fully covered during the present year.

The large decrease under these two items has almost been covered by increases in other goods, principally in coal and piece goods.

(*b*) *Exports.*—The increase of Rs. 8,953 under this head representing some 12,000 tons of goods is satisfactory, as the tonnage exported has been exceeded but once during the past 8 years. There has, however, been considerable variations in the movements of goods exported. Groundnuts to European ports has fallen off very heavily, but this, on the other hand, has been fully compensated by the increased quantities shipped to Coast ports, principally to Calcutta.

The quantity of cotton exported from Madras seems to be steadily decreasing with no prospect of a revival. This is probably due to the opening of the lines of the Southern Mahratta State Railway from the cotton districts, to the West Coast.

(*c*) *Wharfage.*
(*d*) *Storage & Demurrage* } Large quantities of coal are now loaded into railway wagons without having been previously stacked on the Board's premises. This is a gain to the importer, saving porterage charges and wharfage; but it causes an equal diminution of the Board's receipts.

(*e*) *Rent of Trust properties*
(*f*) *Water collections.* } These items need no comment.

(*g*) *Porterage.*—As a considerably larger quantity of goods have been handled by the Porterage Department during the year under review, the receipts should have been greater than in 1893-94, but the introduction of a reduced scale of charges on the 18th December 1894 has caused the receipts to be slightly less than in 1893-94. The loss to the Board has, however, been a direct gain to the importer. These remarks also explain the decrease under the head (*h*) Dues under Sec. 45 (*c*) VI.

5. The total tonnage landed at, or shipped from, this port during the past 8 years is as under :—

Years.	Pier.			Beach.			Grand Total.
	Import.	Export.	Total.	Import.	Export.	Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1887-88	86,258	54,562	140,820	124.721	51,445	176,166	316,986
1888-89	85,133	47,262	132,395	116,464	41,741	158,205	290,600
1889-90	88,419	66,208	154,627	158,240	46,317	204,557	359,184
1890-91	100,154	58,855	159,009	188,383	44,580	232,963	391,972
1891-92	97,987	56,046	154,033	249,414	32,893	282,307	436,340
1892-93	80,339	55,514	135,853	197,504	30,424	227,928	363,781
1893-94	81,719	58,912	140,631	203,532	39,748	243,280	383,911
1894-95	89,181	62,545	151,726	196,095	41,643	237,738	389.464

6. *Coal, Coke and Patent Fuel.*—The quantity of coal imported during the year shows a very large increase, and it has become by far the largest source of revenue. The quantity imported year by year shows a steady increase. The following statement shows the increases in quantity imported since 1887-88, *viz.*—

Year.	Coal.	Coke.	Patent Fuel.	Total.
	Tons.	Tons.	Tons.	Tons.
1887-88 ...	10,000	608	4,884	15,942
1888-89 ...	21,645	997	6,443	29,085
1889-90 ...	23,970	645	9,753	34,368
1890-91 ...	41,888	1,389	5,613	48,890
1891-92 ...	47,010	2,017	...	49,027
1892-93 ...	63,600	1,322	2,953	67,875
1893-94 ...	80,568	1,734	...	82,302
1894-95 ...	97,500	1,663	...	99,166

The arrangements for handling this large tonnage of coal are still very imperfect. It is hoped that the proposed boat basin with low level wharves and lines of rails will facilitate work, and save a lot of boat hire, as well as prevent the heavy loss now incurred, by wastage of coal landed on the open sandy beach.

7. *Kerosene Oil.*—There has been a substantial increase of 2,444 tons of oil imported in bulk, with a small increase of 1,194 packages of case oil. This is an important item of import, the total quantity having risen from 86,489 cases imported in 1887-88 to a quantity equal to 600,000 cases in 1894-95.

8. *Screw Pile Pier.*—This structure has been maintained in good order, all cranes, trucks, &c., being in good working order, and, although the Pier cannot keep pace with even two large liners discharging rapidly, the difficulty is still at the Customs House, and not on the Pier. Prior to the re-imposition of import duty, the goods landed on the Pier could generally be got into the Customs House, or be stored in the outer verandah of the Customs House under shelter, but since duty has been levied, the deliveries from the Customs House are slower, as owing to the extra work entailed in the collection of duty, no goods can be cleared on the first day of a vessel's discharge, and very little on the second or third day, consequently the limited space in the yards is blocked with goods, and, although work is continued till 10 o'clock at night, in stacking goods in the outer verandah; this place gets filled up, and a lot of goods have to remain in the open on pier trucks, till next day.

9. The following statement shows the amount of revenue collected, on goods passed over the Pier during the past eight years:—

Years.	Imports.			Exports.			Total.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
1887-88 ...	86,256	8	9	54,561	8	1	1,40,818	0	10
1888-89 ...	85,132	14	2	47,261	11	3	1,32,394	9	5
1889-90 ...	88,418	12	9	66,207	15	0	1,54,626	11	9
1890-91 ...	1,00,154	7	6	58,854	10	3	1,59,009	1	9
1891-92 ...	97,987	10	0	56,046	6	6	1,54,034	0	6
1892-93 ...	78,550	2	1	55,514	2	7	1,34,064	4	8
1893-94 ...	87,222	7	11	58,912	1	9	1,46,134	9	8
1894-95 ...	90,091	10	10	66,443	14	0	1,56,535	8	10

10. *Overtime-work.*—During the year under report the work done on Sundays, holidays, and after 6 P.M., was as follows:—

Days.	Tonnage of goods landed and shipped.	No. of packages delivered to Consignees.
Sundays ...	33,414	4,032
Holidays ...	12,387	19,508
Nights ...	11,297	...
Total...	56,746	24,540

11. I would invite attention to the large amount of work done on Sundays. Work was done on 47 out of the 52 Sundays in the year, and on nearly every holiday, so that the men have hardly a day's rest in the year, while the Board is put to large expense in paying for the services of the staff engaged on these days and after 6 P.M. With reference to working on holidays and after 6 P.M. none of the men complain, but many of the men, and especially the coolies, complain bitterly at having to work so hard during the week, and then not get a rest on Sunday.

12. It is doubtful whether the great amount of work now done on Sundays can be considered to be *urgent* as was the contention formerly when vessels applied to work. As I remember the arguments formerly put forward to justify working on Sundays were three, *viz.*, (1) The unprotected state of the roadstead, making landing at any time very uncertain. (2) The very slow despatch which vessels got at Madras. (3) That Madras was not a final port but only a port of call. These conditions, which were reasonable and cogent a few years ago, are now very much changed.

13. The first argument has quite disappeared as work can be done on every day of the year, and all day except during a cyclone, when no vessel could land or ship cargo even if lying in a dock.

14. The second argument is now of little or no force, as vessels now get quick despatch. Five years ago the charter-party tonnage to be landed daily by vessels bringing full consignments of coal or fuel for the Madras Railway Company was 180 tons per day, while the charter-party tonnage has now increased to 400 tons per day ; and vessels often discharge 50 % or more over this quantity. The large steamers of the home lines often work from 700 to 1000 tons of cargo in a day.

15. The third argument is also much weakened as Madras is now a final port for many vessel that use the port. Coal vessels, for instance, bring and discharge full cargoes, and after working on Sundays and completing their discharge several days under their contract time, often lay at their moorings in the Harbour for several days after discharge, showing that there certainly was no emergency in their case. Every coasting vessel of the Asiatic S. N. Co. and the British India S. N. Co., as well as the vessels of the Austrian Lloyds, the Messageries Maritimes and the two lines of German steamers also work on Sundays as a matter of course. If these vessels carried mails and were bound to contract time, there would be a reason for their working.

16. Working on Sundays, holidays, and after hours, causes a loss to the Board of about Rs. 7,500 per annum ; as all overtime fees and outfees earned by the Board's servants are paid by the Board, from its revenues : while the Board at present has positively no voice in the matter of granting or withholding permission to work. The Collector of Sea Customs grants the permission to work and, as stated by the Collector in previous correspondence on the subject, permission is granted as a matter of course on the Commander or Agent of the vessel applying for the same. The conditions, however, under which permission to work is granted is very different, as all fees earned by the officials of the Sea Customs Department, Port Office and Deputy Conservator's establishments, and Harbour Masters ; are levied from the vessel, and as the half of all the fees earned by all these officers are credited to Government, working on these days and after hours is a distinct source of revenue to Government, instead of being a direct loss, as it is to the Board.

17. *Porterage Work.*—This work has gone on satisfactorily during the year. It has pressed very heavily on the staff of the Traffic Department at times, especially when three or four home line large steamers have been discharging cargo together, as often happens ; or when two or three vessels have been landing coal at the same time. The coolies have at times been inclined to give trouble, complaining that they were exhausted and needed rest. This was perhaps reasonable, and to be expected, as they have often through the year been engaged, in carrying coal bags and other heavy cargo on their heads from 6 A.M till 6 or 7 P.M., daily for twelve or fourteen days on a stretch without a day's rest. A little judicious management has, however, overcome the difficulties as they arose.

18. The Cooly Provident Fund has been of great service to the coolies both men and women. All those injured have been granted a liberal subsistence al-

owance from the Fund, while all *bona-fide* claims on account of births, marriages and deaths have been fully met, and a considerable sum, *viz*., Rs.1,500 has been invested in Government Promissory Notes.

19. Claims for loss and damage have amounted to Rs. 1,041 as compared with Rs. 527 during the previous year. This is a considerable increase, but is very small indeed considering the immense quantity of goods of all descriptions handled by the Board. All goods when landed are examined by the tally clerks, and if seen to be in bad order are noted, and the Board accepts liability for all that are not so noted. After excluding coal some 120,000 tons of goods are received and porteraged yearly, all of which have to be correctly tallied and examined as to condition, and as over 10,000 tons of these goods are landed between 6 and 9 P.M , when it is very difficult to examine their condition, it is astonishing that claims for loss and damage does not amount to a very much larger sum.

20. The amount of saving effected has not been so large as on previous years. This is due to the adoption of a reduced scale of rates of porterage charges. The following statement will, however, show that the large sum of Rs. 35,733 has been saved during the year, which added to the sum of Rs. 1,78,910 shown as the savings effected by the previous four years' work, makes a total of Rs. 2,14,643, as the net result of 5 year's work.

		Rs.	Rs.
Receipts.—			
Porterage receipts, 1894-95	... ...	91,544	
Entry of Vehicles	... ...	11,869	
Pier cooly contractors bill, on 151,726 tons at annas 2-4 per ton, the former contract rate	...	22,127	
Charges for lighting pier and yards	...	1,467	
			1,27,007
Charges.—			
Porterage expenditure during 1894-95	...	84,169	
Porterage establishment now included in Traffic Department staff	...	7,105	
			91,274
Saving during 1894-95	...		35,733
„ during previous four years	... ...		1,78,910
Total for 5 years	...		2,14,643

21. I am glad to be again able to report that the staff of the Traffic Department has rendered satisfaction during the year. Mr. Lloyd, the Deputy Traffic Manager, has always given me every assistance in his power in carrying on the very extensive operations of the Traffic Department. The Board, by promotion and increase of salary, has already shown its appreciation of the services of Assistant Traffic Managers, Mr. Cassin and Mr. Graves.

22. Appended are eight statements showing the quantities of goods landed at or shipped from this Port during the past four years, *viz* :—

Appendix I. Goods Imported from Foreign Ports.
II. Stores imported by the Madras Railway Company.
III. Stores imported by the South Indian Railway Company.
IV. Goods imported form Coast Ports.
V. Stores exported to Foreign Ports.
VI. Goods exported to Coast Ports.
VII. Stores, &c., imported by Government.
VIII. Stores, &c., exported by Government.

I have the honor to be,
Sir,
Your Obedient Servant,

S. HUTCHENCE,
Traffic Manager.

MADRAS HARBOUR TRUST,
TRAFFIC MANAGER'S OFFICE,
29*th May* 1895.

I. STATEMENT OF GOODS IMPORTED FROM FOREIGN PORTS.

—	Packages.	1891-92.	1892-93.	1893-94	1894-95.	Increase or Decrease as compared with 1893-94.
Apparel and Effects ...	Packages...	1,347	1,068	1,017	985	— 32
Alum ...	Barrels ...	326	686	910	773	— 137
Asphalte, Tar, & Pitch.	Casks ...	4,439	2,329	2,638	2,493	— 145
Acids ...	Cases ...	1,854	1,408	1,560	2,151	+ 591
Arms and Guns ...	,, ..	442	221	250	93	— 157
Arrack ...	Casks ..	884	833	1,031	1,218	+ 187
Blankets... ...	Bales ...	119	168	28	55	+ 27
Beef and Pork ...	Cases ...	36	...	...	...	...
Bricks ...	100 ...	1,021	551	1,550	900	— 650
Beer	Cases ...	6,123	8,710	7,013	5,408	— 1,605
	Barrels ...	1,140	1,707	1,401	1,800	+ 399
	Hogsheads	6,808	8,210	4,310	6,743	+ 2,433
Boiler	No. ...	51	32	48	25	— 23
Corks	Bundles ...	88	72	50	60	+ 10
Canvas	Bales ...	121	193	615	148	— 467
Candles	Cases ...	16,637	31,017	27,463	23,458	+ 395
Colours	,, ...	3,838	3,286	2,998	3,999	+ 1,001
Confectionery Provisions and Oilmapstores	,, ..	23,395	22,129	20,829	16,508	— 4,321
Crockery & Glassware.	Crates & Casks.	4,538	3,817	5,300	3,627	— 1,673
Chalk	Barrels ...	370	140	134	366	+ 232
	Tons ..	...	...	...	30	+ 30
Cement ...	Casks ...	14,522	7,369	8,904	10,235	+ 1,331
Cast Iron Pipes and Tubes ...	Tons ...	335	1,436	989	1,472	+ 483
Camphor ...	Tubs ...	4,739	4,349	5,765	5,523	— 242
Coal	Tons ...	33,686	49,508	58,179	76,851	+ 18,672
Coke	,, ...	578	778	1,018	896	— 122
Fuel	,, ...	...	2,953	..	...	..
Crackers... ...	Cases ..	470	840	327	975	+ 648
Copper Plates and Tiles	No. ...	4,802	521	7,260	4,096	— 3,164
Corrugated Iron ...	Packages...	805	2,512	2,638	3,234	+ 546
Dynamite ..	Cases ...	13,040	8,035	10,598	9,426	— 1,172
Earthenware ...	Crates ...	2,313	1,886	2,168	1,492	— 676
Fire Clay ...	Casks ...	2,768	272	312	454	+ 142
Flour	Bags and Barrels ...	1,317	821	1,251	1,348	+ 97
Flannel ...	Bales ...	54	30	64	23	— 41
Gunpowder ...	Packages...	6,667	5,987	5,883	3,384	— 2,499
Harmonium ...	Cases ...	30	27	24	15	— 9
Hardware ...	Cases & Casks..	8,234	6,783	8,189	11,532	+ 3,343
Hops ...	Packages	129	64	297	287	— 10
Iron ...	Tons ...	13,737	17,929	18,627	10,863	— 7,764
Iron Safes ...	No. ...	296	150	167	56	— 111
Kerosine Oil	Cases ...	397,862	251,320	342,671	343,365	+ 694
	Tons ...	...	3,361	5,455	7,899	+ 2,444
Malt ...	Bags ...	445	407	22	56	+ 34
Millinery and Haberdashery ...	Cases ...	1,609	1,566	1,370	1,881	+ 511
Matches	,, ...	10,665	9,125	8,927	8,140	— 787
Machinery ...	Tons ...	3,099	3,241	4,817	3,603	— 1,214
Nails	Kegs ...	13,744	10,547	14,022	11,948	— 2,074
Oil and Turpentine ...	Drums ...	7,225	15,500	4,581	4,021	— 560
Piece Goods ... Piece Goods	Cases&Bales	85,079	51,551	57,676	78,435	+ 20,759
Twist.			18,664	24,071	29,432	+ 5,361
Paper ...	Bales ...	6,546	5,518	6,038	4,435	— 1,603

I. STATEMENT OF GOODS IMPORTED FROM FOREIGN PORTS—*contd.*

—	Packages.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as compared with 1893-94.
Piano	No.	153	99	112	49	— 63
Printing Types	Cases	492	727	346	231	— 115
Pig Lead	No.	2,198	1,098	2,612	629	— 1,983
Paint	Kegs	7,758	10,257	5,770	8,436	+ 2,666
Rattan	Bundles	3,823	5,669	2,362	4,519	+ 2,157
Soaps	Cases	1,650	970	2,172	1,050	— 1,122
Salt	,,	383	329	153	458	+ 305
Steel	Cases & Casks	864	3,343	794	395	— 399
Steel Bundles and Bars	No.	11,261	10,401	10,768	8,905	— 1,863
Steel Hoop	Bundles	5,567	1,597	4,930	2,439	— 2,491
Shovels	,,	275	499	29	127	+ 98
Sodawater Bottles	Crates	1,395	1,768	1,570	2,155	+ 585
Sulphur	Casks	752	435	1,128	10	— 1,118
Shot	Kegs	177	56	248	130	— 118
Sundries	Packages	48,408	33,606	56,235	53,125	— 3,110
Specie	No.	1,229	888	768	612	— 156
Sugar	Bags	2,152	1,196	4,198	1,527	— 2,671
Stationery	Cases	1,242	848	1,333	2,939	+ 1,606
Spelter	Cakes	836	8,786	22,921	4,013	— 18,908
Saw	Cases	70	48	79	36	— 43
Twine and Rope	Bales & Coils	438	455	458	862	+ 404
Tin Plates	Boxes	5,608	4,649	6,669	4,389	— 2,280
Tin slabs	No.	...	...	...	2,496	+ 2,496
Tramway's Material	Packages	...	...	...	5,370	+ 5,370
	Tons	...	...	...	202	+ 202
Wine and Spirits	Cases	37,877	44,739	36,048	36,519	+ 471
	Casks	863	658	514	713	+ 199
	Puncheons	369	733	1,058	139	— 919
Window Glasses	Cases	5,972	12,000	10,425	8,053	— 2,372
White and Red Lead	Kegs	681	951	737	715	— 22
Yellow Metal	Cases	3,076	3,361	2,784	3,275	+ 491
Zinc Sheets	Packages	2,749	1,690	1,761	1,342	— 419
Horses	No.	816	959	835	709	— 126
Ponies	,,	70	112	131	208	+ 77
Cows	,,	59	15	7	7	...
Dogs	,,	13	14	3	45	+ 42
Elephants	,,	10	7	6	4	— 2
Carriages	,,	...	8	9	9	...

II. STATEMENT OF STORES IMPORTED BY THE MADRAS RAILWAY COMPANY.

—	Packages.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as compared with 1893-94.
Stores	Packages	82,105	72,434	47,040	8,915	— 38,125
	Tons	3,605	499	156	1,173	+ 1,017
Fuel	,,	...	...	...	...	...
Coke	,,	1,437	544	716	703	— 13
Coal	,,	27	300	237	2,948	+ 2,711
Timber	,,	2,477	2,083	1,448	1,364	— 84
Fire Brick	100	115	330	...	75	+ 75
Boiler	No.	...	...	...	6	+ 6

III. STATEMENT OF STORES IMPORTED BY THE SOUTH INDIAN RAILWAY COMPANY.

—	Packages.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as compared with 1893-94.
Stores	Packages	68,282	22,171	28,640	13,933	— 14,707
	Tons	...	...	992	113	— 879
Coke	,,	14	...	...	...	...
Coal	,,	...	...	...	...	...
Timber	,,	...	...	...	...	...
Boiler	No.	4	12	10	1	— 9
Fire Bricks	100	...	...	...	190	+ 190

IV. STATEMENT OF GOODS IMPORTED FROM COAST PORTS.

—	Packages.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as compared with 1893-94.
Apparel and Effects	Packages	451	343	527	520	— 7
Alum	Barrels	10	187	7	149	+ 142
Acids	Cases	89	125	269	305	+ 36
Animals	No.	...	10	...	9	+ 9
Arms and Guns	Cases	45	12	13	10	— 3
Boilers	No.	2	...	...	...	...
Bricks and Tiles	100	1,396	57	837	852	+ 15
Coffee	Bags	379	595	575	476	— 99
Candles	Cases	...	...	11	1	— 10
Colours	,,	1,225	1,531	1,591	1,244	— 347
Crockery and Glassware	,,	322	466	426	1,233	+ 807
Coal	Tons	13,249	13,792	22,152	17,556	— 4,596
Coke	,,	...	...	...	...	...
Carpets	Bales	77	94	99	95	— 4
Camphor and Benjamin	Tubs	682	1,306	432	1,060	+ 628
Copra	Bags	32	...	122	68	— 54
Crackers	Cases	...	...	...	2	+ 2
Copper	,,	1,667	936	557	10	— 547
Do.	Tiles & Ingots	96	421	2,180	3,755	+ 1,575
Cutch and Lac	Packages	4,415	3,191	3,554	5,208	+ 1,654
Cast Iron Tubs Pipes	Tons	...	...	...	61	+ 61
Cocoanuts	No.	3	415	2,023	...	— 2,023
Earthenware	Crates	392	2,941	407	271	— 136
Do.	Pipes	2,626	6,315	950	182	— 768
Firewood	Tons	...	...	...	...	...
Flour	Bags & Barrels	7,248	11,682	12,270	18,641	+ 6,371
Gunnies	Bales	7,930	9,661	9,755	11,341	+ 1,586
Gram and Peas, &c.	Bags	271,682	380,145	395,249	2,64,890	— 1,30,359
Garlic	,,	2,945	1,215	6,007	7,495	+ 1,488
Hardware	Cases	641	1,197	1,507	2,920	+ 1,413
Horns	Bundles	880	980	511	856	+ 345
Hides	Bales	6,127	9,539	6,013	6,896	+ 883
Iron	Tons	231	293	155	202	+ 47
Iron Safes	No.	31	38	34	18	— 16
Kerosine Oil	Cases	...	...	500	...	— 500
Leaves	Bundles	6,508	3,742	5,113	4,393	— 720
Liquor	Cases	...	...	2,193	2,071	— 122
Machinery	Tons	158	79	49	202	+ 153
Millinery and Haberdashery	Cases	208	245	144	371	+ 227
Oil and Turpentine.	Drums	8,340	6,369	5,941	5,829	— 112
Paddy	Bags	...	75,980	23,737	19,988	— 3,749
Piece-goods	Cases and Bales	3,802	4,756	3,499	4,814	+ 1,315
Paper	Bales	3,128	4,898	5,420	7,962	+ 2,542
Paint	Kegs	224	693	247	277	+ 30
Piano	No.	15	12	5	8	+ 3
Rice	Bags	1,147,048	205,176	110,181	1,11,384	+ 1,203
Rose Water	Cases	1,434	1,815	1,357	1,594	+ 237
Seeds	Bags	30,406	25,747	13,916	12,061	— 1,855
Skins	Bales	6,199	50,502	6,807	7,108	+ 301
Silk	,,	1,051	699	290	488	+ 198
Sandalwood	Bundles	143	121	42	265	+ 223
Sugar	Bags	1,381	866	1,333	2,686	+ 1,353
Specie	No.	202	190	193	124	— 69
Sundries	Packages	47,533	47,137	48,614	52,303	+ 3,689
Soap	Cases	445	40	147	863	+ 716
Sulphur	Casks	471	544	506	295	— 211
Spice	Packages	359	740	640	944	+ 304
Stationery	,,	...	...	...	184	+ 184
Soda water Bottles	Crates	...	...	241	1,651	+ 1,410
Twine and Rope	Bales and Coils	839	775	1,063	1,309	+ 246
Tin Plates	Boxes	1,807	912	858	1,248	+ 390
	Slabs	...	...	...	78	+ 78
Twist	Bales	1,126	1,147	1,206	1,187	— 10
Turmeric	Bags	7,224	4,977	5,433	5,185	— 248
Timber	Tons	15,137	10,595	15,264	14,154	— 1,110
Tea	Cases	1,321	3,411	37	205	+ 168
Tamarind	Bundles	...	...	140	86	— 54
Yellow Metal	Cases	6	542	1,078	281	— 797
Horses	No.	1	15	8	...	— 8
Two-wheeled Carriages	No.	...	4	5	9	+ 4
Four-wheeled Carriages	No.	...	3	19	5	— 14
Tramway Materials.	Tons	...	...	...	13	+ 13

V. STATEMENT OF GOODS EXPORTED TO FOREIGN PORTS.

—	Packages.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as compared with 1893-94.
Bone-Meal ...	Bags ...	...	...	...	5,448	+ 5,448
Beer and Ale ...	Cases	18	2	13	...	— 13
	Casks	60	7	...	...	...
	Hogsheads ...	3	...	...	...	...
Cinchona Bark ...	Bales	471	529	411	123	— 288
Chillies	Bags & Bundles.	2,760	9	816	883	+ 67
Cigars	Cases	1,249	556	643	613	— 30
Coffee	Bags	23,764	34,613	17,737	27,864	+ 10,127
Cotton	Bales	48,202	26,140	56,768	39,607	— 17,161
Cotton Twist ...	,, ...	4,229	5,266	1,946	1,664	— 282
Coriander and Omum Seeds ...	Bags	8,218	1,814	7,377	10,473	+ 3,096
Carpets	Bales	418	288	391	239	— 152
Coal	Tons	905	313	599	152	— 447
Deer Horns ...	Packages ...	1,574	1,549	767	1,477	+ 710
Explosive ...	Cases	21	1	...	2	+ 2
Firewood ...	Tons	...	...	...	..	...
Four-wheeled Carriages ...	No.	8	2	3	2	— 1
Ground Nuts ...	Bags	93,132	26,209	138,211	110,328	— 27,883
Gram, Peas, &c....	,, ...	519	161	1,662	489	— 1,173
Horns, Cow and Buffalo ...	Tons	62	29	23	71	+ 48
Hides, Tanned ...	Bales & Bundles.	21,848	21,812	11,149	18,519	+ 7,370
Hardware ..	Cases & Casks.	...	...	...	522	+ 522
Indigo	Cases & Chests.	14,622	29,933	25,008	27,416	+ 2,408
Iron	Tons	2	11	17	3	— 14
Jaggery	Bags	28,985	56,672	52,668	17,809	— 34,859
Myrabolams ...	Bags	235	91	563	237	— 326
Miscellaneous ...	Packages ...	37,808	28,547	36,531	17,763	— 18,768
Onions	Bags & Baskets	21,964	5,617	17,517	16,094	— 1,423
Oil	Casks	434	56	208	451	+ 243
Provisions ...	Packages ...	...	...	...	4,417	+ 4,417
Piece-goods ...	Bales and Cases.	6,205	4,857	7,305	7,788	+ 483
Potatoes	Bags & Baskets.	2,437	282	1,716	1,648	— 68
Poonac	Bags	33,880	16,127	31,311	47,253	+ 15,942
Piano	No.	41	10	15	5	— 10
Paddy ...	Bags	...	5	22	...	— 22
Rice	,, ...	1,138	3,229	16,915	44,694	+ 27,779
Redwood	Tons	699	1,654	733	1,113	+ 380
Salt	,,	...	...	...	7	+ 7
Seeds, Gingelly and Castor ...	Bags	1,313	12,654	14,777	90,571	+ 75,794
Skins, Sheep and Goat, Tanned...	Bales	32,194	34,063	31,535	38,649	+ 7,114
Sandalwood ...	Bundles ...	1,534	330	699	288	— 411
Spirits and Wine	Cases	332	41	67	22	— 45
	Casks	977	65	40	9	— 31
	Puncheons ...	...	...	...	...	...
Sugar	Bags	599	161	1,197	1,762	+ 565
Specie	Boxes	94	48	29	104	+ 75
Tamarind ...	Bundles ...	6,445	5,331	3,076	1,737	+ 1,661
Turmeric... ...	Bags	2,159	941	1,562	3,651	+ 2,089
Tea	Cases	2,265	1,769	1,649	2,156	+ 507
Two-wheeled Carriages ..	No.	1	...	3	5	+ 2
Wool	Bales	1,021	1,470	1,532	2,049	+ 517
Yellow Metal ...	Tons	107	100	417	7	— 410
Horses	No. ...	...	...	...	24	+ 24
Ponies	,, ...	...	...	...	9	+ 9
Elephant... ...	,, ...	...	...	...	2	+ 2
Lion	,, ...	...	...	...	1	+ 1
Tiger	,, ...	...	...	...	1	+ 1
Leopards... ...	,, ...	...	...	...	6	+ 6
Bear	,, ...	...	...	...	1	+ 1
Sheep	,, ...	...	...	...	79	+ 79

VI. STATEMENT OF GOODS EXPORTED TO COAST PORTS.

—	Packages.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as Compared with 1893-94.
Beer and Ale ...	Cases ...	352	294	305	354	+ 49
	Casks ...	159	94	91	166	+ 75
	Hogsheads ...	7	41	161	107	— 54
Boiler ...	No. ...	...	...	1	...	— 1
Cinchona Bark ...	Bales ...	395	84	80	...	— 80
Chillies	Bags & Bundles	2,064	2,907	9,207	2,444	— 6,763
Cigars	Cases ...	1,418	1,136	789	732	— 57
Coffee	Bags ..	507	1,449	541	449	— 92
Cotton	Bales ...	5,721	4,245	7,080	5,295	— 1,785
Cotton Twist ...	,, ...	4,698	6,138	3,220	3,034	— 186
Coriander and Omum Seeds	Bags ...	2,970	7,002	6,894	2,067	— 4,827
Cement ..	Casks ...	...	8,908	132	195	+ 63
Carpets	Bales ...	68	51	41	27	— 14
Coal	Tons ...	275	450	157	480	+ 323
Deer Horns ..	Packages ...	108	151	52	...	— 52
Explosive ...	Cases ...	2,668	1,331	1,067	46	— 1,021
Eggs	Pots ...	1,165	1,125	1,198	1,263	+ 65
Firewood... ..	Tons ...	2	...	...	...	...
Four-wheeled Carriage	No. ...	21	31	27	19	— 8
Groundnuts ...	Bags ...	27,790	17,839	16,116	63,700	+ 47,584
Gram, Peas, &c. ...	,, ...	521	1,226	233	372	+ 139
Horns, Cow and Buffalo...	Tons ...	310	307	166	106	— 60
Hides ...	Bales & Bundles	379	526	535	252	— 283
Hardware ...	Cases and Casks.	...	...	...	800	+ 800
Indigo	Cases & Chests..	165	816	1,162	264	— 898
Iron	Tons ...	2,244	2,611	755	695	— 60
Old Iron ...	Tons ...	...	...	...	165	+ 165
Jaggery	Bags ...	258	1,448	336	488	+ 152
Kerosine Oil ...	Cases ...	10,327	659	1,117	11,005	— 9,888
Myrabolams ...	Bags ...	1,054	291	1,112	131	— 981
Miscellaneous ...	Packages ...	50,510	69,584	61,706	18,312	— 43,394
Onions	Bags & Baskets	22,442	53,406	47,062	94,737	+ 47,675
Oil	Casks ...	807	637	346	641	+ 295
Piece-goods ...	Bales & Cases	5,615	8,651	6,368	8,852	+ 2,484
Potatoes	Bags & Baskets	23,637	24,388	30,592	20,068	— 10,524
Poonac	Bags ...	4,770	22,131	9,853	396	— 9,457
Piano	No. ...	23	16	17	11	— 6
Paddy	Bags ..	...	8,806	8,400	4,123	— 4,277
Provisions ...	Packages ...	...	...	...	1,565	+ 1,565
Rice	Bags ...	5,448	31,893	11,083	8,196	— 2,887
Redwood	Tons ...	119	693	4	134	+ 130
Seeds, Gingelly and Castor	Bags ...	16,803	2,787	36,799	68,201	+ 31,402
Skins, Sheep & Goat, Tanned ...	Bales	721	1,046	871	1,706	+ 835
Sandalwood ...	Bundles ...	153	256	2,786	373	— 2,413
Spirits and wines.	Cases	2,982	3,783	3,045	2,534	— 511
	Casks	727	716	992	409	— 583
	Puncheons ...	13	189	214	...	— 214
Sugar	Bags	773	1,419	473	1,725	+ 1,252
Specie	Boxes	236	510	47	75	+ 28
Salt	Bags ...	...	...	...	4,001	+ 4,001
Tamarind ...	Bundles ...	3,624	8,253	5,090	3,028	— 2,062
Turmeric	Bags	19,258	17,883	38,147	53,374	+ 15,227
Tea	Cases	341	62	50	114	+ 64
Two-wheeledCarriage	No.	15	16	12	16	+ 4
Wool	Bales	769	603	463	478	+ 15
Yellow Metal ...	Tons	53	67	256	31	— 225

VII. STATEMENT OF STORES, &c., IMPORTED BY GOVERNMENT.

Department.	Description.	Class.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as compared with 1893-94.
Accountant-General	Specie Silver.	Boxes	403	582	533	489	— 44
	„ Copper.	„	5,100	710	780	480	— 300
	Silver&Copper Notes ...	„	...	...	...	...	...
	Packages ...	„	32	19	30	...	— 30
Public Works Department	Boilers ...	No.	27	1	...	...	...
	Coal ...	Tons	2	...	...	1	+ 1
	Coke ...	„	50	20	...	...	...
	Iron ...	„	...	...	...	64	+ 64
	Bricks ...	100	271	9	19	151	+ 132
	Stores ...	Pkgs.	...	...	...	17	+ 17
Ordnance ...	Coal ...	Tons	15,148	6,494	10,812	1,875	— 8,937
	Ammunition ..	Boxes	...	...	1,450	145	— 1,305
	Stores ...	Pkgs.	2,148	...	109	13,465	+ 13,356
	Bricks ...	100	13,017	28,566	21,057	16,390	— 4,667
Madras Harbour Works	Cement ...	Casks	...	...	...	50	+ 50
	Stores ...	Pkgs.	1,869	...	.	14,000	+ 14,000
	Coal ...	Tons.	3,869	...	...	40	+ 40
Clothing ...	Packages ...	No.	...	...	...	...	...
Police ...	„ ...	„	1,983	2,324	2,176	1,900	— 276
Salt Revenue ...	„ ...	„	122	167	196	131	— 65
Post Office ...	„ ...	„	272	291	109	79	— 30
Medical ...	„ ...	„	1,119	858	742	2,886	+ 2,144
Telegraphs ...	„ ...	„	1,779	1,007	1,920	1,012	— 908
Stationery ..	„ ...	„	34,768	24,126	9,129	10,770	+ 1,641
Stamps ..	„ ...	„	732	1,197	1,156	1,115	— 41
Commissariat ..	„ ...	„	1,961	1,122	1,861	1,611	— 250
Gazette Press ...	„ ...	„	8,588	7,420	2,562	3,611	+ 1,049
Marine ...	„ ...	„	161	149	97	249	+ 152
Revenue Survey...	„ ...	„	729	880	806	317	— 489
Agriculture ...	„ ...	„	297	208	25	37	+ 12
Government Central Museum ...	„ ...	„	380	320	140	6	— 134
Under-Secy. to Government ...	„ ...	„	15	10	9	6	— 3
Supt. of Prisons...	„ ...	„	235	504	85	68	— 17
Revenue Board ...	„ ...	„	1	17	7	16	+ 9
Forests ...	„ ...	„	424	33	9	13	+ 4
Presidency College	„ ...	„	1,196	10	3	1	— 2
School of Arts ...	„ ...	No.	28	15	2	4	+ 2
Inspector of Cattle Diseases ...	„ ...	„	3	1	1	...	— 1
Chemical Examiner	„ ...	„	9	100	...	...	...
Medical College...	„ ...	„	31	31	36	35	— 1
Dy. Collectors ...	„ ...	„	73	31	41	31	— 10
Astronomer ...	„ ...	„	9	15	12	...	— 12
Presy. Pay Master.	„ ...	„	23	13	20	7	— 13
Registration ...	„ ...	„	2	8	4	...	— 4
Director of Public Instruction ...	„ ...	„	7	4	1	...	— 1
Superintendent, Remount Depôt, Hussur.	„ ...	„	9	139	4	3	— 1
Resident, Mysore, in Bangalore.	„ ...	„	...	600	214	2	— 212
Qr.-Master Genl...	„ ...	„	...	2	9	4	— 5
Registrar of High Court ...	„ ...	„	...	3	14	...	— 14
Curator Govt. Garden, Ooty ...	„ ...	„	...	1	4	2	— 2
Civil Engineering College ...	„ ...	„	...	...	40	...	+ 40
Secy. to the Chief Commissioner of Croog, Bangalore.	„ ...	„	...	...	44	21	— 23
Rev. Settlement..	„ ...	„	...	...	...	3	+ 3
Executive Engineer, Military Works ...	„ ...	„	...	...	...	1	+ 1
	Bricks ...	100	...	...	...	2,003	+ 2,003
Secretary for Berar Hyderabad ...	„ ...	„	...	...	...	45	+ 45
Collector ...	„ ...	„	...	7	...	4	+ 4
O/c. No. 4 Co. E. Dn. R. A. Fort.	„ ...	„	...	...	...	4	+ 4
O/c. 21 Madras Pioneers Bangalore...	„ ...	„	...	...	...	...	...

STATEMENT OF STORES, &c., IMPORTED BY GOVERNMENT.—*Contd.*

Department.	Description.	Class.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as Compared with 1893-94
Controller, Military Accounts...	Packages ...	No.	...	...	...	2	+ 2
Agent for Government Consignments ...	„ ...	„	...	...	...	501	+ 501
Government Botanical Gardens...	„ ...	„	...	...	...	282	+ 282
Commissioner of Paper currency ...	„ ...	„	...	...	...	13	+ 13
O. C., 9th Co., S. Dn. R.A., Fort St. George ...	„ ...	„	...	...	...	1	+ 1
O. C., ½ Bn. 1st Cheshire Regt., Fort ...	„ ...	„	...	...	...	5	+ 5
Officer in charge, Pensioners, Madras ...	„ ...	„	...	...	...	1	+ 1
O. C., Q. O. Sap. and Miners, Bangalore ...	„ ...	„	...	...	...	3	+ 3
O. C., S. Dn., R. A., Madras ...	„ ...	„	...	...	...	1	+ 1
Sanitary Commissioner ...	„ ...	„	...	...	...	1	+ 1
Pay Examiner ...	„ ...	„	..	...	...	...	...

VIII. STATEMENT OF STORES, &c., EXPORTED BY GOVERNMENT.

Department.	Description.	Class.	1891-92	1892-93	1893-94	1894-95.	Increase or Decrease as Compared with 1893-94.
Accountant-General	Specie Silver.	Boxes.	411	45	95	17	— 78
	„ Copper.	„	965	200	163	180	+ 17
	„ Notes...	„	6	13	8	6	— 2
	„ Packages	No.	4	1	1	5	+ 4
Bank of Madras...	„ Silver...	Boxes.	34	...	...	...	...
„ „ ...	„ Copper.	„	...	62	84	...	— 84
Ordnance ...	Packages & Pieces.	No.	8,595	5,831	9,257	8,819	— 438
Public Works Department ...	„ ...	„	1,784	488	3,203	1,173	— 2,030
Clothing ...	„ ...	„	1,327	1,096	998	1,160	+ 162
Police ...	„ ..	„	889	974	955	933	— 22
Salt Revenue ...	„ ..	„	591	785	724	960	+ 236
Medical ...	„ ...	„	1,377	1,610	2,166	1,027	— 1,139
Telegraph ...	„ ...	„	8,845	4,330	4,945	3,045	— 1,900
Stationery ...	„ ...	„	693	780	623	680	+ 57
Stamps ...	„ ...	„	220	298	236	221	— 15
Commissariat ...	„ ...	„	7,971	6,205	5,301	6,030	+ 729
Gazette Press ...	„ ...	„	526	503	478	618	+ 140
Marine ...	„ ...	„	390	366	37	98	+ 61
Revenue Board ...	„ ...	„	77	37	87	105	+ 18
Revenue Settlement	„ ...	„	51	84	53	35	— 18
Revenue Survey...	„ ..	„	75	452	223	138	— 85
Superintendent of Prisons ...	„ ...	„	69	196	103	58	— 45
Registration ...	„ ...	„	66	43	17	62	+ 45
Conservator of Forests ...	„ ...	„	34	33	5	5	...
Quarter-Master General ...	„ ...	„	...	4	...	...	...
Government Central Museum ...	„ ...	„	19	22	13	...	— 13
Deputy Collectors	„ ...	„	2	9	...	...	...
Government Astronomer ...	„ ...	„	...	18	13	21	+ 8
Agriculture ..	„ ...	„	15	8	2	...	— 2
General Hospital..	„ ...	„	...	...	...	...	...
State Railways ...	„ ...	„	100	...	...	...	...

STATEMENT OF STORES, &c., EXPORTED BY GOVERNMENT (*Continued.*)

Department.	Description.	Class.	1891-92.	1892-93.	1893-94.	1894-95.	Increase or Decrease as Compared with 1893-94.
Govt. Botanists ...	Packages ...	No.	...	...	...	48	+ 48
Inspector of Cattle Diseases ...	,, ...	,,	3	1	...	...	...
Chemical Examiner.	,, ...	,,	...	1	...	1	1
Director of Public Instruction ...	,, ...	,,	10	6	13	1	— 12
Registrar of University ...	,, ...	,,	13	10	5	5	...
Collectors ...	,, ...	,,	10	...	6	...	— 6
Curator of Government Garden, Ooty	,, ...	,,	11	...	12	...	— 12
Engineer, H. T. Board ...	,, ...	,,	...	...	2	...	— 2
Crown Officer, High Court ..	,, ...	,,	14	18	5	...	— 5
School of Arts ...	,, ...	,,	...	...	...	...	...
Secretary to Government, Public Department ...	,, ...	,,	2	...	...	...	...
Registrar-General of Births, Deaths and Marriages ...	,, ...	,,	...	..	...	...	...
Inam Commissioner	,, ...	,,	1	...	...	...	...
Consulting Engineer to Government Railways.	,, ...	,,	20	...	...	...	...
Civil Engineering College ...	,, ...	,,	...	1	...	...	...
Superintendent, Census Operations.	,, ...	,,	...	4	1	...	— 1
Post Office ...	,, ..	,,	...	2	2	...	— 2
Sanitary Commissioner. ...	,, ...	,,	...	2	2	...	— 2
Registrar of High Court ...	,, ...	,,	...	...	...	31	+ 31
Supt., District Jail Bellary ...	,, ...	,,	...	...	...	1	+ 1
Asst. Engr. D.P.W.	,, ...	,,	...	...	...	52	+ 52
Govt. Brick field	,, ...	,,	...	...	...	17	+ 17
O/c. 6th Regt. M. I. Madras ...	,, ...	,,	...	...	...		

To

THE SECRETARY,
Harbour Trust Board, Madras.

S. HUTCHENCE,
Traffic Manager,
Harbour Trust.