

ORDINARY, PRINTED.

Mar DEPARTMENT
G.O. DATED 23-8-95
No. 260

INDEXED.

First copy sent to Press. 26/8

Returned for signature. 31/8/95

Despatched in print. 4/9/95

[Despatch Abstract.]

Madras Harbour Haulage Rates

Ordering the publication
in the Port & Sea Gazette
of the notice fixing
under Sec: 45 of the Madras
Harbour Trust Act,
II of 1886, the scale
of rates for the
entry & haulage
of Railway vehicles
upon Harbour Trust
premises.

10 Cops

Form No. 69.

Copy of a communication from the

Agent & Manager, Madras Ry.

to the Consulting Engineer for Railways, Madras,

No. $\frac{6604^k}{653}$, dated 19th July 1895.

With reference to G. O. No. 458 Marine dated 30th November last and my letter No. $\frac{6604^k}{158}$ of the 19th February last, I have the honor to inform you that bills submitted by the Harbour Trust Board still bear the charge of 2 annas per ton although the timber trucks are not handed by the Board's Engines. We are withholding payment at the present time of 23 bills pending a settlement of the rate. I shall therefore be glad to know if orders on the subject will be issued shortly.

Print all three
in original

REMARKS BY DIV.

REMARKS BY GOVERNMENT - A.

PAYMENT OUT OF FILE FOR DEPARTMENT IN ORIGINAL
(not paid)

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.

File and return
with receipt

copy only
CURRENT No. 611

Letter from the Agent & Manager,
Madras Railway, No. $\frac{6604^k}{653}$, dated 19th July
1895.

No. 2416C dated 31 July 1895.

note
Transferred to the Marine Depart-
ment with reference to this office No. 775C
dated 1st March 1895.

Mar. CA. 163 in
90.222
25.795

W. D. Py.

Under Secretary to Govt.
P. W. D. Ry. Branch.

In 80823/8/95
No. 260
Marine

1895
Marine Dept.
Enclos. No. 1
To
C. N. 611

CURRENT No. 611
1895.

Public Works Department.

No. 2416 C
Dated 31 July 1895
Despatched
Received 2nd Aug.



SUBJECT.

Transferring letter
from the Agent and
Manager M. R. Co. re.
requesting to be informed
if orders will be issued
shortly on the subject
of haulage of Madras &
South Indian Waggons
over the Harbour Sidings

Mar. no 222
458 7230-11-94
414 731-10-94
no 2416-7 24-1-76

Madras Harbour Trust,
SECRETARY'S OFFICE,
14th August 1895.

No. 1949.

FROM

H. LE FANU, Esq., I. C. S.,
CHAIRMAN, HARBOUR TRUST BOARD,
Madras.

TO

THE HON'BLE MR. J. F. PRICE, C. S. I., I. C. S.,
CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

SIR,

I have the honor to acknowledge the receipt of Government Order, Marine, dated 26th July, No. 222, which was considered by the Board at its last meeting, held on Friday 9th August, and I submit herewith, for the information of Government, Copy of resolution then passed thereon.

2. The Board accepts, as a tentative measure, the suggestion made by Government that the rate of Harbour Dues, charged for the entry of Railway vehicles upon Harbour Trust premises, should be fixed at one anna per ton, when not hauled by the Board's locomotives, and I submit herewith, a draft notification under Section 45, Act II of 1886, for approval and publication in the Fort Saint George Gazette.

These separate rates, for the entry and for the haulage of vehicles, will of course remain in force until Government may see fit to sanction any alteration which the Board may hereafter desire to make.

3. The reasons which have led the Board to express the wish that these rates should be considered tentative only are as follows:—

(a). The affairs of the Harbour are at present unsettled, and in a state of transition; the Harbour is approaching completion; and the Board must, very carefully, study the recommendations of the Harbour Improvements Committee, before it can adopt any scheme, and submit plans and estimates to Government, for approval, under Section 64 of the Harbour Trust Act.

(b). The question of the free entry of Railway locomotives must be settled upon a proper basis, as there will be at least two Railways requiring to run over Harbour Trust property; and rules for traffic must be carefully considered, between the Railways concerned and the Board.

As a tentative measure the Trustees are willing at once to provide means for the entry of Madras Railway locomotives to the coal hard, the necessity of improved facilities for the Coal Traffic being urgent, as explained in my letter No. 1930, dated 10th August.

(c). The total receipts for the entry of vehicles at 2 annas per ton, including the haulage thereof by the Board's locomotives, amounted in 1894-95 to Rupees 11,869. The Board has lately had under consideration the question of the purchase or hire of a Madras Railway locomotive, for the haulage of coal, and other traffic, to and from the Harbour premises. The price asked was prohibitive, the hire per day being Rupees 70 or Rupees 25,550 per annum, being more than double the total receipts for the past official year; while, as to buying, one locomotive may at any time break down, and therefore it would be necessary for the Board to maintain two, for the haulage of goods, to and from its premises, with the necessary establishment, and this would be still more expensive than to hire one locomotive.

4. The fact appears to be, that the traffic to and from the Harbour is not sufficient to warrant the Board undertaking the haulage of Railway vehicles, as the cost of doing so, if charged to the parties concerned, would be prohibitive, after Harbour construction is completed, as the Harbour Works engines and staff will then no longer be available for the work, at a rate per hour calculated upon the days actual expenses, as is now the case.

The Railways can, however, deliver their vehicles upon Harbour Trust lines, and remove them therefrom with their own locomotives, charging merchants only a small additional mileage; as it would make little or no difference, for instance, to the Madras Railway whether they hauled empties from Salt Cottours to the Harbour Works block making ground, or to the Board's coal hard, the difference being only a few hundred yards; and similarly with regard to the haulage out from the Harbour.

5. This is a matter which, as regards the charge to be made by the Railways, can be left for the Companies and the merchants concerned to settle; but it may be necessary for the Board to revise the rate for entry, and to eliminate the rate for haulage, in connection with whatever scheme may be decided upon, regarding Harbour improvements. The Trustees, therefore, hope that Government will agree with them that this alteration in the rate of entry of vehicles, should be considered as tentative only, though, of course, as remarked above, the rates will be binding upon the Board and the public, until altered with the approval and sanction of Government.

I have the honor to be,
Sir,
Your most obedient servant,

Chairman,
Harbour Trust Board.

Note
29 Superfluons Corrimas

1687.
Extract of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Offices of the Board on Friday, the 9th day of August 1895.

* * * * *
8. Read G. O., Marine, No. 222, dated 26th July, stating that, in the opinion of Government, the rate of Harbour Dues charged for the entry of Railway vehicles upon the Harbour Trust premises, not hauled by the Board's locomotives, should be fixed at one anna per ton.

Resolved that the Board accepts the suggestion made by Government, as a tentative measure.

The Chairman is requested to address Government.

* * * * *
Draft Notification, submitted for approval.

Under Section 45, Act 2 of 1886.

VI. For *** vehicles carrying goods to or from or entering upon *** any wharf or pier in the possession or occupation of the Board. For each loaded Railway vehicle annas 2 per ton of capacity per trip, when hauled by a Locomotive Engine belonging to the Board; when not so hauled, anna one per ton of capacity per trip.

Secretary,
Harbour Trust Board.

CURRENT No. 658

*1. S. C. of Marine Dept.
657 of 1895*

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 14th August 1895.
DESPATCHED 15th

RECEIVED 18/8 "
Rep 12/8
ENCLOSURE 2. Secs.

No. 1949.

SUBJECT.

Replying to G. O. No. 222, Marine, dated 26th July; and submitting for approval, draft Notification amending the scale of rates under Section 45, Act II of 1886, for the entry and haulage of Railway vehicles.

Marine Department.

Read again:-

G.O. dated 30th Nov. 1894, No. 458
,, ,, 26th July 1895, No. 333
(print as marked)

Read also C. Nos. 611 & 656.

ORDER 23 Aug 1895, No. 260
A

2/4 joined
The following Notification

will be published in the Fort St. George Gazette:-

NOTIFICATION.

The following scale of rates has been framed by the Trustees of the Madras Harbour and sanctioned by Govt. under Section 45, Act II of 1886 (The Madras Harbour Trust Act). It supersedes the scale sanctioned under Section 45 (c) and published at page 1009 of the Fort St. George Gazette of the 9th August 1892.

Under Section 45 (c)

For x x x vehicles carrying goods to or from or entering upon x x x any wharf or pier in the possession or occupation of the Board. For each loaded Railway vehicle annas 2 per ton of capacity per trip when hauled by a Locomotive

Engine

Engine belonging to the Board; when
not so hauled, one anna per ton of
capacity per trip.

HAULAGE RATES

5073
20.8.5.

25/8/95

A

TO

The Chairman, H.T.Bd. 6
,, Public Works Dept (Ry. Bn.) 31
,, Presidency Port Officer. 6
,, Financial Dept. 1

GAZETTE. 22/8/95

4/9/95

Proof Please see to copy & arrangement
Allen T. Smith

23RD AUGUST 1895, No. 260, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following papers:—

G.O., dated 30th November 1894, No. 458, Marine.

G.O., dated 26th July 1895, No. 222, Marine.

Read—the following papers:—

From E. TURNER, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the
Chief Secretary to Government, dated Madras, 19th January 1895, No. 3623.

I have the honour to acknowledge the receipt of G.O., Marine, No. 458, dated 30th November, and to submit that the rate for "haulage" proposed by the Harbour Trust Board—4 annas per ton—was based upon the rate previously charged under that designation and with reference to proposed additional facilities; but under section 45, Act II of 1886, the rate was reduced to As. 2 per ton under the head Vehicles . . . entering upon any wharf, pier or dock in the possession or occupation of the Board. This reduced rate has since been charged for all railway vehicles carrying goods so entering upon the Board's lines.

2. In the case of timber imported by the Madras Railway Company, far greater facilities have been afforded than the mere haulage of railway vehicles by the Board's engines. A turn-table has been placed opposite the gate of the Railway's General Stores yard, and another opposite the gate of the Engineer's yard, with a broad-gauge line connecting the two, and the Madras Railway Company has been permitted to lay a short line opposite the Engineer's yard alongside of the Madras Railway Company line previously in existence. These turn-tables and the connecting line were laid down especially for the Madras Railway Company stores, being required by the Trust for no other purposes; and since the Board discontinued to land and deliver railway stores, the line and the turn-tables have invariably been made use of by the Madras Railway Company to facilitate the landing and delivery of their timber, and have not been required by the Board for any purpose whatever. So far as the Trust is concerned, the line and the turn-tables may be at once removed, having been laid and left entirely for the convenience of the railway. They have, in fact, been disconnected from the Harbour Trust system of lines.

3. It will therefore be seen that it is not a question of merely passing the timber trucks over the turn-table, but the facilities afforded in connection therewith, that have to be taken into consideration.

In all other instances railway vehicles entering upon the Board's lines are hauled by the Board's engines; but I submit that, in view of the special arrangements made for the railway, facilitating the landing and removal of timber, at considerable expense to the Harbour Trust, the charge for entry of vehicles has been rightly levied, although the vehicles were not hauled by Harbour Works engines.

4. With regard to paragraph 2 of the Government Order under reply, Government is aware that the question of improved railway communication is under consideration, in connection with a proposed boat-basin and joint Madras Railway Company and South Indian Railway passenger station, and the terms upon which vehicles not hauled by the Board's locomotives are to be admitted must form an important item for the Board's consideration; therefore in view of this, and of the facts stated above regarding the special facilities provided for Madras Railway Company timber, I would deprecate any alteration of, or departure from, the existing sanctioned scale of rates, at present.

5. I trust it can be arranged for the two railways to do all the haulage, and the question which will have to be settled would then be—What is to be paid to them for the haulage, and what to the Board for the entry of vehicles?

No. 146.

Referred to the Public Works Department (Railway Branch) for remarks with advertence to Mr. Moss' letter in G.O., dated 30th November 1894, No. 458.

25th January 1895.

(Signed) J. F. PRICE,
Chief Secretary.

No. 344.

Copy to Agent, Madras Railway Company, for favour of reply.

31st January 1895.

(Signed) F. R. UPCOTT,
Consulting Engineer for Railways.

From L. S. MOSS, Esq., Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 19th February 1895, No. 6604—156.

With reference to your endorsement, No. 344, of the 31st ultimo, on copy of a letter from the Chairman, Harbour Trust Board, I have the honour to inform you that in the latter part of the year 1888 an arrangement was made with the Trust by which they undertook to land and deliver in the Company's yard at Rayapuram all our consignments of stores and material, coal, coke, &c., and it was for the purpose of facilitating delivery that the two turn-tables and connecting broad-gauge line were laid down. This arrangement was terminated by the Trust in March 1893 with very brief notice, since which date the line and turn-tables have not been used by the Company except for loading our timber consignments, and in these instances the use of the line has been confined practically to the passing of our cranes over it and placing them in a convenient position for loading the trucks and passing them back again when the loading work has been completed. As explained in my letter of the 12th July last, the trucks of necessity have to pass over the Board's turn-table near the entrance to our Engineer's yard, but that we should have been expected to pay so large a sum as Rs. 287-10-1 on our last consignment for using the Board's property was inequitable. For the use we make of the line and turn-tables I am prepared to pay a reasonable charge, but two annas per ton is out of all proportion to the services rendered.

2. It will be understood that the special facilities for removing timber carried out at considerable expense to which reference is made in paragraph 3 of the Chairman's letter were, as a matter of fact, not made expressly for dealing with our timber consignments, but for facilitating the delivery by the Trust of all our stores when they were acting as our landing and delivery contractors, and it would be unfair to levy a heavy charge on timber because the necessity for the line and turn-tables has almost passed away.

3. If the Board wish to remove the turn-tables and connecting beach line I have no objection to offer as all we shall then require will be permission to lay short lengths of rail where the turn-tables are now placed so that we may be in a position to utilize the short lines which have been laid at this Company's expense on the east side of the turn-tables.

From the Joint Secretary to Government, Public Works Department (Railway Branch), dated Chepāk, 1st March 1895, No. 775 C.

No. 656.

Original of G.O., No. 458, dated 30th November 1894; Currents 41 and 163, with one enclosure.

Forwarded to the President of the Committee appointed by G.O., dated 9th February 1895, No. 47, with the request that the question involved in the papers quoted *supra* may be taken into consideration by the Committee and included in their recommendations.

(Signed) J. F. PRICE,
Chief Secretary.

26th March 1895.

To the Hon'ble Colonel J. Pennycook, R.E., with original
G.O., No. 458 and C. Nos. 41 and 163 with one enclosure.

No. 418-D.

Transferred to the Marine Department with reference to Public Works Department No. 775 C., dated 1st March 1895.

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D., Ry. Branch.

21st June 1895.

No. 458 D.

Attention is invited to the Proceedings of the Harbour Improvement Committee dated 29th March 1895, printed with the report forwarded to the Chief Secretary with office-note from the undersigned, No. 381 D., dated 14th June 1895.

It will be seen that the Committee preferred to express no opinion in the matter.

(Signed) J. PENNYCUICK, Col., R.E.,
President, Harbour Improvement Committee.

26th June 1895.

To the Chief Secretary to Government.

Order—dated 26th July 1895, No. 222, Marine.

The Chairman, Harbour Trust Board, will be informed that, in the opinion of Government, the rate for loaded railway vehicles passing over the Board's lines without being hauled by the Board's locomotives should be fixed at one anna a ton.

2. An early expression of the Board's views on the proposal will be requested.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.

Endorsement, in the Public Works Department (Railway Branch), dated 31st July 1895, No. 2416 C.

READ—also the following paper:—

From H. LE FANU, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 14th August 1895, No. 1949.

I have the honour to acknowledge the receipt of G.O., Marine, dated 26th July, No. 222, which was considered by the Board at its last meeting, held on Friday, 9th August, and I submit herewith, for the information of Government, copy of resolution then passed thereon.

2. The Board accepts, as a tentative measure the suggestion made by Government that the rate of harbour dues charged for the entry of railway vehicles upon Harbour Trust premises should be fixed at one anna per ton when not hauled by the Board's locomotives, and I submit herewith a draft notification under section 45, Act II of 1886, for approval and publication in the *Fort St. George Gazette*.

These separate rates for the entry and for the haulage of vehicles will, of course, remain in force until Government may see fit to sanction any alteration which the Board may hereafter desire to make.

3. The reasons which have led the Board to express the wish that these rates should be considered tentative only are as follows:—

- (a) The affairs of the harbour are at present unsettled and in a state of transition; the harbour is approaching completion; and the Board must very carefully study the recommendations of the Harbour Improvements Committee before it can adopt any scheme and submit plans and estimates to Government for approval under section 64 of the Harbour Trust Act.
- (b) The question of the free entry of railway locomotives must be settled upon a proper basis, as there will be at least two railways requiring to run over Harbour Trust property; and rules for traffic must be carefully considered between the Railways concerned and the Board.

As a tentative measure the Trustees are willing at once to provide means for the entry of Madras Railway locomotives to the coal hard, the necessity of improved facilities for the coal traffic being urgent as explained in my letter, No. 1930, dated 10th August.

- (c) The total receipts for the entry of vehicles at two annas per ton, including the haulage thereof by the Board's locomotives, amounted in 1894-95 to Rs. 11,869. The Board has lately had under consideration the question of the purchase or hire of a Madras Railway locomotive for the haulage of coal and other traffic to and from the harbour premises. The price asked was prohibitive, the hire per day being Rs. 70 or Rs. 25,550 per annum, being more than double the total receipts for the past official year; while, as to buying, one locomotive may at any time break down, and therefore it would be necessary for the Board to maintain two for the haulage of goods to and from its premises, with the necessary establishment, and this would be still more expensive than to hire one locomotive.

4. The fact appears to be that the traffic to and from the harbour is not sufficient to warrant the Board undertaking the haulage of railway vehicles, as the cost of doing so, if charged to the parties concerned, would be prohibitive after harbour construction is completed, as the Harbour Works engines and staff will then no longer be available for the work, at a rate per hour calculated upon the day's actual expenses, as is now the case.

The Railways can, however, deliver their vehicles upon Harbour Trust lines and remove them therefrom with their own locomotives, charging merchants only a small additional mileage; as it would make little or no difference, for instance, to the Madras Railway whether they hauled empties from Salt Cottours to the Harbour Works block-making ground or to the Board's coal hard, the difference being only a few hundred yards; and similarly with regard to the haulage out from the harbour.

5. This is a matter which, as regards the charge to be made by the Railways, can be left for the Companies and the merchants concerned to settle, but it may be necessary for the Board to revise the rate for entry and to eliminate the rate for haulage in connection with whatever scheme may be decided upon regarding harbour improvements. The Trustees, therefore, hope that Government will agree with them that this alteration in the rate of entry of vehicles should be considered as tentative only, though, of course, as remarked above, the rates will be binding upon the Board and the public until altered with the approval and sanction of Government.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the Offices of the Board on Friday, the 9th day of August 1895.

8. Read G.O., Marine, No. 222, dated 26th July, stating that, in the opinion of Government the rate of harbour dues charged for the entry of railway vehicles upon the Harbour Trust premises, not hauled by the Board's locomotives, should be fixed at one anna per ton.

Resolution.—Resolved that the Board accepts the suggestion made by Government, as a tentative measure.

The Chairman is requested to address Government.

ORDER—dated 23rd August 1895, No. 260, Marine.

The subjoined notification will be published in the *Fort St. George Gazette*:—

NOTIFICATION.

The following scale of rates has been framed by the Trustees of the Madras Harbour and sanctioned by Government under section 45, Act II of 1886 (The Madras Harbour Trust Act). It supersedes the scale sanctioned under section 45 (c) and published at page 1009 of the *Fort St. George Gazette* of the 9th August 1892:—

Under section 45 (c). For . . . vehicles carrying goods to or from or entering upon any wharf or pier in the possession or occupation of the Board.—For each loaded railway vehicle two annas per ton of capacity per trip when hauled by a locomotive engine belonging to the Board; when not so hauled, one anna per ton of capacity per trip.

(True Extract.)

Chief Secretary.

To the Chairman, Harbour Trust Board.

Public Works Department (Railway Branch).

Presidency Port Officer.

Financial Department.

Gazette.

Govt. of {1895} Madras.
MARINE.

Issued

Recd.

Encl.

G.O., 23rd Aug. 1895, No. 260.

AUGUST.

Madras Harbour Haulage Rates.

Ordering the publication in the Fort St. George Gazette of the notification fixing, under section 45 of the Madras Harbour Trust Act, II of 1886, the scale of rates for the entry and haulage of Railway vehicles upon Harbour Trust premises.

23RD AUGUST 1895, No. 260, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following papers:—

G.O., dated 30th November 1894, No. 458, Marine.

G.O., dated 26th July 1895, No. 222, Marine.

Read—the following papers:—

From E. TURNER, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 19th January 1895, No. 3623.

I have the honour to acknowledge the receipt of G.O., Marine, No. 458, dated 30th November, and to submit that the rate for "haulage" proposed by the Harbour Trust Board—4 annas per ton—was based upon the rate previously charged under that designation and with reference to proposed additional facilities; but under section 45, Act II of 1886, the rate was reduced to As. 2 per ton under the head Vehicles . . . entering upon any wharf, pier or dock in the possession or occupation of the Board. This reduced rate has since been charged for all railway vehicles carrying goods so entering upon the Board's lines.

2. In the case of timber imported by the Madras Railway Company, far greater facilities have been afforded than the mere haulage of railway vehicles by the Board's engines. A turn-table has been placed opposite the gate of the Railway's General Stores yard, and another opposite the gate of the Engineer's yard, with a broad-gauge line connecting the two, and the Madras Railway Company has been permitted to lay a short line opposite the Engineer's yard alongside of the Madras Railway Company line previously in existence. These turn-tables and the connecting line were laid down especially for the Madras Railway Company stores, being required by the Trust for no other purposes; and since the Board discontinued to land and deliver railway stores, the line and the turn-tables have invariably been made use of by the Madras Railway Company to facilitate the landing and delivery of their timber, and have not been required by the Board for any purpose whatever. So far as the Trust is concerned, the line and the turn-tables may be at once removed, having been laid and left entirely for the convenience of the railway. They have, in fact, been disconnected from the Harbour Trust system of lines.

3. It will therefore be seen that it is not a question of merely passing the timber trucks over the turn-table, but the facilities afforded in connection therewith, that have to be taken into consideration.

In all other instances railway vehicles entering upon the Board's lines are hauled by the Board's engines; but I submit that, in view of the special arrangements made for the railway, facilitating the landing and removal of timber, at considerable expense to the Harbour Trust, the charge for entry of vehicles has been rightly levied, although the vehicles were not hauled by Harbour Works engines.

4. With regard to paragraph 2 of the Government Order under reply, Government is aware that the question of improved railway communication is under consideration, in connection with a proposed boat-basin and joint Madras Railway Company and South Indian Railway passenger station, and the terms upon which vehicles not hauled by the Board's locomotives are to be admitted must form an important item for the Board's consideration; therefore in view of this, and of the facts stated above regarding the special facilities provided for Madras Railway Company timber, I would deprecate any alteration of, or departure from, the existing sanctioned scale of rates, at present.

5. I trust it can be arranged for the two railways to do all the haulage, and the question which will have to be settled would then be—What is to be paid to them for the haulage, and what to the Board for the entry of vehicles?

No. 146.

Referred to the Public Works Department (Railway Branch) for remarks with advertence to Mr. Moss' letter in G.O., dated 30th November 1894, No. 458.

25th January 1895.

(Signed) J. F. PRICE,
Chief Secretary.

From L. S. MOSS, Esq., Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 19th February 1895, No. 6604—156.

With reference to your endorsement, No. 344, of the 31st ultimo, on copy of a letter from the Chairman, Harbour Trust Board, I have the honour to inform you that in the latter part of the year 1888 an arrangement was made with the Trust by which they undertook to land and deliver in the Company's yard at Rayapuram all our consignments of stores and material, coal, coke, &c., and it was for the purpose of facilitating delivery that the two turn-tables and connecting broad-gauge line were laid down. This arrangement was terminated by the Trust in March 1893 with very brief notice, since which date the line and turn-tables have not been used by the Company except for loading our timber consignments, and in these instances the use of the line has been confined practically to the passing of our cranes over it and placing them in a convenient position for loading the trucks and passing them back again when the loading work has been completed. As explained in my letter of the 12th July last, the trucks of necessity have to pass over the Board's turn-table near the entrance to our Engineer's yard, but that we should have been expected to pay so large a sum as Rs. 287-10-1 on our last consignment for using the Board's property was inequitable. For the use we make of the line and turn-tables I am prepared to pay a reasonable charge, but two annas per ton is out of all proportion to the services rendered.

2. It will be understood that the special facilities for removing timber carried out at considerable expense to which reference is made in paragraph 3 of the Chairman's letter were, as a matter of fact, not made expressly for dealing with our timber consignments, but for facilitating the delivery by the Trust of all our stores when they were acting as our landing and delivery contractors, and it would be unfair to levy a heavy charge on timber because the necessity for the line and turn-tables has almost passed away.

3. If the Board wish to remove the turn-tables and connecting beach line I have no objection to offer as all we shall then require will be permission to lay short lengths of rail where the turn-tables are now placed so that we may be in a position to utilize the short lines which have been laid at this Company's expense on the east side of the turn-tables.

From the Joint Secretary to Government, Public Works Department (Railway Branch), dated Chepāk, 1st March 1895, No. 775 C.

Forwarded to the President of the Committee appointed by G.O., dated 9th February 1895, No. 47, with the request that the question involved in the papers quoted *supra* may be taken into consideration by the Committee and included in their recommendations.

(Signed) J. F. PRICE,
Chief Secretary.

26th March 1895.

To the Hon'ble Colonel J. Pennycuik, R.E., with original
G.O., No. 458 and C. Nos. 41 and 163 with one enclosure.

No. 458 D.

Attention is invited to the Proceedings of the Harbour Improvement Committee dated 29th March 1895, printed with the report forwarded to the Chief Secretary with office-note from the undersigned, No. 381 D., dated 14th June 1895.

It will be seen that the Committee preferred to express no opinion in the matter.

(Signed) J. PENNYCUICK, Col., R.E.,
President, Harbour Improvement Committee.

26th June 1895.

To the Chief Secretary to Government.

Order—dated 26th July 1895, No. 222, Marine.

The Chairman, Harbour Trust Board, will be informed that, in the opinion of Government, the rate for loaded railway vehicles passing over the Board's lines without being hauled by the Board's locomotives should be fixed at one anna a ton.

2. An early expression of the Board's views on the proposal will be requested.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.

Endorsement, in the Public Works Department (Railway Branch), dated 31st July 1895, No. 2416 C.

READ—also the following paper:—

From H. LE FANU, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 14th August 1895, No. 1949.

I have the honour to acknowledge the receipt of G.O., Marine, dated 26th July, No. 222, which was considered by the Board at its last meeting, held on Friday, 9th August, and I submit herewith, for the information of Government, copy of resolution then passed thereon.

2. The Board accepts, as a tentative measure, the suggestion made by Government that the rate of harbour dues charged for the entry of railway vehicles upon Harbour Trust premises should be fixed at one anna per ton when not hauled by the Board's locomotives, and I submit herewith a draft notification under section 45, Act II of 1886, for approval and publication in the *Fort St. George Gazette*.

These separate rates for the entry and for the haulage of vehicles will, of course, remain in force until Government may see fit to sanction any alteration which the Board may hereafter desire to make.

3. The reasons which have led the Board to express the wish that these rates should be considered tentative only are as follows:—

(a) The affairs of the harbour are at present unsettled and in a state of transition; the harbour is approaching completion; and the Board must very carefully study the recommendations of the Harbour Improvements Committee before it can adopt any scheme and submit plans and estimates to Government for approval under section 64 of the Harbour Trust Act.

(b) The question of the free entry of railway locomotives must be settled upon a proper basis, as there will be at least two railways requiring to run over Harbour Trust property; and rules for traffic must be carefully considered between the Railways concerned and the Board.

As a tentative measure the Trustees are willing at once to provide means for the entry of Madras Railway locomotives to the coal hard, the necessity of improved facilities for the coal traffic being urgent as explained in my letter, No. 1930, dated 10th August.

(c) The total receipts for the entry of vehicles at two annas per ton, including the haulage thereof by the Board's locomotives, amounted in 1894-95 to Rs. 11,869. The Board has lately had under consideration the question of the purchase or hire of a Madras Railway locomotive for the haulage of coal and other traffic to and from the harbour premises. The price asked was prohibitive, the hire per day being Rs. 70 or Rs. 25,550 per annum, being more than double the total receipts for the past official year; while, as to buying, one locomotive may at any time break down, and therefore it would be necessary for the Board to maintain two for the haulage of goods to and from its premises, with the necessary establishment, and this would be still more expensive than to hire one locomotive.

4. The fact appears to be that the traffic to and from the harbour is not sufficient to warrant the Board undertaking the haulage of railway vehicles, as the cost of doing so, if charged to the parties concerned, would be prohibitive after harbour construction is completed, as the Harbour Works engines and staff will then no longer be available for the work, at a rate per hour calculated upon the day's actual expenses, as is now the case.

The Railways can, however, deliver their vehicles upon Harbour Trust lines and remove them therefrom with their own locomotives, charging merchants only a small additional mileage; as it would make little or no difference, for instance, to the Madras Railway whether they hauled empties from Salt Cottars to the Harbour Works block-making ground or to the Board's coal hard, the difference being only a few hundred yards; and similarly with regard to the haulage out from the harbour.

5. This is a matter which, as regards the charge to be made by the Railways, can be left for the Companies and the merchants concerned to settle, but it may be necessary for the Board to revise the rate for entry and to eliminate the rate for haulage in connection with whatever scheme may be decided upon regarding harbour improvements. The Trustees, therefore, hope that Government will agree with them that this alteration in the rate of entry of vehicles should be considered as tentative only, though, of course, as remarked above, the rates will be binding upon the Board and the public until altered with the approval and sanction of Government.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the Offices of the Board on Friday, the 9th day of August 1895.

8. Read G.O., Marine, No. 222, dated 26th July, stating that, in the opinion of Government the rate of harbour dues charged for the entry of railway vehicles upon the Harbour Trust premises, not hauled by the Board's locomotives, should be fixed at one anna per ton.

Resolution.—Resolved that the Board accepts the suggestion made by Government, as a tentative measure.
The Chairman is requested to address Government.

ORDER—dated 23rd August 1895, No. 260, Marine.

The subjoined notification will be published in the *Fort St. George Gazette*:—

NOTIFICATION.

The following scale of rates has been framed by the Trustees of the Madras Harbour and sanctioned by Government under section 45, Act 11 of 1886 (The Madras Harbour Trust Act). It supersedes the scale sanctioned under section 45 (c) and published at page 1009 of the *Fort St. George Gazette* of the 9th August 1892:—

Under section 45 (c). For . . . vehicles carrying goods to or from or entering upon any wharf or pier in the possession or occupation of the Board.—For each loaded railway vehicle two annas per ton of capacity per trip when hauled by a locomotive engine belonging to the Board; when not so hauled, one anna per ton of capacity per trip.

(True Extract.)

Chief Secretary.

To the Chairman, Harbour Trust Board.
" Public Works Department (Railway Branch).
" Presidency Port Officer.
" Financial Department.
Gazette.

Exd. A. Raiff.

Govt. of {1895} Madras.
MARINE.

Issued

Recd.

Encl.

G O., 23rd Aug. 1895, No. 260.

AUGUST.

Madras Harbour Haulage Rates.

Ordering the publication in the *Fort St. George Gazette* of the notification fixing, under section 45 of the Madras Harbour Trust Act, II of 1886, the scale of rates for the entry and haulage of Railway vehicles upon Harbour Trust premises.