Marine (1896.) Department.

G.O., No. 602-3 mar

DATED 4 September 1896

[Despatch Abstract.]

Madras Harbour: Recording certain observations on the Administration Report of the Trustees of the — for the year 1895-96.

Ditto: Forwarding Copy of Rep: recording certain observations on the Administration Report of the Trustees of the — for the year 1895-96

9/9

BACK PAPERS.

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

FURTHER PAPERS.

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

drawn during the year, thus raising

Admiralty Return
Harbour Trust Board 1895-96.

Marine
~~Public Works~~ Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

From W. Austin Esqr., Chairman, Harbours Trust Board, Madras,
No. 1400, dated 3rd July 1896.

READ the following

Remarks below column p. 12 of the report

BS
27/8/96

No. 602 Marine 96 September 1896

The following observations are recorded on the Administration Report of the Trustees of the Madras Harbours for the year 1895-96.

2. The Board consisted of ten members and held 29 ordinary meetings as against 25 in the previous year; a special meeting being held in February 1895. The average attendance of members was also higher than in the previous year. The Chairman was, it is observed, present at all the meetings.

3. Revenue Account.

Receipts. The following statement shows the receipts as compared with those of the previous year:

Particulars	1894-95	1895-96
Harbour Dues	3,59,765	3,93,455
Portcrage	91,544	1,00,892
Contributions from Port Fund	1,38,530	33,900
Interest on Government paper	43,110	14,074
Total	6,32,949	5,42,321

(40—4,000—2-11-95.)

The receipts both under harbour dues and portorage show an increase, being Rs 33,690 under the former, and Rs 9,348 under the latter. The Board has been able to meet all its liabilities, notwithstanding a large reduction in the contribution from Port Funds, and to close the year with a balance of Rs 7,50,112 as against an opening balance of Rs 7,53,318.

5. Charges. The total expenditure amounted to Rs 5,59,527 as against Rs 10,34,373 in 1894-95. The difference is due chiefly to the repayment in 1894-95 of an extra sum of Rs 5,00,000 towards the capital debt. If this exceptional item is excluded, the charges during 1895-96 will be found to exceed those of 1894-95 by Rs 25,154. The excess occurred chiefly under the following heads:—

	Rs.
Interest on loan	4,694
Traffic department shore staff	3,596
Audit fees	2,000
New works under Petty Construction and Repairs	8,836
Portorage Coolies	6,478.

The causes of the excess are explained in para 13 of the Report.

Capital Account.

6. This account opened with a balance of Rs 47,24,242 due by the Board to Government. An advance of Rs 4,54,985 was drawn

× Excludes Rs 4,14,047 advanced to Construction account.

o Excludes ~~the advance of~~ Rs 14,000 ~~balance~~ advanced to the Construction account which remained unpaid at the close of the year.

drawn during the year, thus raising the total loan to Rs 51,79,227. A sum of Rs 1,00,000 having been repaid the closing balance on the 31st March 1896, stood at Rs 50,79,227.

8. The subjoined statement gives the number and tonnage of vessels which entered and left the Port during the year as compared with the previous year:—

Description of Vessels.	1894-95		1895-96.	
	No.	Tons	No.	Tons.
Vessels Entered.				
Steamship. Mercantile	640	11,50,087.	656	11,84,644
Sailing —do—	2	2,299	1	1,400
do— native crafts.	77	7,664	86	9,628
Man of War. Govt. Ships & Transports	6	14,589	11	15,828
Total	725	11,74,582	754	12,11,500.
Vessels left.				
Steamships, Mercantile	645	11,60,543	657	11,85,999
Sailing —do—	2	2,299	1	1,400
—do— Native crafts	78	8,049	85	9,219
Man of War &c	6	14,589	11	15,828
Total	731	11,85,480	754	12,12,446.

9. There was an increase both numbers and tonnage .. occurs chiefly in the coastw trade. Foreign going steamers show little variation. The b inside the Harbour were g ly sufficient for the requi ments of the port. The tu sanctioned by the Board

27th April 1894 has not been provided by the Harbour Works Engineer whose attention will be called to the delay. ~~The exception of the Port and Dockyard should be exercised from~~

10. In para 5 of the Traffic Manager's report a summary is given of the tonnage landed at, or shipped from, the port during the past nine years. This shows that the growth in the trade of Madras has been on the whole continuous. In the year 1888-89 there was a drop of 26,386 tons, but the recovery in the following year more than compensated for the temporary depression.

11. Under imports there has been a falling off under piece goods, Kerosine oil, and rice, but this has been more than covered by the increased tonnage of coal, iron, timber, cast iron pipes, and grain. Exports show a heavy fall under groundnuts, rice and seeds. There have been slight increases in other goods, but with these exceptions, the exports have remained stationary. Taking imports and exports together there has been

Is this so? I thought India had already been addressed with regd to the proposals & remarks contained in G.O. 478 Marine 4.7.96

BS

The draft was written before the receipt of the order in the Financial Dept dealing with this matter.

R.S.

been an increase of upwards of 40,000 tons as compared with the previous year.

12. The suggestion of the Harbour Improvement Committee that the custody of goods landed should be vested in the Harbour Trust Board is still being considered in the Revenue Department while the Govt of India has been addressed in regard to ~~Financial Department have under consideration~~ the proposals put forward by the Board for raising funds by means of debentures not only for the further capital outlay required for subsidiary works, but also for extinguishing the loan drawn from Government.

13. The Provident Fund which is maintained by subscriptions from the Establishment, supplemented by an Equivalent contribution from the Board, worked satisfactorily, and contributed the large sum of Rs 14,218 to men thrown out of employment owing to the approaching completion of Harbour Works.

14. The Coolies Provident Fund which is established on similar principles also worked satisfactorily with great benefit to the men, especially those temporarily incapacitated by accidents.

15

15. The Biden Home account is also in a solvent condition, and the institute has provided all that was necessary in the shape of accommodation for seamen.

16. The progress of construction work has been separately dealt with in the P. W. department. It will be sufficient to notice here that when the year closed, the harbour was almost completed in accordance with the sanctioned design. The additional works considered necessary to render the harbour efficient, and the protective works that may have to be carried out to secure the structure already completed, have engaged the prolonged consideration of the Harbour Trust Board and of Government, and are now under discussion in England.

(H E No 603 dated 4 Sept 1896)

Copy forwarded to the Government of India, Finance and Commerce department.

25/8/96

Rec'd 23/10

The Chairman, H. T. Board.
" Presidency Port officers.
" Financial Deptt.
" Revenue department
" Chairman, Chamber of Commerce.
" —do—, Madras Trades Association
" Secretary to the Port Trust of Bombay.

Despatches send two copies under wrapper P.W.D. Secy's office India Office London.

4/3/10

15. The Biden Horne account

758

Government of Madras.

1896.

DISPOSAL. Recd 10.9.96

2.S.C.

Marine

P. W. DEPARTMENT.

No. dated

CURRENT No.

From

The Chairman Harbour Trust Board, Madras

ENCLOS.

2.S.C.

No. 1400.

Dated 3.7.96.

Received 10.7.96.

SUBJECT.

Administration Report submitting the —— of the Harbour Trust Board for 1895-96

№ 478 Mar d/ 4.7.96.
" 368 " d/ 22.5.96.
" 1220.21 W d/ 7.4.96
" 12/1220W d/ 7.4.96
" 226 Mar d/ 1.4.96.
" 210 " d/ 26.3.96
" 2/119 " d/ 26.2.96.
" 119.20 " d/ 26.2.96.
" 2/529W d/ 11.2.96
" 529W d/ 11.2.96
" 1064 3/4 d/ 14.12.95
" 334 Mar d/ 14.11.95
" 2223 W d/ 6.9.95
" 241.2 Mar d/ 7.8.95 Brift
" 1108W d/ 9.5.95.
" 1109 W d/ 9.5.95.
" 2029 W d/ 15.8.95
" 3/1108W d/ 9.5.95.
" 185-186 Mar d/ 23.5.94.
" 718W d/ 13.3.91.

29—2,000—23-9-95.

Administration Report.
Harbour Trust Board 1895-96

Marine Dept.

602-3 Mar Note for the Hon: Mr Bliss, C.I.E.
Q.P. 4-9-96

With reference to the Hon'ble Member's query against para 12 of the draft order, it is submitted that the draft was prepared before the receipt of G.O. №-453, Financial, dated 5th August 1896, stating that the Government of India had been addressed in regard to the proposals of the Board for raising funds by means of debentures. The para of the draft has now been modified.

2. Adverting to the remark at page 12 of the Administration Report, it is explained that the saving apparently intended to be conveyed is that a saving of about Rs. 36,000 has accrued during 1895-96 from the Board having undertaken the porterage of cargo, and that the profit to the Board by the arrangement ~~undertaking~~ during the

† Marine Dept. despatch on this G.O. was sent to Madras for issue on the 26th August 1896.

Thanks.
BD
7/9/96

Draft order can now issue.
3/9/96
W
P.S.

six years has amounted to Rs. two and a half lakhs nearly. The following figures explain how the saving of Rs. 36,000 for 1895-96 has been arrived at by the Traffic Manager:—

Receipts

Beach	Rs.	64,653	Vide p. 6 of Ad: Report, Heads II & III, Flag A.
Pier	"	36,206	
Miscellaneous	"	34	
Ousepenty godowns	"	12,235	
Total	Rs.	1,13,128	

Charges

Coolies, Beach	Rs.	42,374	Vide p. 6 of Ad: Report Head IX Flag A.
do, Pier	"	16,644	
do, Customs House	"	12,317	
Coasting cargo	"	1,385	
Cartage	"	807	
Engine charges	"	2,852	
Steam crane charges	"	2,508	
Refunds	"	5,947	
Claims for losses & damages of cargo	"	2,205	
Provident Fund, Deductions from Coolies wages	"	1,119	
do — Contributions by the Board	"	1,119	
Furniture	"	97	
Tarpaulins	"	1,471	
Stationery & printing	"	462	
Lighting Pier and Yards	"	1,797	
Miscellaneous	"	1,068	
Total	Rs.	94,172	
Average Establt. not included in the Traffic Debt. Staff	"	7,105	Vide para 20. p. 39 of Report for 1894-95. Flag B
Total	Rs.	1,01,277	

Difference between Receipts & charges 1,13,128 − 1,01,277 = Rs. 11,851

Add.

The amount which would have been paid on Rs. 1,48,938 tons of imports and exports if a contractor had been engaged at 2 lbs.* 4 P. per ton and which is now earned ——— " 21,720

Lighting pier and Yards . . . " 1,797

Total Rs. 35,368

or Rs. 36,000 in round figures.

It will be seen from para 20 of the previous year's report that upto 1894-95, the saving was Rs. 2,14,643 - adding to this Rs. 35,368 in 1895-96, the saving of Rs. 2½ lakhs is arrived at.

1/9/96 M

R.S.

* vide p. 20. p. 39 of Report for 1894-95. Flag B

* Flag B.

ADMINISTRATION REPORT

OF THE

TRUSTEES OF THE MADRAS HARBOUR FOR THE YEAR 1895-96.

MARINE DEPARTMENT.

Mar n° 602. 4/9/96

From

The CHAIRMAN,
Harbour Trust Board,
MADRAS,

To

The Chief Secretary to Government,
Marine Department.

1P

Dated } *3rd July* 1896.
Despatched } *8th* „ „
Received „ „

No. 1400.

SUBJECT.

ADMINISTRATION REPORT.

Submitting the———of the Harbour Trust Board for the year 1895-96.

LAWRENCE ASYLUM PRESS, MADRAS.

ADMINISTRATION REPORT

OF THE

TRUSTEES OF THE MADRAS HARBOUR FOR THE YEAR 1895-96.

THE Trustees have the honour to submit their report on the administration of the Madras Harbour Board, for the official year 1895–96.

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

Elected by the Chamber of Commerce.
1. Hon. Mr. G. L. Chambers.
2. Mr. H. Scott, for whom Mr. W. S. Shaw acted from November 1895—February 1896.
3. Mr. R. J. Black.

Elected by the Trades Association.
4. Mr. J. F. Davies.

Nominated by Government—

Officials ...
5. Mr. Ware Austin, I.C.S., Chairman, for whom Mr. Le Fanu, I.C.S., acted from April—November 1895.
6. Commander W. Powell, R.I.M., retired in February 1896, and was succeeded by Commander H. A. Street, R.I.M.
7. Mr. F. W. Ashpitel, A.M.I.C.E., resigned in January 1896, and was succeeded by Mr. F. J. Wilson.

Non-officials ...
8. Mr. Cowasjee Eduljee Panday.
9. Mr. Mirza Mehdy Ispahani.
10. M.R.Ry. G. Subrayalu Chetty Garu.

3. The Board held 29 meetings; and, in February, one special meeting under section 37 of Act II of 1886, to consider the Budget Estimate of Receipts and Charges for the year 1896-97. A Committee was appointed under section 17 (3), and held four meetings, to consider and report to the Board upon the financial position of the Trust. The average attendance, exclusive of the Chairman, who has attended all the Board's meetings, has been 8 against 7·6 in 1894-95. Meetings held.

4. The opening balance of the Revenue Account on the 1st April 1895 was Rs. 7,53,318 against Rs. 11,68,742. The reduction is due to the extra re-payment of Rs. 5,00,000 of capital debt made under section 32 in March 1895. During the course of the year the usual refund of Rs. 1,00,000 under section 31 was duly made, aggregating a total sum of Rs. 14,00,000 refunded to Gov- Revenue account opening balance. Refund: Section 31.

ernment on account of harbour construction since the constitution of the Board, up to the close of the official year 1895-96. The interest paid under section 30 was Rs. 2,27,607, at 4½ % upon the outstanding capital advances.

Interest paid on Capital.

Revenue receipts.

5. Cash receipts have been well maintained; Harbour dues on goods landed and shipped have amounted to Rs. 3,93,455 against Rs. 3,59,765; Porterage receipts aggregated Rs. 1,00,892 against Rs. 91,544 in 1894-95.

Port Funds.

6. Contributions from Port Funds have only been Rs. 33,900 against Rs. 1,38,530 last year; and interest received on Government paper has been only Rs. 14,074 against Rs. 43,110.

Revenue closing balance.

7. The closing balance on the 31st March 1896 was as follows:—Government securities *par* value Rs. 4,13,900, net cost to the Trust Rs. 4,00,064, market value on that date, at 104 %, Rs. 4,30,456, credit for which amount is taken in the balance sheet; the difference between the net cost and the market value, Rs. 30,392, being entered *per contra* as a receipt. The cash balance—exclusive of Rs. 500 with the Traffic Manager for daily Porterage charges, and Rs 15 with the Cashier for meeting charges on account of Postage and Receipt Stamps—was as follows:—Cash in the Bank of Madras, Rs. 3,48,523; cash in office, Rs. 1,525; total cash and securities, Rs. 7,80,504, against Rs. 7,53,318 last year,—including Rs. 3,80,000, the Government securities *par* value taken at Rs. 3,66,164, the net cost, and Rs. 14,000 due from construction account—a total of Rs. 7,67,318. The Board has, therefore, met all its charges during the past year, and closes with a financial balance, practically the same as twelve months before; although the contributions from Port Funds have been upwards of Rs. 1,00,000 less.

Capital account.

8. The capital account opened with a balance of Rs. 47,24,242 due by the Board to Government, Rs. 4,54,985 were received during the year for Harbour construction, Rs. 1,00,000 as reported above was repaid and the closing balance due to Government by the Trust was therefore Rs. 50,79,227 on the 31st March.

Advances from Revenue funds for Harbour construction, amounting to Rs. 4,14,047, were made during the year, and together with Rs. 14,000 due at the end of 1894-95—total Rs. 4,28,047—were adjusted before the close of the year, by repayment to Revenue from funds received from the Accountant-General for construction purposes, under the sanctioned estimate.

[Statement.]

9. The following Statement compares the Budget Estimate for 1895-96 and the revised Estimate with Actuals.

ITEMS.	Sanctioned Budget Estimate for 1895-96.	Sanctioned Revised Budget Estimate for 1895-96.	Actuals of 1895-96.	Pluse or Minus.	REMARKS.
REVENUE ACCOUNT.					
OPENING BALANCE	Rs. 7,75,750	Rs. 7,53,318	Rs. 7,53,318	Rs. ...	
Receipts.					
I. Contributions from Port Funds ...	47,000	78,188	33,900	— 44,288	
II. Beach Imports: dues under Section 45 (*a*) I (i) (ii) (iii)	1,40,000	1,70,000	1,80,043	+ 10,043	
Pier do. do. do. ...	60,000	70,000	67,981	— 2,019	
Beach Exports do. do. ...	25,000	28,000	30,583	+ 2,583	
Pier do. do. do. ...	40,000	40,000	43,723	+ 3,723	
Wharfage do. II ...	6,000	6,000	6,957	+ 957	
Cranage do. III ...	40,000	40,000	43,991	+ 3,991	
Storage do. IV ...	1,500	1,000	1,291	+ 291	
Demurrage do. V ...	500	500	472	— 28	
Dues for entry of Vehicles under Section 45 (*c*) VI	12,000	12,000	12,235	+ 235	
Provisions:—Dues on under Section 45 (*a*) I (i) ...	500	500	590	+ 90	
Rent of Properties	500	500	686	+ 186	
Water: charge for—delivered at pier head ...	4,000	4,200	4,885	+ 685	
Penalties under Section 84	...	...	...	...	
Sundries	200	100	18	— 82	
III. Porterage under Section 45 (*a*) I (iv)	...	...	...	...	
Beach	50,000	60,000	64,653	+ 4,653	
Pier	26,000	32,000	36,205	— 2,795	
Miscellaneous	500	100	34	— 66	
IV. Interest on Govt. of India, 3½ per cent. Pro. Notes.	14,000	14,000	14,074	+ 74	
V. Refunds from Construction Account	...	...	4,28,047	...	
Total, Receipts...	4,67,700	5,61,088	9,70,368	...	
Total...	12,43,450	13,17,406	17,23,686	...	
Charges.					
I. Interest (under Section 30) ...	2,27,500	2,27,607	2,27,607	...	
II. Repayment of Loan for Contribution of Harbour under Section 31	1,00,000	1,00,000	1,00,000	...	
III. Refunds	1,500	1,500	1,898	+ 398	
IV. Fees to Trustees	7,000	7,000	6,870	— 130	
V. Chairman's Allowance	4,800	4,800	4,800	...	
VI. *Establishments.*—					
1. Secretary's salary	9,600	9,600	9,600	...	
2. Correspondence Department	3,804	3,700	3,628	— 72	
3. Accounts Department	6,600	6,600	6,585	— 15	
4. Cash Department	5,024	5,000	4,887	— 113	
5. Traffic Department (Shore Staff)	32,400	32,200	31,486	— 714	
6. Preventive Service	11,065	11,000	10,955	— 45	
7. Preventive Service Boatmen	1,368	1,250	1,226	— 24	
8. Tidal Observatory	360	360	360	...	
9. Exchange Compensation Allowance ...	2,500	3,500	3,313	— 187	
10. Contribution to Government for Pensions ...	812	812	814	+ 2	
11. Do. to Provident Fund ...	3,400	3,400	3,280	— 120	
VII. CONTINGENCIES.					
(*a*)—*Subject to Regular Audit*—					
Postage	100	100	49	— 51	
Receipt Stamps	200	250	222	— 28	
Telegrams	50	50	5	— 45	
Furniture	500	200	139	— 61	
Fees for Audit	750	1,000	2,000	+ 1,000	
Law Charges	500	200	34	— 166	
Stationery and Printing	3,000	3,500	3,309	— 191	
Advertisement Charges	500	500	216	— 284	
Uniform for Preventive Service, &c. ...	1,500	1,500	1,397	— 103	
(*b*)—*Admissible without detailed Audit.*—					
Overtime Fees to Establishment ...	4,000	4,500	4,454	— 46	
Do. Preventive Service and Boatmen ...	3,000	3,500	3,096	— 404	
Miscellaneous	4,000	4,500	3,535	— 965	
VIII. *Petty Construction and Repairs*—					
New Works	15,000	20,000	20,087	+ 87	
Repairs	10,000	10,000	9,283	— 717	
Tools and Plant	1,000	1,000	220	— 780	
IX. *Porterage.*—					
1. Coolies, Beach	33,000	40,000	42,374	+ 2,374	
2. Do. Pier	15,000	18,000	16,643	— 1,357	
3. Do. Custom House	10,000	13,000	12,317	— 683	
4. Coasting Cargo	1,500	1,300	1,385	+ 85	
5. Cart Hire	1,000	1,000	807	— 193	
6. Engine Charges	2,500	3,500	2,852	— 648	
7. Steam Crane Charges	2,400	2,400	2,508	+ 108	
8. Refunds	2,000	5,000	5,947	+ 947	
9. Claims for Losses and Damage of Cargo ...	1,000	2,500	2,206	— 294	
10. Provident Fund Deductions from Coolies' Wages	1,000	1,200	1,119	— 81	
11. Do. Contributions by the Trust ...	1,000	1,200	1,119	— 81	
(*a*) *Contingencies Subject to Regular Audit*—					
Postage	10	10	...	— 10	
Receipt Stamps	20	20	...	— 20	
Telegrams	...	...	...	...	
Furniture	200	170	97	— 73	
Tarpaulins	1,500	1,700	1,471	— 229	
Law Charges	50	...	...	...	
Stationery and Printing	500	500	462	— 38	
Advertisement Charges	...	...	...	...	
Lighting Pier and Yards	1,500	1,500	1,797	+ 297	
(*b*) *Contingencies Admissible without Detailed Audit*—					
Miscellaneous	1,500	1,500	1,068	— 432	
X. Advances to Construction Account	...	...	4,14,047	...	
Total, Expenditure...	5,37,513	5,63,629	9,73,574	...	
Closing Balance...	7,05,937	7,53,777	7,50,112	...	
Total...	12,43,450	13,17,406	17,23,686	...	

10. The following Statement gives in detail the receipts and charges of the Revenue Account, from 1st April 1895 to 31st March 1896.

		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
	Opening Balance.									
	Government Securities (Par value 3,80,000)									
1.	Cash in the Bank of Madras ...	3,86,276	15	9				3,66,163	14	10
2.	General Cash in Office	376	14	1						
3.	Advance for Contingencies... ...	500	0	0						
					3,87,153	13	10			
	Receipts.									
I.	Contributions from Port Funds ...							33,900	0	0
II.	Beach Imports: Dues under Section 45 (*a*) I (i) (ii) (iii)...	1,80,042	9	3						
	Pier do. do. do. ...	67,981	4	6						
	Beach Exports do. do. ...	30,582	12	4						
	Pier do. do. do. ...	43,722	12	2						
	Wharfage do. II. ...	6,956	15	0						
	Cranage do. III. ...	43,991	4	3						
	Storage do. IV. ...	1,291	2	8						
	Demurrage do. V. ...	472	10	9						
	Dues for entry of Vehicles under Section 45 (*c*) VI ...	12,235	8	3						
	Provisions: Dues on under Section 45 (*a*) I (i)	590	1	0						
	Rent of properties	685	12	5						
	Water: charge for—delivered at pier head	4,884	12	0						
	Penalties under Section 84... ...	.....								
	Sundries	17	11	1						
					3,33,455	4	8			
III.	Porterage under Section 45 (*a*) I (iv)—									
	Beach	64,652	11	10						
	Pier	36,205	8	7						
	Miscellaneous	33	11	0						
					1,00,891	15	5			
IV.	Interest on Government of India, 3½ per cent. Promissory Notes...				14,074	0	6			
	Amount refunded from Construction Funds in repayment of advances made from time to time from Revenue Account from 1st March to 6th May 1895				79,000	0	0			
	Do. do. from 1st June 1895 to 31st March 1896 ...				3,49,046	12	1			
	Cost of Government Securities purchased during the year							...	...	...
	Proceeds of Government Securities sold during the year				...	...	...			
	Difference between the cost and the market value of Government securities as fixed by the Trustees in their Resolution, No. 8 of 10th April 1896.				...	...	...	30,392	1	2
	Total Rupees...				13,23,621	14	6	4,30,456	0	0
	Charges.									
I.	Interest (under Section 30)				2,27,607	4	10			
II.	Repayment of Loan for Construction of Harbour under Section 31				1,00,000	0	0			
III.	Refunds	1,898	5	5						
IV.	Fees to Trustees	6,870	0	0						
V.	Chairman's Allowance	4,800	0	0						
					13,568	5	5			
VI.	*Establishment*—									
	1. Secretary's Salary	9,600	0	0						
	2. Correspondence Department ...	3,628	4	5						
	3. Accounts Department	6,585	1	10						
	4. Cash Department	4,887	4	3						
	5. Traffic Department (Shore Staff) ...	31,485	13	3						
	6. Preventive Service	10,955	2	1						
	7. Do. Boatmen ...	1,225	9	9						
	8. Tidal Observatory	360	0	0						
	9. Exchange Compensation Allowance	3,313	1	7						
	10. Contribution to Govt. for Pensions ...	814	1	10						
	11. Do. to Provident Fund ...	3,280	3	4						
					76,134	10	4			
	Carried over...				4,17,310	4	7	...	...	...

		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
	Brought forward...							4,17,310	4	7
VII	Contingencies—									
(*a*)	*Subject to Regular Audit*—									
	Postage	49	6	4						
	Receipt Stamps	221	10	0						
	Telegrams	4	13	0						
	Furniture	138	15	9						
	Fees for Audit	2,000	0	0						
	Law Charges	33	12	0						
	Stationery and Printing	3,308	13	1						
	Advertisement Charges	216	0	0						
	Uniform for Preventive Service, &c. ...	1,397	2	0						
					7,370	8	2			
(*b*)	*Admissible without Detailed Audit*—									
	Overtime Fees to Establishment ...	4,454	6	11						
	Do. Preventive Service and Boatmen... ...	3,095	10	4						
	Miscellaneous	3,534	15	3						
					11,085	0	6			
VIII.	*Petty Construction and Repairs*—									
	New Works...	20,086	13	10						
	Repairs	9,282	7	2						
	Tools and Plant	220	0	0						
					29,589	5	0			
IX.	*Porterage*—									
	1. Coolies, Beach	42,374	0	4						
	2. Do. Pier	16,643	6	8						
	3. Do. Custom House	12,317	5	5						
	4 Coasting Cargo	1,384	10	8						
	5 Cart Hire	806	13	9						
	6. Engine Charges	2,852	6	7						
	7. Steam Crane Charges	2,507	12	11						
	8. Refunds	5,947	3	1						
	9. Claims for Losses and Damage of Cargo	2,205	12	7						
	10. Provident Fund Deductions from Coolies' wages...	1,118	8	4						
	11. Do. Contributions by the Trust... ...	1,118	8	4						
					89,276	10	8			
(*a*)	Contingencies—*Subject to Regular Audit*—									
	Postage	.....								
	Receipt Stamps	0	3	0						
	Telegrams	.....								
	Furniture	97	2	0						
	Tarpaulins	1,471	0	0						
	Law Charges	.....								
	Stationery and Printing	461	15	2						
	Advertisement Charges	.....								
	Lighting Pier and Yards	1,796	14	10						
					3,827	3	0			
(*b*)	Contingencies—*Admissible without Detailed Audit*—									
	Miscellaneous				1,068	0	10			
X.	Advances to Construction Account ...				4,14,046	12	1			
	Government Securities purchased during the year...				...					
	Government Securities sold during the year							...		
	Total, Expenditure				9,73,573	12	10	...		
	Closing Balance on the 31st March 1896—									
	Govt. Securities (Par value 4,13,900) net cost	4,00,063	14	10	...			4,30,456	0	0@ [104 %
	Cash in the Bank of Madras	3,48,523	0	6						
	General Cash in Office	1,025	1	2						
	Advance for Contingencies	500	0	0						
					3,50,048	1	8			
	Total Rupees				13,23,621	14	6	4,30,456	0	0

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.

11. The following Statement compares in detail the Receipts and Charges of the past year with 1894-95.

Items.	Actuals of 1894-95.	Actuals of 1895-96.	Plus or Minus.	Remarks.
REVENUE ACCOUNT.	Rs.	Rs.	Rs.	
Opening Balance.	11,68,742	7,53,318	...	
Receipts.				
I. Contributions from Port Funds	1,38,530	33,900	– 1,04,630	
II. Beach Imports: dues under Section 45 (*a*) I (i) (ii) (iii)...	1,47,071	1,80,042	+ 32,971	
Pier do. do. do....	66,886	67,981	+ 1,095	
Beach Exports do. do....	31,232	30,583	– 649	
Pier do. do. do....	46,909	43,723	– 3,186	
Wharfage do. II ...	5,105	6,957	+ 1,852	
Cranage do. III ...	42,741	43,991	+ 1,250	
Storage do. IV ...	1,413	1,291	– 122	
Demurrage do. V ...	575	473	– 102	
Dues for entry of Vehicles under Section 45 (*c*) VI	11,869	12,235	+ 366	
Provisions :—Dues on under Section 45 (*a*) I (i)	599	590	– 9	
Rent of Properties	687	686	– 1	
Water : charge for—delivered at pier head ...	4,497	4,885	+ 388	
Penalties under Section 84	...	...	...	
Sundries	181	17	– 164	
III. Porterage under Section 45 (*a*) I (iv)	...	...	...	
Beach	53,929	64,653	+ 10,724	
Pier	34,914	36,206	+ 1,292	
Miscellaneous	2,701	34	– 2,667	
IV. Interest on Government of India, 3½ per cent. Pro. Notes	43,110	14,074	– 29,036	
V Refunds from Construction Account ...	31,000	4,28,047	+ 3,97,047	
Total Receipts...	6,63,949	9,70,368	...	
Total...	18,32,691	17,23,686	...	
Charges.				
I. Interest (under Section 30)...	2,22,913	2,27,607	+ 4,694	
II. Repayment of Loan for Construction of Harbour under Sec. 31	6,00,000	1,00,000	– 5,00,000	
III Refunds	764	1,898	+ 1,134	
IV. Fees to Trustees	6,210	6,870	+ 660	
V. Chairman's Allowances	4,800	4,800	...	
VI. *Establishment*:—				
1. Secretary's Salary	9,600	9,600	...	
2. Correspondence Department	3,584	3,628	+ 44	
3. Accounts Department	6,624	6,585	– 39	
4. Cash Department	4,717	4,887	+ 170	
5 Traffic Department (Shore Staff) ...	27,890	31,486	+ 3,596	
6. Preventive Service	12,436	10,955	– 1,481	
7. Preventive Service Boatmen	1,204	1,226	+ 22	
8. Tidal Observatory	120	360	+ 240	
9. Exchange Compensation Allowance ..	4,362	3,313	– 1,049	
10. Contribution to Government for Pensions	826	814	– 12	
11. Do. to Provident Fund	3,121	3,280	+ 159	
VII. Contingencies.				
(*a*)—*Subject to Regular Audit.*—				
Postage	57	49	– 8	
Receipt Stamps	215	222	+ 7	
Telegrams	27	5	– 22	
Furniture	194	139	– 55	
Fees for Audit	...	2,000	+ 2,000	
Law Charges	51	34	– 17	
Stationery and Printing	3,180	3,309	+ 129	
Advertisement Charges	230	216	– 14	
Uniform for Preventive Service, &c. ...	1,442	1,397	– 45	
(*b*)—*Admissible without detailed Audit.*—				
Overtime Fees to Establishment ..	4,352	4,455	+ 103	
Do. Preventive Service and Boatmen	3,407	3,096	– 311	
Miscellaneous	4,431	3,535	– 896	
VIII. *Petty Construction and Repairs.*—				
New Works	11,251	20,087	+ 8,836	
Repairs	10,484	9,282	– 1,202	
Tools and Plant	1,712	220	– 1,492	
IX. *Porterage.*—				
1. Coolies, Beach	35,896	42,374	+ 6,478	
2. Do. Pier	16,636	16,644	+ 8	
3. Do. Custom House	11,228	12,317	+ 1,089	
4. Coasting Cargo	1,515	1,385	– 130	
5. Cart Hire	...	807	+ 807	
6. Engine Charges	3,335	2,852	– 483	
7. Steam Crane Charges	2,412	2,508	+ 96	
8. Refunds	4,396	5,947	+ 1,551	
9. Claims for Losses and Damage of Cargo .	1,041	2,205	+ 1,164	
10. Provident Fund Deductions from Coolies' wages	1,023	1,119	+ 96	
11. Do. Contributions by the Trust ...	1,023	1,119	+ 96	
(*a*) *Contingencies, Subject to Regular Audit.*—				
Postage	...	...	...	
Receipt Stamps	3	...	– 3	
Telegrams	...	...	...	
Furniture	65	97	+ 32	
Tarpaulins	1,225	1,471	+ 246	
Law Charges	...	...	...	
Stationery and Printing	320	462	+ 142	
Advertisement Charges	...	...	...	
Lighting Pier and Yards	1,465	1,797	+ 332	
(*b*) *Contingencies, Admissible without Detailed Audit.*—				
Miscellaneous...	2,586	1,068	– 1,518	
X. Advances to Construction Account	45,000	4,14,047	+ 3,69,047	
Total Expenditure...	10,79,373	9,73,574	...	
Closing Balance...	7,53,318	7,50,112	...	
Total...	18,32,691	17,23,686	...	

12. The variations in receipts, which call for remark as shown in the above statement, may be explained as follows :—

Imports—Beach + Rs. 32,971 and Pier + Rs. 1,095 due to larger importation of coal, coke, iron and timber. *Exports*—Beach —Rs. 649 and Pier—Rs. 3,186, has been caused by the smaller quantities of ground-nuts, rice and seeds exported. *Wharfage* + Rs. 1,852 due to the increased space occupied for the storage of coal, coke, timber, and iron pipes. *Cranage* + Rs. 1,250 due to the increased quantities of iron pipes for various Municipalities landed at the pier. The other items call for no comment. *Porterage*—The increased receipts are due to the increased work done in the handling of coal, iron and timber. The reduction in the item "Miscellaneous" is owing to items previously brought under this head being now classified in more detail. The *interest* realised on Government securities is less by Rs. 29,036, owing to reduction in the rate of interest, and to sale of paper to repay the additional Rs. 5,00,000 refund of capital last year.

13. *Charges*—Interest on capital advances has increased by Rs. 4,694. *Refunds* + Rs. 1,134 due to payment of harbour dues, upon coal principally, being levied upon B/L quantities, and adjustments made when the exact quantities actually landed have been ascertained. *Fees to Trustees* + Rs. 660, due to four more meetings of the Board having been held, to an improved average attendance of the Trustees, viz., an increase from 7·6 to 8, and to the formation of a Committee, which held four sittings. *Salaries* show a net increase under all heads of establishment of Rs. 1,650 due to extra expenditure in the Traffic Department, Rs. 3,596 by charging to it the salaries of Preventive Officers working on shore, and to the establishment previously debited to *Porterage* being also charged to Traffic. *Contingencies* call for no comment, the only item of any importance being Rs. 2,000, audit fees, paid for the years 1893-94 and 1894-95 under the orders of Government, upon the completion of the audit of the accounts for those years. *Overtime fees* show a small net reduction, and *miscellaneous* is less by Rs. 896. *Petty construction* has cost Rs. 20,087, an increase of Rs. 8,836, due to improved facilities given for the removal of coal by rail. *Repairs* have cost less by Rs. 1,202, and only Rs. 220 have been spent on *tools* and *plant*. *Porterage charges* have increased in nearly all items, Rs. 7,575 extra having been paid for cooly labour for extra work done in the handling of cargo, chiefly due to larger quantities of coal, coke and iron imported. *Cart-hire*, Rs. 807 has been incurred in the transport of combustibles to the combustible shed, as the Customs authorities now decline to permit consignees to clear direct from the Board's premises, as was hitherto usual. *Engine charges*. The Board has ceased to haul coal, and this item will be largely reduced in future. *Refunds* + Rs. 1,551 due to larger quantities of coal being loaded direct into Railway vehicles, and stacking charges being refunded; the total saving to the trade of the port under this head during the year has been no less than Rs. 5,947. *Claims for damage* + Rs. 1,164. The ordinary claims have not increased much. The excess is chiefly due to damage caused by rain water to a valuable carriage imported from Scotland, the claim on account of which was compromised for a sum of Rs. 750. Other items need no comment.

PROVIDENT FUND.

14 *Statement of Receipts and Charges from 1st April 1895 to 31st March 1896.*

	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Opening Balance.									
Government Securities (Par value Rs. 73,500) ...									
Cash in the Bank of Madras...				9,493	2	6	76,057	9	4
Receipts.									
Revenue Department's Collection...	3,249	14	11						
Do. Trust Contribution	3,250	1	8						
Harbour Work's Collections	2,966	13	4						
Do. Trust Contribution	2,966	13	4						
Harbour Master's Collections	1,135	5	0						
Do. Trust Contribution	1,135	5	0						
Instalments of refund of Loan granted to employés ...	61	0	0						
				14.765	5	3			
Interest realised on Government Promissory Notes ...				2 499	2	4			
Government Securities (Par value Rs. 73,500)—									
Actual cost	76,057	9	4						
Market value at 104 %...	76,440	0	0						
Net gain							382	6	8
Total Rs. ...				26,757	10	1	76,440	0	0
Charges.									
Paid to employés who have left the Trust Service Subscriptions and Trust Contributions— Revenue Department	1,317	6	8						
Paid to employés who have left the Trust Service Subscriptions and Trust Contributions— Harbour Work's Department	14,217	14	7						
Paid to employés who have left the Trust Service Subscriptions and Trust Contributions— Harbour Master's Department	...	...	...						
Paid to employés their own Subscription only— Revenue Department...	77	1	9						
Paid to employés their own Subscriptions only— Harbour Work's Department	...	...	...						
Paid to employés their own Subscriptions only— Harbour Master's Department	...	...	...						
Premia on Policies of Life Assurance	1,184	9	4						
Amount of loans granted to employés	560	0	0						
				17,357	0	4			
Closing Balance.									
Govt. Securities (Par value Rs. 73,500) @ 104 % ...							76,440	0	0
Cash in the Bank of Madras	8,064	13	4						
Cash in Office	1,335	12	5	9,400	9	9			
Total Rs. ...				26,757	10	1	76,440	0	0

The Board's Provident Fund has again demonstrated its value, by payments made to Harbour Works employés, to the amount of Rs. 14,218, disbursed to men who have been thrown out of employment as the harbour neared completion. This has been done without reducing the amount invested in Government paper, Rs. 73,500 *par* value, which has cost Rs. 76,058, and was worth at 104 per cent. market value on the 31st March, Rs. 76,440.

Advantage has been taken of the large cash balance to grant small temporary loans to various individuals at the discretion of the Chairman, who, in each such case, has been appointed the subscriber's nominee.

The closing cash balance on the 31st March was Rs. 9,400, or only Rs. 93 less than the previous year. It has been necessary to keep this large cash balance to meet payments; and since the close of the year the greater portion of it has been required to meet further payments due to reductions in Harbour Works Staff, upon the completion of the harbour, according to the sanctioned design.

15

COOLIES PROVIDENT FUND.

Statement of Receipts and Charges from 1st April 1895 to 31st March 1896.

	Rs.	A.	P.	Rs.	A.	P	Rs.	A.	P.
Opening Balance.									
Government Securities (Par value Rs. 1,500)									
Cash in the Bank of Madras				208	12	7	1,555	10	0
Receipts.									
Deduction from coolies' wages	1,118	8	4						
Contribution by the Trust	1,118	8	4						
Amount of undisbursed wages credited under Chairman's order, No. 2605, dated 9th January 1893	37	5	4						
Interest on Government Investment	50	2	4						
Cost of Government Securities Par value Rs. 1,500. ...	1,555	10	0	2,324	8	4			
Market value at 104 %	1,560	0	0						
Gain in value							4	6	0
Total Rs. ...	...	...	...	2,533	4	11	1,560	0	0
Charges.									
Pensions to widows of coolies who died from effects of accidents	41	3	2						
Pensions to coolies permanently invalided	83	14	3						
Allowance to wounded coolies while under treatment in the hospital @ 4 annas per diem	453	10	0						
Allowance for 101 marriages amongst the families of coolies	735	0	0						
Allowance for 60 births amongst the families of coolies.	109	0	0						
Do. 76 deaths do. do. ...	216	0	0						
Government Securities purchased during the year ...				1,638	11	5			
Government Securities sold during the year				...	...	...	...	...	...
Closing Balance.									
Government Securities (Par value Rs. 1,500) at 104°/₀									
Cash in the Bank of Madras				894	9	6	1,560	0	0
Total Rs. ...				2,533	4	11	1,560	0	0

The above fund has continued in a flourishing condition. The income has been Rs. 2,325 against Rs. 2,122 last year, and the disbursements have increased from Rs. 1,214 to Rs. 1,639 of which Rs. 454 have been paid to coolies incapacitated from work, through accidents, while detained in hospital under treatment. These allowances are paid in arrears only upon production of a medical certificate. Nearly all the cases of accident are treated at the North Black Town Hospital, in charge of the Surgeon of the First District. No accident has terminated fatally during the year. It is to be noted that the allowances granted from this fund for marriages and births have considerably increased. There were during the year 101 marriages amongst the coolies as against 66 last year, and the births rose from 49 to 60. The deaths were 76 against 64; this, however, does not represent casualties from natural or other causes amongst the coolies themselves; the allowances are granted to any cooly in whose family a death occurs.

16. The following shows the receipts and charges of the Biden Home account from 1st April 1895 to 31st March 1896:—

	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Opening 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			
Receipts.									
Interest on Investments	34	14	6						
Rent from Harbour Masters	1,335	0	0						
Profits realised on boarding seamen	20	15	8						
Miscellaneous	...	...	...						
				1,390	14	2			
							3,929	1	7
Charges.									
Establishment	492	0	0						
Exchange Compensation Allowance	53	12	6						
Contingencies	52	10	0						
Municipal Tax	366	0	0						
Repairs	8	2	0						
				972	8	6			
Closing Balance.									
Government Securities	1,000	0	0						
Cash in the Bank of Madras	1,906	9	1						
Cash with the Superintendent	50	0	0						
				2,956	9	1	3,929	1	7

Biden Home.

Receipts have aggregated Rs. 1,391, against Rs. 1,242 last year, while the charges have been reduced from Rs. 1,131 to Rs. 973. The closing balance amounted to Rs. 2,957, of which Rs. 1,907 were in cash in the Bank of Madras. The Board has sanctioned an estimate for repairs to the building Rs. 1,100, and this will be met from the above cash balance. The accommodation reserved for seamen has been sufficient, and will be improved during the course of repairs.

Port Officer's Report.

17. The Deputy Port Conservator reports that the number and tonnage of vessels entering the Port shows an increase over the previous year. This increase is in the coasting trade, the foreign going steamers show little variation. No accident of any importance has occurred during the year. The entrance lights at the end of each arm of the Harbour were lit at sunset on the 1st January 1896 for the first time, and have been maintained up to date; they are in charge of the Port officer. Port and Pilotage Fund collections amounted to Rs. 1,50,970 against Rs. 1,35,260, an increase of Rs. 15,710 during the year. The berths inside the Harbour have been sufficient for the requirements of the port, except on three occasions. In all five steamers were detained outside, for want of space within the Harbour for an average time of 6 hours each. The time ball referred to by the Deputy Conservator was sanctioned by the Board on the 27th April 1894, and has since been in the hands of its Engineer, whose attention will be called to the matter on his return from leave.

Traffic Department.

18. The Traffic Manager's report gives, as usual, much useful and interesting information. The quarterly reports have been regularly submitted, with tables of imports and exports; and these it

is proposed to continue, although harbour construction has been completed, as the information is useful to the mercantile community.

Revenue Collectors.

19. The Revenue collections for 1894-95 as compared with 1895-96 can be seen at a glance in para. 2 of the report (page 25), and from the table of receipts given in para. 4, it is to be noted that the dues collected have exceeded every year except 1891-92, when imports were abnormally heavy, owing to the large quantity of rice landed, consequent upon scarcity in the Districts. This is further illustrated in para. 5, which deals with the tonnage imported and exported, the figures being 436,340 tons in 1891-92, and 429,771 tons in 1895-96.

Total Tonnage of Imports and Exports.

Increase in coal, iron and timber.

20. As explained by the Traffic Manager, the increase is in coal, iron, timber and gram imported. Of these items, *coal* has steadily risen from 10,000 tons in 1887-88 to 97,500 tons in 1894-95 and to 131,621 tons in 1895-96. Of this quantity, 101,025 tons were imported from foreign ports, chiefly from England, though a few thousand tons came from Australia, and 30,596 came from Calcutta. The Madras Railway only landed 3,048 tons. The South Indian Railway none. *Iron* compared with last year increased 6,521 tons, and cast-iron pipes 3,692 tons: total 10,213 tons. *Timber* 3,367 tons of Norwegian pine were imported for the gold mines at Mysore, and other timber, chiefly teak from Burmah, rose from 14,154 tons to 18,196 tons, an increase of 4,042 tons: total increase 7,409 tons. *Gram* shows an advance of 54,898 bags.

Decrease in Manchester goods.

21. Manchester piece-goods show a decline of 34,683 bales and cases; twist 7,838 bales. Piece-goods imported from coast ports, *i.e.*, *vid* Bombay or Calcutta, have also fallen by 1,332 bales and cases.

22. Other important items of foreign trade show the following variations:—

Variations in Exports.

Exports. Cigars + 108 cases; Coffee — 1,581 bags; Cotton + 4,638 bales; Indigo + 4,630 chests; Jaggery + 24,569 bags; Seeds —77,634 bags; Tanned skins—1,305 bales; Tanned hides + 6,403 bales; Sugar + 1,965 bags; Turmeric + 3,093 bags.

It will be noted from the above that the cigar industry of Southern India is steadily progressing, and that the outturn of tanneries shows no sign of diminution; the total number of bales of tanned skins and hides exported has risen 5,098 bales. This is one of the oldest of Madras industries.

Varations in imports.

Imports. Dynamite + 5,406 cases; Candles + 7,941 cases; Copper + 3,864 tiles; Corrogated galvanised iron sheets + 4,072 packages; Kerosine oil—343,357 cases and + 5,257 tons bulk oil; Rails + 15,684 No.: Wooden-sleepers + 3,847 tons; Timber + 4,402 tons.

These figures emphasise, apart from the increase of the coal trade, the importance of the gold mines of Mysore; the dynamite, candles, sheet iron and timber, being nearly all for that destination. With regard to the kerosine oil trade, it is to be noted that bulk oil has almost entirely displaced case oil, the importation of which from foreign ports has ceased, while the bulk oil brought in tank steamers has increased from 3,361 tons in 1892-93, to 13,156 tons in 1895-96.

Porterage.—The Traffic Manager reports this work has been very heavy during the year, owing to the increased tonnage handled and has been carried out satisfactorily. The savings to the Trust have amounted to Rs. 36,000 making a total for the six years during which the porterage has been conducted by the Traffic Department of Rs. 2½ lakhs added to the Trust's Funds. A reduced scale of charges has been in operation since December 1894, which during the year has resulted in a further saving of Rs. 25,000 to the trade of the Port.

Harbour Works.

23. *Harbour Works.*—The Board's Engineer reports in full detail regarding the progress made during the year. The work consisted, in adding, to the south pier, mass concrete to complete the pier head caisson, to connect it with the bonded blockwork, to construct the lighthouse at that pier head, and to add the capping from end to end, thus making the south arm identical with the north. The rubble base around the caisson was protected with an apron of cement concrete, at a depth of 39 feet below water level, as has been done along the inner face of the superstructure, to prevent scour.

Harbour completed 9th May 1896.

24. At the close of the official year under review there remained six weeks' work to complete the harbour, including putting down head and stern screw moorings, to each berth inside the harbour, and two outside; and the Engineer reports that the harbour was so completed to the sanctioned design, on the 9th May, within the sanctioned estimate.

Protective revetment North of Harbour.

25. The line of rubble revetment protecting the foreshore north of the harbour has not shown any further settlement during the year. The bay formed by erosion, immediately beyond its northern termination, has resulted in a net loss of foreshore of 100 feet at a point 400 feet north from the end of the rubble; three-quarters of a mile north the loss of foreshore has been 70 feet. All land threatened by erosion, during the year, has been acquired, at a cost of Rs. 12,401.

Sea bottom inside Harbour.

26. The sea bottom inside the harbour was surveyed, and no important change in depth could be detected within the seven fathom line. Soundings across the entrance between the pier heads show that there has been a shallowing to the extent of 3 feet. Protective works to prevent further shallowing have been proposed, and submitted to the Right Honorable the Secretary of State for India, for reference to Sir Alexander Rendel.

Entrance shallowing.

Advance of foreshore South of Harbour.

27. The foreshore south of the harbour continues to advance seaward, but it has receded by 40 feet near to the south arm, has remained stationary at 500 feet south, and thence has receded by about 50 feet to about half a mile south. Further south a steady advance of the foreshore has taken place all along the coast, details of which are recorded in para. 27 of the Engineer's report.

Cash outlay on Harbour works.

28. The net outlay on works during the year has been Rs. 4,17,362, leaving a balance at the close of Rs. 24,016 for the completion of the works, also Rs. 63,797 in material, cement and stores upon the works, making a total unexpended balance of Rs. 87,813 on the 31st March.

Moorings.

29. The "screw moorings" alluded to by the Engineer in para. 31 of his report are those sent out in 1880 for use on completion of the harbour, but they have not been *screwed* into position. The "screws", which are 4 feet in diameter, have been sunk in the sea bottom by means of a powerful jet of water, which cuts a perpendicular hole to the required depth, and this can be done with considerable swell on, during the prevalence of which the moorings could not be *screwed* down by the ordinary process.

Harbour improvements.

30. In connection with the harbour improvements referred to in paras. 48 to 56 of last year's report, the Trustees would now place on record the steps which have since been taken in the matter.

31. Several suggestions were made by the Board's Engineer and considered by the Board with a view to carrying out the recommendations of the Committee appointed under G.O., Marine, No. 47, dated 9th February 1895, and the result was reported to Government in Mr. Le Fanu's letter, No. 3258, dated 20th November 1895.

Committees proposals.

32. These proposals were briefly (*a*) to construct a canal entrance, in the north-west corner of the harbour, with a deep water quay connected therewith, alongside of which a steamer could work cargo and land or ship troops and horses, &c. The cost of this entrance was estimated at Rs. 8,69,734, which it was expected Government would pay; (*b*) a boat basin in the south-west corner of the harbour inside the present water area, estimated cost Rs. 6,27,181; (*c*) additional work at south arm to render it sand-tight, necessitated by original faulty construction, Rs. 52,765; and (*d*) deepening the harbour by dredging, to provide additional berths for Steamers, Rs. 2,04,547: total Rs. 17,54,227.

Canal entrance.

33. In G.O., Marine, No. 119, dated 26th February 1896, Government sanctioned the expenditure of Rs. 54,369 upon the south arm, and approved the other works, subject to the Board being able to raise the necessary funds. It was at the same time intimated that the sum of Rupees two lakhs would probably cover the cost of the canal entrance; and that if the Board wished to expend more upon providing a deep water quay, the balance would be chargeable to Harbour Works.

Estimate Excessive.

34. G.O., 119 was considered by the Trustees at their meetings of 6th and 20th March 1896, and Government was addressed in letter No. 4894, of the latter date, to the effect that as "the total "extra expense to be incurred to give two extra berths alongside "quay walls, and three mooring berths, would be Rs. 10,30,250, the "Board is inclined to think that it would not be justified in spending this large amount, as other satisfactory arrangements might "probably be made, which would not involve so large an expenditure."

Locality of Canal uncertain.

35. Whether the north-west corner of the harbour is the best place for the canal to enter it, and indeed whether any canal to the harbour is required at all, has since been called in question, and no further action regarding harbour improvements, connected with such a canal, can be further considered until this point is settled.

Protective works to prevent Shoaling.

36. On the 17th December 1895, the Board's Engineer, in submitting his report for the quarter ending 30th September, forwarded the result of a Marine Survey of the harbour and roadstead, made by him during the few previous months, showing that not only was the foreshore advancing to the south of the harbour, but that the roadstead and the harbour entrance were also shoaling. To counteract this he proposed to build a groyne with its centre 1,250 feet south of the south arm and projecting into 6 fathoms of water; the late Chief Engineer, P. W. D. Colonel Pennycuick, C.S.I., R.E., pointed out several objections to this groyne, in which H. E. Lord Wenlock concurred (G.O., Marine, No. 119, dated 26th February 1896) and the matter has been referred to the Right Honorable the Secretary of State for India. Mr. Pogson, the Board's Engineer, is now on leave in England, and will consult with Sir Alexander Rendel upon the subject, and has been directed to report to the Board upon this and other matters, connected with the harbour, which he will take the opportunity of bringing to Sir Alexander Rendel's notice.

Referred to Sir Alexander Rendel.

37. Another important point reported upon by the Harbour Improvements Committee appointed under G.O., No. 47, is the question of improved Custom House accommodation.

Improved Custom House accommodation

Custody of Goods landed.

The report of the Committee was as follows:—"The Committee have had under consideration a suggestion by the Chamber "of Commerce, to adopt at Madras a system similar to that at Bombay, by which the Harbour Trust Board would receive into their "sheds all cargo as landed, deliver the same upon pass orders from "the Collector, warehouse goods upon warrant; and at the expiration of four months deliever to the Collector any goods not then "cleared through the Sea Customs Office; copies of correspondence "explaining the arrangements in force at Bombay are attached to "this report, and the Committee strongly recommend the adoption "of a similar procedure at Madras."

The Honorable Mr. Arundel, I.C.S., desired to study the matter fully, and in signing the report withheld assent to the above paragraph. The Trustees alluded to this proposal in para. 9 of letter No. 3258, dated 20th November 1895, when Mr. LeFanu wrote, "It "may not, perhaps, be out of place here to express my personal "opinion that I see no difficulty whatever in acceding to this request "of the Chamber of Commerce; for under the orders of Government, "the Collector of Sea Customs is, by reason of his office, as such, also "the Chairman of the Board, and it would, therefore, appear that it "should be more easy to carry such an arrangement into effect at "Madras than at other Ports, where these two offices are not held by "the same person."

Delay causing uncertainty.

The Trustees would be glad to have the points alluded to in paras. 35, 36, and 37, *supra* settled, as they are of extreme importance to the welfare of the Port, and until this has been done the Board cannot enter finally into the question of what is and what is not absolutely necessary, or desirable, and within the financial resources of the Trust.

Proposed Debenture Loan.

The unexpected additional outlay upon the completion of the harbour, and the cost of improvements and protective works, has necessitated the Board very carefully considering its financial position. The Honorable Mr. Chambers brought forward a proposal to issue a Debenture loan at 3½ per cent., with a view to repaying, in full, the debt due to the Right Honorable the Secretary of State, and to provide funds for harbour improvements.

Forecast of Receipts and charges.

In a forecast, dated 4th November 1895 this debt was taken at Rs. 50,79,227; The average income of the preceding five years was taken at Rs. 4,52,000. Provision was made for payment of interest at 3½ per cent.; for a sinking fund of one lakh annually, to repay capital loan; ordinary expenditure; up-keep and petty construction. The result arrived at was that the proposed loan of Rs. 60,00,000 could be repaid in full in thirty years.

In passing orders upon this proposal G.O., 226 Marine, dated 1st April 1896, Government were good enough, to furnish the Trust [illegible] a revised forecast, prepared in the Financial Department, with remarks, which where communicated to the Trust for consideration and for submission of revised proposals based thereon; In G.O., Financial, No. 317, dated 6th May 1896, Government has directed that pending the final disposal of the question of raising a Debenture loan by the Trust, the Government of India will be requested to sanction the advance of Rs. 10,00,000 for expenditure in 1896-97 referred to in para. 6 of letter No. 4535 printed with G.O., No. 210 Marine, dated 26th March 1896.

Chairman.

Secretary.

MADRAS,
3rd July 1896.

ADMINISTRATION REPORT

OF THE

Deputy Conservator of the Port of Madras, for the year, 1895-96.

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

VESSELS ENTERED.

	1894-95.		1895-96.	
	No.	Tons.	No.	Tons.
Steam ships Mercantile	640	1,150,037	656	1,184,644
Sailing „ „	2	2,299	1	1,400
Do. Native Crafts	77	7,657	86	9,628
Man-of-War Government ships and Transports...	6	14,589	11	15,828
	725	1,174,582	754	1,211,500

VESSELS LEFT.

	No.	Tonnage.
Steam ships Mercantile	657	1,185,999
Sailing „ „	1	1,400
Do. Native Crafts	85	9,219
Man-of-War	11	15,828
	754	1,212,446

Of the above vessels 284 were foreign going and 371 coasting.

The Revenue amounted to Rs. 1,50,970 against Rs. 1,35,260 for 1894-95 and was obtained from the following sources :—

Port Fund...	Rs.	1,19,765
Salvage	„	217
Diver Services	„	168
Hire of Port Raft	„	1,140
Boat Licenses	„	957
Shipping Office Fees and Fines...	„	860
Office Fees for Over...	„	1,419
		1,24,526
Pilotage and Boat charges connected	Rs.	22,802
Moiety of Harbour Masters Fees	„	3,640
		1,50,968

Including: 42 German. 24 Austro-Hungarian. 23 French. 2 Norwegian.

Total Foreign... 91

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

The berths in the Harbour have been equal to the requirements excepts on three occasions; the total number of vessels thus having to wait outside being 5 in all and on an average for about 6 hours each.

The S.S. "Booldana" was placed alongside the northern groyne and horses were successfully landed.

The S.S. "Fazilka" was placed alongside of the same groyne and 170 horses were discharged and walked on shore by means of a stage.

The S.S. "Argus" was berthed alongside of the northern arm and discharged stores by means of a stage from the ship to the wall.

The smoothness of the water inside the harbour has been all that was necessary.

Moorings.—The Harbour Engineer has been carrying on the work of screwing down permanent moorings. All the bow and stern moorings are nearly completed, each buoy having two lengths of $2\frac{1}{4}$" chain of 24 fathoms attached to screw piles; this will complete head and stern moorings for nine vessels, thus securing ships much more effectually than could be done by using their own anchors.

Weather.—The weather has been fine through-out the year with the exception of 11th August and 28th September on both of which days warning signals were hoisted.

Accidents.—The stern lines of the S. S. "Bhopal" carried away on the 18th June whilst the vessel was unmooring. The Engines being immediately moved ahead, a collision with the S. S. "Clan Macdonald" which was moored in the next berth to leeward, was avoided.

Stern lines of the S.S. "Dilwara" and "Curfew" parted during a heavy squall from the north on the 9th June, but no casualty occurred thereby. Whilst the S.S. "Putiala" was being taken to sea on one occasion the steering gear jammed causing her to approach dangerously near the southern groyne, but she eventually proceeded without mishap.

The S. S. "Kangra" entered the Harbour without having a Harbour Master on board, and this disregard of the Port Rules on the part of the Master of that ship nearly caused a disaster. His behaviour was reported to the owners. There were only two Harbour Masters on duty at the time and both were engaged with other vessels (the Senior Harbour Master being on leave.)

Boats.—The Steam Launch since being placed for repairs under the Harbour works has been running fairly well and is in fairly good order.

Boats have been kept in good condition but their having had to be used for shackling ships chain cables on to the mooring buoys, they have been injured to a considerable extent. Sanction has however been obtained for the construction of a mooring boat for Rs. 900 which is at present being carried out and when complete with diminish the wear and tear to the Harbour Masters boats.

Entrance lights.—The two head lights at the the end of each Harbour Wall were lit at sunset on the 1st January 1896 for the first time, giving an uniform and unbroken light all round the horizon visible about 8 miles.

foundations. The gap so formed between the Caisson and the end of the masonry wall was therefore 37 feet long, and 38 feet wide at the surface, and to confine the concrete to the required slope and position, during the process of depositing it below water, 63 blocks were set abutting the sides of the Pier and the Caisson; these blocks were then caulked to form a water-tight mould, down to 40 feet below sea level, into which 790¼ cubic yards of concrete was lowered in specially designed double canvas bags, which on reaching the bottom, turned inside-out, releasing the concrete on the bottom in still water.

9. This work was completed on the 26th April, and as the sea was calm, which was not the case with the same work at the north pier, and which caused so much delay; the divers were able to recover the whole of these blocks in two days. The Titan Crane was then travelled to shore on the 29th April, where it remained for the monsoon, during which time it underwent repairs.

10. All the special pipes running through the Caisson to the rubble base were carefully grouted, and 5½ tons of cement, mixed with half that quantity of sand, passed through them, consolidating the base beneath the Caisson. The grouting was forced through each pipe until no more cement would pass, and the bottom of the Caisson was carefully watched, and no free cement found its way to the open sea.

11. By the close of June the South Pier Caisson had been raised to its full height of 12 above High Water, and completed on the 20th July a lighthouse of mass concrete, similar to the one already completed at the North Pier, was finished; and the capping work along the South Pier, was commenced on the following day.

12. At the close of the year 2,452¾ lineal feet of the South Pier had been completed to the Sanctioned Design, measured from the Pier Head.

13. This length of capping was formed of 100 blocks of concrete built *in situ*, averaging 24 feet in length × 24 feet wide × 6 feet deep, which was equal to 13,911½ cubic yards of concrete placed in position in the year.

14. Hard wood-sleepers have also been built into the capping throughout its length for a line of rails to be laid upon it, as soon as the capping is completed.

15. **South Pier Rubble Base Protection.**—On the 26th May the repairs to the Titan Crane were completed, and it was then run out, and commenced dredging the rubble base around the Caisson preparatory to consolidating or protecting the base with an apron of concrete at 39 feet below water level, as has been done along the inner face of the superstructure, to prevent scour.

16. By the 30th June the dredging was completed, and 220¾ cubic yards of concrete had been deposited under water, around the Caisson, and along the Pier Head for a distance of 231 feet, which completed this work.

17. **Pallavaram Quarries and Concrete-making Machinery.**—The total out-turn of concrete made during the year was 23,725½ cubic yards, and 29,053¾ tons of chips were received from the quarries for the capping work along both Piers of the Harbour.

18. **Supply of Portland Cement.**—15,559 casks containing tons 2,778-7-3-12 of Portland Cement were received from England during the year, and a further Indent for a supply of 325 tons of cement was forwarded to the India Office for the South Pier Repairs.

19. The book balance of cement in store, on the 31st March 1895 was 9,304½ casks containing tons 1,661-10-0-9 and the issues during the year ending 31st March 1896 were 25,463½ casks containing tons 4,546-1-0-6 of cement including surplus cement from former shipments.

20. The balance on hand at the close of the official year was 812 casks, or tons 144-19-3-16 of Portland Cement.

21. **Protective Works North of the Harbour.**—The line of revetment protecting the foreshore to the North of the Harbour has shown no further settlement during the year. Between March and September 1895, the bay formed at the end of the revetment increased by 350 feet at a point 400 feet North of the end of the revetment, and between September 1895 and March 1896 accretion took place which advanced the High Water line East again by 250 feet, leaving a net loss of foreshore at 100 feet in the year.

22. At a point ¾ of a mile North of the end of the revetment the loss of foreshore has been 70 feet in the year.

23. **Sea Bottom within the Harbour.**—The High Water line inside the Harbour on the 31st March 1896, was in about the same position as it was at the close of last official year, but some change in its position, along the Southern half of the Harbour, took place during the year.

24. Between March and September 1895, the water line advanced about 60 feet between the Iron Pier and the South Pier of the Harbour. It then returned shorewards by 100 feet between September and December, and from December 1895 it has advanced again by 40 feet, and remain in the same position at the close of the 12 months ending 31st March 1896.

25 An accurate survey of sea bottom within the Harbour was completed in October, and no important change in the depth of the Harbour could be detected within the seven fathom line. Soundings across the entrance showed a shallowing of 3 feet; protective works to prevent further shallowing have been referred to the Secretary of State for India.

26. **Foreshore South of the Harbour.**—The High Water line has returned by 40 feet in the year near to the South Pier, but it has remained in about the same position, at 500 feet South of the South Pier and was in-shore by about 50′, at half a mile South of the Southern Arm of the Harbour.

27. Further South a steady advance of the foreshore has taken place, all along the Coast; and the:—

HIGH WATER MARK OF 31ST MARCH 1896.

at ¾	mile	South	of	Harbour,	was	50′	in advance, or East of H. W. L. of March '95
1	,,	,,	,,	65′	,,	,,	,, ,,
1¼	,,	,,	,,	25′	,,	,,	,, ,,
1½	,,	,,	,,	10′	in-shore, or West		,, ,,
1¾	,,	,,	,,	70′	in advance or East		,, ,,
2	,,	,,	,,	50′	,,	,,	,, ,,
2¼	,,	,,	,,	60′	,,	,,	,, ,,
2½	,,	,,	,,	35′	,,	,,	,, ,,

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

29. **Expenditure.**—The total outlay on the Works during the past year, including the expenditure on the Protective Works, North of the Harbour, has been Rs. 4,17,361-9-5 made up as follows :—

Outlay on Works ...	...	Rs.	3,36,831 12 9
Do. on Establishment	...	,,	63,321 5 7
Do. on Tools and Plant ...	...	,,	28,284 14 4
Net debit to Suspense Heads	...	,,	—16,076 7 3
Net outlay in the year	...	Rs.	4,17,361 9 5

30. The expenditure upon the Works during the official year was Rupees 4,17,362 including Establishment, etc., and the year closed with a cash balance upon the Sanctioned Estimate of Rupees 24,016 for the completion of the Works, and a balance of Rupees 63,797 in materials, cement and stores, already upon the Works, or a total unexpected balance upon the Sanctioned Estimate of Rupees 87,813 on the 31st March 1896.

31. **Screw Moorings.**—Since September 1895, 41 of the special Screws sent out in 1880, for the Moorings were put down by an easier and cheaper method to that for which they were designed; which due to wave motion, and the necessary Boating plant, proved so costly, and could not be sunk to the depth intended. This new system has enabled the Moorings being put down when there was a considerable sea on, and in half the time and cost, and permits of the Moorings being raised and utilized elsewhere, if required.

32. Each buoy is attached to two Screws, which are four feet in diameter and attached to a $2\frac{1}{4}$ inch chain, which takes the place of the usual Screw Pile Mooring, so objectionable where dredging may be necessary for improvements in future. The Moorings used at Madras present no difficulty in this direction, are undoubtedly the best, and by the easy and cheap method they are now sunk to any depth, with any amount of sea on, will make this abandoned design of Mooring the of the future, as sand, shells, and hard clay to any depth, presents no difficulty, and no screwing is necessary.

33. Two Moorings were also put down in the open Roadstead where screwing by the old process was impossible on account of swell and sea, and 9 berths were supplied with bow and stern Moorings and one berth with two additional stern Moorings for bulk-oil inside the Harbour, in place of the old Anchor Moorings, which have all been removed.

34. **Miscellaneous.**—The usual repairs and the up-keep of all machinery, cranes, railway lines, &c., and haulage of coal and oil traffic was done by the Harbour Works for the Traffic Department, as hitherto

A. LEE POGSON,
Engineer, Harbour Trust Board.

MADRAS,
3rd June 1896.

MADRAS HARBOUR WORKS.

Statement showing Progress during Official Year 1895-96 as shown on accompanying tracings.

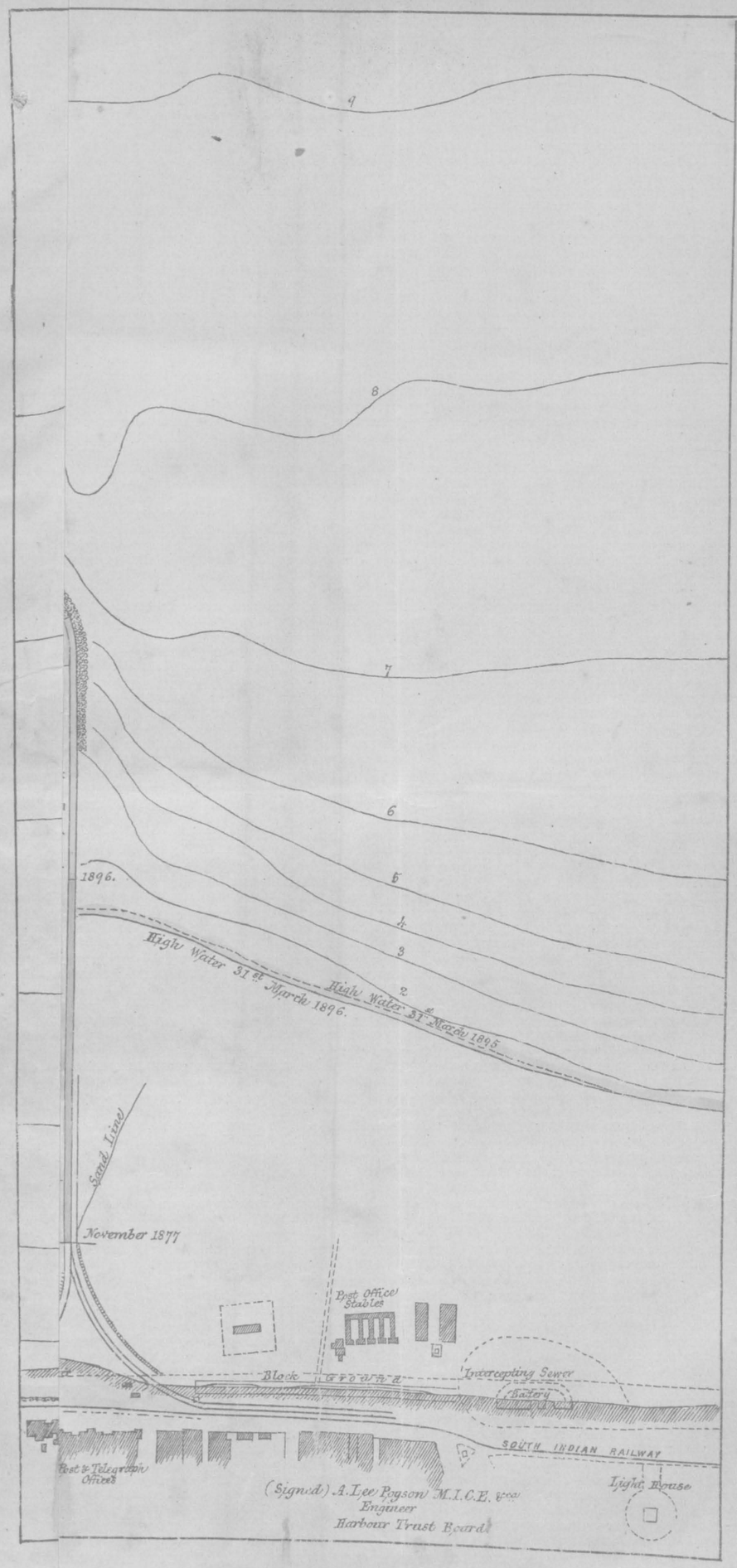
No. of Items.	Particulars and Quantity of Work during official year 1895-96.	Sub-heads of Works.	North Pier.		South Pier.			Total concrete made for Works.	Pallavaram Quarries out-turn.	Moorings.	Total Expenditure.
			Concrete capping.	Base Protection.	Pier Head Backing.	Concrete capping.	Base Protection.				
		Column.	A	B	C	D	E	F	G	H	I
1	Total quantity of blasted chips received on works.	Tons...	...	...	...	...	...	...	$29,053\frac{3}{4}$	...	...
2	Concrete blocks set and removed by divers	No....	...	...	42 Permanent. 63 Temporary.	...	...	...	...	...	...
3	Total out-turn of concrete made on works.	c. yds.	$11,690\frac{1}{4}$	43	$790\frac{1}{4}$	$12,035\frac{1}{4}$	$220\frac{3}{4}$	$24,779\frac{1}{2}$	...	...	...
4	Advance or progress of completed Piers.	Rg. ft.	$2,692\frac{1}{4}$	...	...	$2,452\frac{3}{4}$	...	...	...	...	...
5	Capping blocks made in situ.	No....	111	...	...	100	...	...	...	...	...
6	Rubble base protected with concrete apron	Rg. ft.	...	50	...	...	231	...	...	...	...
7	Mooring Screws and Chains put down.	No....	...	..	...	...	...	...	...	...	...
8	Bow Moorings completed.	,,	...	...	...	...	...	...	...	41	...
9	Stern.	,,	...	...	...	...	...	...	...	9	...
										13	...
	Expenditure under sub-heads of work approximately		59,595	532	...	39,288	3,141	2,14,631	36,990	not Construction.	3,54,177

Portland Cement.

Cement in Store last year	Tons	1,912	13 0 10
Do. received from England during year	,,	2,778	7 3 12
Do. used for Works	,,	4,546	1 0 6
Do. balance on 31st March 1896 ...	,,	144	19 3 16

MADRAS HARBOUR WORKS,

A. LEE POGSON,
Engineer, Harbour Trust Board.


9
8
7
6
5
4
3
2
1896.
High Water 31st March 1896.
High Water 31st March 1895.
Sand Lined
November 1877
Post Office
Stables
Block
Intercepting Sewer
Battery
SOUTH INDIAN RAILWAY
Post & Telegraph
Offices
Light House
(Signed) A. Lee Pogson M.I.C.E. &c.
Engineer
Harbour Trust Board

Madras Harbour Works

Plan showing extension of Revetment at Casimodu

Scale, 500 feet = 1 inch.

0 500 1000 1500 2000 ft.

H.W. 31st March 1895
H.W. 31st March 1896

TONDIARPET CUPPAM

Gows Meadow

Pettah Road

Kalvandeyam Road

Mr. Hutchinson's House

High Water 31st March 1895 & 1896

Carlton House

Talavey Coy's Jetty

H.W. 31-3-96

Boat Road

NORTH PIER

H.W. 31.3.96

H.W. Office

Probable line of H.W. with Breastwork at C.

Vegetable Garden

Huts

Street

Toddy Shop

Latrines

Pettah Road

Mr. Hutchenson's House

Kulmandapam Road

High Water 31st September 1890

Scale 200 feet = 1 inch.

0 100 200 300 400 500 600 700 800 900 1000 feet

C A S I M O D U.

(Signed) A. Lee Fogsen M.I.C.E. M.S.A.
Engineer
Harbour Trust Board.

C. HADZENSKY LITH.

6. *Coal, Coke and Patent Fuel.*—The quantity of these goods imported during the year again shows a large increase, amounting to tons 35,286, as shown by the following statement which covers a period of nine years, *viz.* :—

Year.	Coal.	Coke.	Patent Fuel.	Total.
	Tons.	Tons.	Tons.	Tons.
1887-88 ...	10,000	608	4,884	15,492
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
1895-96 ...	1,31,621	2,781	50	1,34,452

Kerosine oil.—There has been a considerable increase in the tonnage of oil imported in bulk, but no case oil has been imported during the year except a few cases from coast ports.

Screw Pile Pier.—This structure has been maintained in good working order during the year. The following statement shows the amount of revenue collected on goods passed over the pier during the past nine 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
1893-84	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
1895-96	97,397	12	0	58,297	4	0	1,55,695	0	0

Overtime work.—During the year under report the work done on Sundays, holidays and after 6-0 P.M., was as follows:—

Days.	Tonnage of goods landed and shipped.	No. of Packages delivered to Consignees.
Sundays ...	23,265	8,480 and 290 tons of iron.
Holidays ...	18,914	30,634 and 130 tons of iron
Nights ...	12,948	...
Total...	55,127	39,114 and 420 tons.

Porterage work.—This work has been very heavy during the year owing to the increased tonnage of coal, iron, machinery, &c, handled. It has, however, been done satisfactorily as few complaints have been received. A saving of some 36,000 rupees have been effected during the year which added to the savings previously reported shows a sum of 2½ lakhs as having been saved and added to the funds of the Trust during the six years that Porterage operations have been done by the Board.

The cooly Provident Fund has worked admirably during the year having met all claims, and added considerably to its balance at the end of the year.

The claims for loss and damage of goods have been much heavier than last year, *viz.*, rupees 2,205 as against rupees 1,041 in 1894-95, but it is less than the amount of claims anticipated when the budget estimate was prepared. Some 13,000 tons of goods were landed during the year after 6-0 P.M., and clerical errors in taking the marks and numbers of packages seen to be in bad order are unavoidable, after dark; while many damaged packages escape observation altogether.

The staff of the Traffic Department has worked well during the year. The Deputy Traffic Manager and the Assistant Traffic Managers have given me every assistance in their power in carrying out the arduous work of the Traffic Department.

Appended are eight statements showing the quantities of goods landed at or shipped from this port during the past four year, *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 from 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.

I. STATEMENT OF GOODS IMPORTED FROM FOREIGN PORTS.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Apparel and Effects ...	Packages...	1,068	1,017	985	989	+ 4
Alum	Barrels ...	686	910	773	1,326	+ 553
Asphalte, Tar, & Pitch.	Casks ...	2,329	2,638	2,493	2,878	+ 385
Acids	Cases ...	1,408	1,560	2,151	1,817	− 334
Arms and Guns ...	,, ...	221	250	93	74	− 19
Arrack	Casks ..	833	1,031	1,218	1,388	+ 170
Blankets... ...	Bales ...	168	28	55	47	− 8
Beef and Pork ...	Cases ...	...	...	...	...	...
Bricks ...	100 ...	551	1,550	900	600	− 300
Beer ...	Cases ...	8,710	7,013	5,408	6,944	+ 1,536
	Barrels ..	1,707	1,401	1,800	1,311	− 489
	Hogsheads	8,210	4,310	6,743	8,946	+ 2,203
Boiler	No. ...	32	48	25	34	+ 9
Corks	Bundles ...	72	50	60	57	− 3
Canvas	Bales ...	193	615	148	136	− 12
Candles	Cases ...	31,017	27,463	28,458	36,399	+ 7,941
Colours	,, ...	3,286	2,998	3,999	3,170	− 829
Confectionery Provisions and Oilmanstores	,, ...	22,129	20,829	16,508	21,045	+ 4,537
Crockery & Glassware.	Crates and Casks ...	3,817	5,300	3,627	5,479	+ 1,852
Chalk ...	Barrels ...	140	134	366	1,165	+ 799
	Tons ..	...	...	30	...	− 30
Cement ...	Casks ...	7,369	8,904	10,235	10,212	− 23
Cast Iron Pipes and Tubes ...	Tons ...	1,436	989	1,472	5,164	+ 3,692
Camphor ...	Tubs ...	4,349	5,765	5,523	4,017	− 1,506
Coal	Tons ...	49,508	58,179	76,851	101,025	+ 24,174
Coke	,, ...	778	1,018	896	1,219	+ 323
Fuel ...	,, ...	2,953	...	...	50	+ 50
Crackers... ...	Cases ..	840	327	975	1,028	+ 53
Copper Plates and Tiles	No. ...	521	7,260	4,096	7,960	+ 3,864
Corrugated Iron ...	Packages...	2,512	2,688	3,234	7,306	+ 4,072
Dynamite ..	Cases ...	8,035	10,598	9,426	14,832	+ 5,406
Earthenware ...	Crates ...	1,886	2,168	1,492	3,983	+ 2,491
Fire Clay ...	Casks ...	272	312	454	133	− 321
Flour	Bags and Barrels ...	821	1,251	1,348	1,018	− 330
Flannel	Bales ...	30	64	23	44	+ 21
Gunpowder ...	Packages...	5,987	5,883	3,384	1,537	− 1,847
Harmonium ...	Cases ...	27	24	15	7	− 8
Hardware ...	Cases and Casks ...	6,783	8,189	11,532	8,423	− 3,109
Hops	Packages	64	297	287	323	+ 36
Iron	Tons ...	17,929	18,627	10,863	17,384	+ 6,521
Iron Safes ...	No. ...	150	167	56	69	+ 13
Kerosine Oil	Cases ...	251,320	342,671	343,365	8	−343,357
	Tons ...	3,361	5,455	7,899	13,156	+ 5,257
Malt	Bags ...	407	22	56	2	− 54

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

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Millinery and Haberdashery	Cases	1,566	1,370	1,881	1,855	− 26
Matches	,,	9,125	8,927	8,140	7,956	− 184
Machinery	Tons	3,241	4,817	3,603	3,941	+ 335
Nails	Kegs	10,547	14,022	11,948	15,652	+ 3,704
Oil and Turpentine.	Drums	15,500	4,581	4,021	4,677	+ 656
Piece-goods	Cases	51,551	57,676	78,435	25,406	− 34,683
	Bales	18,664	24,071	29,432	18,346	− 7,838
Twist	Bales	5,518	6,038	4,435	21,594	
Paper	Bales	99	112	49	4,415	− 20
Piano	No.	727	346	231	103	+ 54
Printing Types	Cases	1,098	2,612	629	262	+ 31
Pig Lead	No.	10,257	5,770	8,436	1,261	+ 632
Paint	Kegs				8,879	+ 443
Rattan	Bundles	5,669	2,362	4,519	1,704	− 2,815
Rails	No.	..	...	...	5,243	+ 5,243
Soaps	Cases	970	2,172	1,050	1,366	+ 316
Salt	,,	329	153	458	370	− 88
Steel	Cases & Casks	3,343	794	395	277	− 118
Steel Bundles and Bars	No.	10,401	10,768	8,905	21,676	+ 12,771
Steel Hoop	Bundles	1,597	4,930	2,439	7,137	+ 4,698
Sodawater Bottles	Crates	1,768	1,570	2,155	2,125	− 30
Sulphur	Casks	435	1,128	10	467	+ 457
Shot	Kegs	56	248	130	185	+ 55
Sundries	Packages	33,606	56,235	53,125	54,314	+ 1,189
Specie	No.	888	768	612	644	+ 32
Sugar	Bags	1,196	4,198	1,527	1,266	− 261
Stationery	Cases	848	1,333	2,939	4,426	+ 1,487
Spelter	Cakes	8,786	22,921	4,013	7,726	+ 3,713
Saw	Cases	48	79	36	46	+ 10
Twine and Rope	Bales & Coils	455	458	862	218	− 644
Tin Plates	Boxes	4,649	6,669	4,389	5,060	+ 671
Tin Slabs	No.	...	...	2,496	5,015	+ 2,519
Timber	Tons	...	...	...	3,367	+ 3,367
Tramway's Material	Packages	...	...	5,370	2,326	− 3,044
	Tons	...	...	202	...	− 202
Wine and Spirits	Cases	44,739	36,048	36,519	37,818	+ 1,299
	Casks	658	514	713	1,346	+ 633
	Puncheons	733	1,058	139	109	− 30
Window Glasses	Cases	12,000	10,425	8,053	5,939	− 2,114
White and Red Lead	Kegs	951	737	715	779	+ 64
Yellow Metal	Cases	3,361	2,784	3,275	2,904	− 371
Zinc Sheets	Packages	1,690	1,761	1,342	299	− 1,043
Horses	No.	959	835	709	743	+ 34
Ponies	,,	112	131	208	318	+ 110
Cows	,,	15	7	7	9	+ 2
Elephants	,,	7	6	4	6	+ 2
Carriages	,,	8	9	9	28	+ 19

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

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Stores	Packages	72,434	47,040	8,915	8,852	− 63
	Tons	499	156	1,173	371	− 802
Wooden Sleepers	,,	...	...	...	3,847	+ 3,847
Fuel	,,	...	...	...	...	...
Coke	,,	544	716	703	1,562	+ 859
Coal	,,	300	237	2,948	3,048	+ 100
Timber	,,	2,083	1,448	1,364	2,399	+ 1,035
Fire Bricks	100	330	...	75	50	− 25
Boiler	No.	...	...	6	10	+ 4
Rails	,,	...	...	...	10,441	+ 10,441

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

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Stores	Packages	22,171	28,640	13,933	6,556	− 7,377
	Tons	...	992	113	596	+ 483
Coke	,,	...	...	...	...	...
Coal	,,	...	...	...	...	...
Timber	,,	...	...	...	...	...
Boiler	No.	12	10	1	...	− 1
Fire Bricks	100	...	...	190	200	+ 10

IV. STATEMENT OF GOODS IMPORTED FROM COAST PORTS.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Apparel and Effects	Packages	343	527	520	517	− 3
Alum	Barrels	187	7	149	12	− 137
Acids	Cases	125	269	305	180	− 125
Animals	No.	10	...	9	...	− 9
Arms and Guns	Cases	12	13	10	5	− 5
Boilers	No.	...	...	...	...	...
Bricks and Tiles	100	57	837	852	1,177	+ 325
Coffee	Bags	595	575	476	454	− 22
Candles	Cases	...	11	1	13	+ 12
Colours	,,	1,531	1,591	1,244	1,133	− 111
Crockery and Glassware	,,	466	426	1,233	614	− 619
Coal	Tons	13,792	22,152	17,556	27,548	+ 9,992
Coke	,,	...	...	...	...	...
Carpets	Bales	94	99	95	62	− 33
Camphor and Benjamin	Tubs	1,306	432	1,060	799	− 261
Copra	Bags	...	122	68	253	+ 185
Crackers	Cases	...	...	2	...	− 2
Copper	,,	986	557	10	433	+ 423
Do.	Tiles & Ingots	421	2,180	3,755	1,951	− 1,804
Cutch and Lac	Packages	3,191	3,554	5,208	4,611	− 597
Cast Iron Tubes and Pipes	Tons	...	...	61	224	+ 163

IV. STATEMENT OF GOODS IMPORTED FROM COAST PORTS—*contd.*

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Earthenware	Crates	2,941	407	271	1,492	+ 1,221
	Pipes	6,315	950	182	5,663	+ 5,481
Firewood	Tons	...	...	...	1,524	+ 1,524
Flour	Bags & Barrels.	11,682	12,270	18,641	19,405	+ 764
Gunnies	Bales	9,661	9,755	11,341	10,249	− 1,092
Gram and Peas, &c.	Bags	380,145	395,249	2,64,890	3,19,788	+ 54,898
Garlic	,,	1,215	6,007	7,495	4,278	− 3,217
Hardware	Cases	1,197	1,507	2,920	2,151	− 769
Horns	Bundles	980	511	856	628	− 228
Hides	Bales	9,539	6,013	6,896	6,732	− 164
Iron	Tons	293	155	202	359	+ 157
Iron Safes	No.	38	34	18	15	− 3
Kerosine Oil	Cases	...	500	...	2,643	+ 2,643
Leaves	Bundles	3,742	5,113	4,393	5,332	+ 939
Liquor	Cases	...	2,193	2,071	3,136	+ 1,065
Machinery	Tons	79	49	202	76	− 126
Millinery and Haberdashery	Cases	245	144	371	261	− 10
Oil and Turpentine.	Drums	6,369	5,941	5,829	6,265	+ 436
Paddy	Bags	75,980	23,737	19,988	29,776	+ 9,788
Piece-goods	Cases	4,756	3,499	4,814	2,040	− 1,332
	Bales				1,442	
Paper	Bales	4,898	5,420	7,962	8,428	+ 466
Paint	Kegs	693	247	277	592	+ 315
Piano	No.	12	5	8	2	− 6
Rice	Bags	205,176	110,181	1,11,384	95,765	− 15,619
Rose Water	Cases	1,815	1,357	1,594	2,367	+ 573
Rails	No.	...	...	...	28	+ 28
Seeds	Bags	25,747	13,916	12,061	19,766	+ 7,705
Skins	Bales	50,502	6,807	7,108	5,745	− 1,363
Silk	,,	699	290	488	729	+ 241
Sandalwood	Bundles	121	42	265	118	− 147
Sugar	Bags	866	1,333	2,686	1,826	− 860
Specie	No.	190	193	124	47	− 77
Sundries	Packages	47,137	48,614	52,303	51,726	− 577
Sleepers	Tons	...	...	...	1,586	+ 1,586
Soap	Cases	40	147	863	789	− 74
Sulphur	Casks	544	506	295	772	+ 477
Spice	Packages	740	640	944	1,275	+ 331
Stationery	,,	...	...	184	300	+ 116
Sodawater Bottles	Crates	...	241	1,651	8	− 1,643
Twine and Rope	Bales and Coils	775	1,068	1,309	608	− 701
Tin Plates	Boxes	912	858	1,248	658	− 590
	Slabs	...	...	78	233	+ 155
Twist	Bales	1,147	1,206	1,187	1,501	+ 314
Turmeric	Bags	4,977	5,433	5,185	3,702	− 1,483
Timber	Tons	10,595	15,264	14,154	18,196	+ 4,042
Tea	Cases	3,411	37	205	300	+ 95
Tamarind	Bundles	...	140	86	12	− 74
Yellow Metal	Cases	542	1,078	281	191	− 90
Horses...	No.	15	8	...	16	+ 16
Carriages	,,	7	24	14	16	+ 2
Ponies	,,	...	...	...	21	+ 21
Tramway Materials.	Tons	...	...	13	...	− 13

V. STATEMENT OF GOODS EXPORTED TO FOREIGN PORTS.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Bone-Meal	Bags	...	...	5,448	11,235	+ 5,787
Beer and Ale	Cases	2	13	...	1	+ 1
	Casks	7	...	...	3	+ 3
	Hogsheads	...	...	...	...	...
Cinchona Bark	Bales	529	411	123	...	− 123
Chillies	Bags & Bundles.	9	816	883	816	− 67
Cigars	Cases	556	643	613	721	+ 108
Coffee	Bags	34,613	17,737	27,864	26,283	− 1,581
Cotton	Bales	26,140	56,768	39,607	44,245	+ 4,638
Cotton Twist	,,	5,266	1,946	1,664	463	− 1,201
Coriander and Omum Seeds	Bags	1,814	7,377	10,473	6,662	− 3,811
Carpets	Bales	288	391	239	410	+ 171
Coal	Tons	313	599	152	330	+ 178
Deer Horns	Packages	1,549	767	1,477	943	− 534
Explosive	Cases	1	...	2	...	− 2
Firewood	Tons	...	...	...	...	...
Carriages	No.	2	6	7	16	+ 9
Ground Nuts	Bags	26,209	138,211	110,328	67,776	− 42,552
Gram, Peas, &c.	,,	161	1,662	489	253	− 236
Horns, Cow and Buffalo	Tons	29	23	71	154	+ 83
Hides, Tanned	Bales & Bundles.	21,812	11,149	18,519	24,922	+ 6,403
Hardware	Cases & Casks.	...	...	522	702	+ 180
Indigo	Cases & Chests.	29,933	25,008	27,416	32,046	+ 4,630
Iron	Tons	11	17	3	16	+ 13
Jaggery	Bags	56,672	52,668	17,809	42,378	+ 24,569
Myrabolams	Bags	91	563	237	2	− 235
Miscellaneous	Packages	28,547	36,531	17,763	24,825	+ 7,062
	Tons	...	...	...	50	+ 50
Onions	Bags & Baskets	5,617	17,517	16,094	19,367	+ 3,273
Oil	Casks	56	208	451	257	− 194
Provisions	Packages	...	...	4,417	5,360	+ 943
Piece-goods	Bales	4,857	7,305	7,788	10,035	+ 4,449
	Cases				2,202	
Potatoes	Bags & Baskets.	282	1,716	1,648	1,575	− 73
Poonac	Bags	16,127	31,311	47,253	65,892	+ 18,639
Piano	No.	10	15	5	10	+ 5
Paddy	Bags	5	22	...	...	...
Rice	,,	3,229	16,915	44,694	3,023	− 41,673
Redwood	Tons	1,654	733	1,113	1,194	+ 81
Salt	,,	...	...	7	13	+ 6
Seeds, Gingelly and Castor	Bags	12,654	14,777	90,571	12,877	− 77,694
Skins, Sheep & Goat, Tanned	Bales	34,063	31,535	38,649	37,344	− 1,305
Sandalwood	Bundles	330	699	288	664	+ 376

V. STATEMENT OF GOODS EXPORTED TO FOREIGN PORTS (*contd.*)

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Spirits and Wine	Cases	41	67	22	276	+ 254
	Casks	65	40	9	15	+ 6
	Puncheons ...	...	...	...	...	...
Sugar	Bags	161	1,197	1,762	3,727	+ 1,965
Specie	Boxes	48	29	104	76	— 28
Tamarind ...	Bundles ...	5,331	3,076	4,737	3,562	— 1,175
Turmeric	Bags	941	1,562	3,651	6,744	+ 3,093
Tea	Cases	1,769	1,649	2,156	1,658	— 498
Timber ...	Tons	...	...	...	9	+ 9
Wool	Bales	1,470	1,532	2,049	2,426	+ 377
Yellow Metal ...	Tons	100	417	7	5	— 2
Horses	No. ...	...	...	24	28	+ 4
Ponies	,, ...	...	...	9	21	+ 12
Elephant	,, ...	...	...	2	1	— 1
Lion	,, ...	...	...	1	...	— 1
Tiger	,, ...	...	...	1	...	— 1
Leopards	,, ...	...	...	6	...	— 6
Bear	,, ...	..	...	1	...	— 1
Sheep	,, ...	...	...	79	20	— 59
Animals ...	,,	...	...	...	9	+ 9

VI. STATEMENT OF GOODS EXPORTED TO COAST PORTS.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Beer and Ale ...	Cases ...	294	305	354	300	— 54
	Casks ...	94	91	166	76	— 90
	Hogsheads ...	41	161	107	195	+ 88
Boiler ...	No. ...	...	1	...	...	...
Bricks	100 ...	...	...	...	5	+ 5
Cinchona Bark ...	Bales ...	84	80	...	376	+ 376
Chillies	Bags & Bundles	2,907	9,207	2,444	684	— 1,760
Cigars	Cases ...	1,136	789	732	810	+ 78
Coffee	Bags ..	1,449	541	449	672	+ 223
Cotton	Bales ...	4,245	7,080	5,295	7,393	+ 2,098
Cotton Twist ...	,, ...	6,138	3,220	3,034	4,355	+ 1,321
Coriander and Omum Seeds ...	Bags ...	7,002	6,894	2,067	2,531	+ 464
Cement ..	Casks ...	8,908	132	195	324	+ 129
Carpets	Bales ...	51	41	27	41	+ 14
Coal	Tons ...	450	157	480	632	+ 152
Deer Horns ...	Packages ...	151	52	...	1	+ 1
Explosive ..	Cases ...	1,331	1,067	46	17	— 29
Eggs	Pots ...	1,125	1,198	1,263	1,006	— 257
Firewood ...	Tons ...	...	...	...	...	...
Carriages ...	No. ...	47	39	35	42	+ 7
Groundnuts ...	Bags ...	17,839	16,116	63,700	31,918	— 31,782
Gram, Peas, &c. ...	,, ...	1,226	233	372	544	+ 172
Horns, Cow and Buffalo ...	Tons ...	307	166	106	387	+ 281

VI. STATEMENT OF GOODS EXPORTED TO COAST PORTS.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96	Increase or Decrease as compared with 1894-95.
Hides	Bales & Bundles	526	535	252	285	+ 33
Hardware ...	Cases & Casks	...	...	800	2,828	+ 2,028
Indigo	Cases & Chests..	816	1,162	264	164	— 100
Iron	Tons ...	2,611	755	695	534	— 161
Old Iron ...	,, ...	...	...	165	1,693	+ 1,528
Jaggery	Bags ...	1,448	336	488	2,099	+ 1,611
Kerosine Oil ...	Cases ...	659	1,117	11,005	9,992	— 1,012
Myrabolams ...	Bags ...	291	1,112	131	78	— 53
Miscellaneous ...	Packages ...	69,584	61,706	18,312	31,686	+ 13,374
Onions	Bags & Baskets	53,406	47,062	94,737	57,420	— 37,317
Oil	Casks ...	637	346	641	357	— 284
Piece-goods	Cases ...	8,651	6,368	8,852	1,160	+ 17
	Bales ...				7,709	
Potatoes	Bags & Baskets.	24,388	30,592	20,068	18,238	— 1,830
Poonac	Bags ...	22,181	9,853	396	2,666	+ 2,270
Piano	No. ...	16	17	11	32	+ 21
Paddy	Bags ..	8,806	8,400	4,123	3,031	— 1,092
Provisions ...	Packages ...	...	...	1,565	2,260	+ 695
Rice	Bags ...	31,893	11,083	8,196	8,369	+ 173
Redwood	Tons ...	693	4	134	88	— 46
Seeds, Gingelly & Castor ...	Bags ...	2,787	36,799	68,201	77,404	+ 9,203
Skins, Sheep and Goat, Tanned ...	Bales	1,046	871	1,706	531	— 1,175
Sandalwood ...	Bundles ..	256	2,786	373	39	— 334
Spirits and Wines.	Cases	3,783	3,045	2,534	2,434	— 100
	Casks	716	992	409	253	— 156
	Puncheons ...	189	214	...	...	...
Sugar	Bags	1,419	473	1,725	3,708	+ 1,983
Specie	Boxes	510	47	75	28	— 47
Salt	Bags ...	...	...	4,001	1,040	— 2,961
Tamarind ...	Bundles ...	8,253	5,090	3,028	2,982	— 1,046
Turmeric	Bags	17,883	38,147	53,374	41,679	— 11,967
Tea	Cases	62	50	114	109	— 5
Timber	Tons	...	...	...	18	+ 18
Wool	Bales	603	463	478	1,361	+ 883
Yellow Metal ...	Tons	67	256	31	69	+ 38
Horses	No. ...	...	...	...	33	+ 33
Ponies	,, ...	...	...	...	39	+ 39

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

Department.	Description.	Class.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Accountant-General.	Specie Silver.	Boxes	582	533	489	167	− 322
	„ Copper.	„	710	780	480	150	− 330
	Notes ...	„	19	30	...	...	...
	Packages ...	No.	1	...	...	13	+ 13
Public Works Department.	Boilers ...	No.	...	...	1	...	− 1
	Coal ...	Tons.	20	...	...	...	...
	Coke ...	„	...	..	64	18	− 46
	Iron ...	„	9	19	151	3	− 148
	Bricks ...	100	...	...	17	...	− 17
	Stores ...	Pkgs.	6,494	10,812	1,875	491	− 1,384
	Coal ...	Tons.	...	1,450	145	...	...
	Iron ...	„	...	...	...	7	+ 7
	Ammunition..	Boxes	...	109	13,465	10,570	− 2,895
Ordnance ...	Boilers ...	No.	...	...	...	2	+ 2
	Stores ...	Pkgs.	28,566	21,057	16,390	9,901	− 6,389
	Timber ...	Tons.	...	...	...	77	+ 77
	Bricks ...	100	...	..	50	34	− 16
	Gun powder..	Pkgs.	...	...	...	53	+ 53
Madras Harbour Works.	Cement ...	Casks	...	..	14,000	15,600	+ 1,600
	Stores ...	Pkgs.	...	...	40	8	− 32
	Coal ...	Tons.	...	...	...	...	...
Clothing ...	Packages ...	No.	2,324	2,176	1,900	2,048	+ 148
Police ...	„ ...	„	167	196	131	166	+ 35
Salt Revenue ...	„ ...	„	291	109	79	33	− 46
Post Office ...	„ ...	„	858	742	2,886	2,021	− 865
Medical ...	„ ...	„	1,007	1,920	1,012	350	− 662
Telegraphs ...	„ ...	„	24,126	9,129	10,770	11,552	+ 782
Stationery ...	„ ...	„	1,197	1,156	1,115	707	− 308
Stamps ...	„ ...	„	1,122	1,861	1,611	2,497	+ 886
Commissariat ...	„ ...	„	7,420	2,562	3,611	2,814	− 797
Gazette Press ...	„ ...	„	149	97	249	344	+ 95
Marine ...	„ ...	„	880	806	317	157	− 160
Revenue Survey...	„ ...	„	208	25	37	43	+ 14
Agriculture ...	„ ...	„	320	140	6	3	− 3
Government Central Museum ...	„ ...	„	10	9	6	4	− 2
Under-Secy. to Government ...	„ ...	„	504	85	68	53	− 15
Supt. of Prisons...	„ ...	„	17	7	16	...	− 16
Revenue Board ...	„ ...	„	33	9	13	13	...
Forests ...	„ ...	„	10	3	1	...	− 1
Presidency College	„ ...	„	15	2	4	17	+ 13
Chemical Examiner	„ ...	„	31	36	35	23	− 12
Medical College...	„ ...	„	31	41	31	16	− 15
Dy. Collectors ...	„ ...	„	15	12	...	15	+ 15
Astronomer ...	„ ...	„	13	20	7	9	+ 2
Presy. Pay Master.	„ ...	„	8	4	...	...	...
Registration ...	„ ...	„	4	1	...	5	+ 5
Registrar of High Court ...	„ ...	„	1	4	2	12	+ 10
Civil Engineering College ...	„ ...	„	...	44	21	10	− 11
Examiner of Accounts B. M. Railway ...	„ ...	„	...	...	...	11	+ 11
Rev. Settlement ..	„ ...	„	...	...	1	4	+ 3
Executive Engineer, Military Works.	„ ...	„	...	...	2,003	879	− 1,124
	Bricks ...	100	...	...	45	...	− 45
Collector ...	Packages ...	„	...	...	4	4	...
Dy. Port Conservator ...	„ ...	„	...	...	...	60	+ 60

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

Department.	Description.	Class.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95
Controller, Military Accounts...	Packages...	No.	...	...	2	3	+ 1
Agents for Government Consignments ...	„ ...	„	...	...	501	303	− 198
Government Botanical Gardens..	„ ...	„	...	...	282	199	− 83
Commissioner of Paper currency.	„ ...	„	...	...	13	9	− 4
Inspector of Salt..	„ ...	„	...	...	...	1	+ 1
Engineer-in-Chief, B.M. Railway...	„ ...	„	...	...	...	77	+ 77
Officer in charge, Pensioners, Madras ...	„ ...	„	...	..	1	1	...
Superintendent of Central Jail ...	„ ...	„	...	...	...	7	+ 7
Meteorological Reporter ...	„ ...	„	...	...	...	3	+ 3
Pay Examiner ..	„ ...	„	...	...	1	14	+ 13
Miscellaneous Department ...	„ ...	„	852	282	24	319	+ 295

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

Department.	Description.	Class.	1892-93	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Accountant-General.	Specie Silver.	Boxes.	45	95	17	865	+ 848
	„ Copper.	„	200	163	180	95	− 85
	„ Notes...	„	13	8	6	...	− 6
	„ Packages	No.	1	1	5	7	+ 2
Bank of Madras	„ Silver.	Boxes.	...	...	...	...	...
	„ Copper	„	62	84	...	...	...
	Gun Powder..	„	...	...	...	584	+ 584
Ordnance	Packages & Pieces.	No.	5,831	9,257	8,819	6,871	− 1,948
	Ammunition.	Boxes.	...	...	...	36	+ 36
Public Works Department.	Packages & Pieces.	„	488	3,203	1,173	1,500	+ 427
	Tons ...	„	...	...	...	7	+ 7
Clothing ...	Packages & Pieces.	„	1,096	998	1,160	1,254	+ 94
Police ...	„ ...	„	974	955	933	493	− 440
Salt Revenue ...	„ ...	„	785	724	960	591	− 369
Medical ...	„ ...	„	1,610	2,166	1,027	734	− 293
Telegraph ...	„ ...	„	4,330	4,945	3,045	11,432	+ 8,387
Stationery ...	„ ...	„	780	623	680	1,010	+ 330
Stamps ...	„ ...	„	298	236	221	385	+ 164
Commissariat ...	„ ...	„	6,205	5,301	6,030	6,263	+ 233
Gazette Press ...	„ ...	„	503	478	618	496	− 122
Marine ...	„ ...	„	366	37	93	51	− 47
Revenue Board ...	„ ...	„	37	87	105	11	− 94
Revenue Settlement	„ ...	„	84	53	35	44	− 9
Revenue Survey...	„ ...	„	452	223	138	54	− 84
Superintendent of Prisons ...	„ ...	„	196	103	58	24	− 34
Registration ...	„ ...	„	43	17	62	92	+ 30
Conservator of Forests ...	„ ...	„	33	5	5	30	+ 25

STATEMENT OF STORES, &c. EXPORTED BY GOVERNMENT.—*contd.*

Department.	Description.	Class.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Government Central Museum ...	Packages & Pieces.	Box.	22	13	...	7	+ 7
Government Astronomer ...	,, ...	,,	18	13	21	3	— 18
Govt. Botanists ...	Packages ...	No.	...	...	48	24	— 24
Inspector of Salt ..	,, ...	,,	...	..	...	102	+ 102
Chemical Examiner..	,, ...	,,	1	..	1	4	+ 3
Collectors ...	,, ...	,,	9	6	...	5	+ 5
Meteorological Reporter ...	,, ...	,,	...	...	...	19	+ 19
Salt Revenue ...	,, ...	,,	...	...	...	527	+ 527
Miscellaneous Department ...	,, ...	,,	53	57	59	40	— 19
Civil Engineering College. ...	,, ..	,,	1	...	...	3	+ 3
Under Secretary to Government ...	,, ..	,,	...	...	...	5	+ 5
Post Office ...	,, ..	,,	2	2	...	295	+ 295
Medical College...	,, ...	,,	...	...	...	18	+ 18
Registrar of High Court ...	,, ...	,,	...	...	31	38	+ 7
Examiner of Accounts, B. M. Railway ...	,, ...	,,	...	...	...	10	+ 10
Executive Engineer Military Works ...	,, ...	,,	...	...	...	172	+ 172

S. HUTCHENCE,
Traffic Manager,
Harbour Trust.

Please see query on pages 2, 3, 4, 6, 17, 23, 26 & 31.

Please print as in the original

Please have these forms imposed - & shall give proof of instructions tomorrow morning about the number of copies to be printed

No. 602, MARINE, 4TH SEPTEMBER 1896.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

602 only 20/8
603 only 20/8
Report not got with maps

READ—the following paper :—

From W. P. AUSTIN, Esq., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated 3rd July 1896, No. 1400.

The Trustees have the honour to submit their report on the administration of the Madras Harbour Board for the official year 1895–96.

Constitution of the Board.

2. The Board consisted during the period of the following 10 members :—

Elected by the Chamber of Commerce.

1. Hon'ble Mr. G. L. Chambers.
2. Mr. H. Scott, for whom Mr. W. S. Shaw acted from November 1895 to February 1896.
3. Mr. R. J. Black.

Elected by the Trades' Association.

4. Mr. J. F. Davies.

Nominated by Government.

Officials.

5. Mr. Ware Austin, I.C.S., Chairman, for whom Mr. LeFanu, I.C.S., acted from April to November 1895.
6. Commander W. Powell, R.I.M., retired in February 1896, and was succeeded by Commander H. A. Street, R.I.M.
7. Mr. F. W. Ashpitel, A.M.I.C.E., resigned in January 1896, and was succeeded by Mr. F. J. Wilson.

Non-officials.

8. Mr. Cowasjee Eduljee Panday.
9. Mr. Mirza Mehdy Ispahani.
10. M.R.Ry. G. Subrayalu Chetty Garu.

Meetings held.

3. The Board held 29 meetings; and, in February, one special meeting, under section 37 of Act II of 1886, to consider the Budget Estimate of Receipts and Charges for the year 1896–97. A committee was appointed under section 17 (3), and held four meetings, to consider and report to the Board upon the financial position of the Trust. The average attendance, exclusive of the Chairman, who has attended all the Board's meetings, has been 8 against 7·6 in 1894–95.

Revenue account opening balance.

4. The opening balance of the Revenue Account on the 1st April 1895 was Rs. 7,53,318 against Rs. 11,68,742. The reduction is due to the extra repayment of Rs. 5,00,000 of capital debt made under section 32 in March 1895. During the course of the year the usual refund of Rs. 1,00,000 under section 31 was duly made, aggregating a total sum of Rs. 14,00,000 refunded to Government on account of harbour construction since the constitution of the Board up to the close of the official year 1895–96. The interest paid under section 30 was Rs. 2,27,607, at 4½ per cent. upon the outstanding capital advances.

Refund, section 31.

Interest paid on capital.

Revenue receipts.

5. Cash receipts have been well maintained; Harbour dues on goods landed and shipped have amounted to Rs. 3,93,455 against Rs. 3,59,765; Porterage receipts aggregated Rs. 1,00,892 against Rupees 91,544 in 1894–95.

6. Contributions from Port funds have only been Rs. 33,900 against Rs. 1,38,530 last year; and interest received on Government paper has been only Rs. 14,074 against Rs. 43,110.

Port funds.

7. The closing balance on the 31st March 1896 was as follows:—Government securities *par* value Rs. 4,13,900, net cost to the Trust Rs. 4,00,064, market value on that date, at 104 per cent. Rs. 4,30,456, credit for which amount is taken in the balance sheet; the difference between the net cost and the market value, Rs. 30,392, being entered *per contra* as a receipt. The cash balance, exclusive of Rs. 500 with the Traffic Manager for daily porterage charges and Rs. 15 with the cashier for meeting charges on account of postage and receipt stamps, was as follows:—cash in the Bank of Madras, Rs. 3,48,523; cash in office, Rs. 1,525; total cash and securities, Rs. 7,80,504, against Rs. 7,53,318 last year, including Rs. 3,80,000, the Government securities *par* value taken at Rupees 3,66,164, the net cost, and Rs. 14,000 due from construction account—a total of Rs. 7,67,318. The Board has, therefore, met all its charges during the past year, and closes with a financial balance, practically the same as twelve months before, although the contributions from Port funds have been upwards of Rs. 1,00,000 less.

Revenue closing balance.

8. The capital account opened with a balance of Rs. 47,24,242 due by the Board to Government, Rs. 4,54,985 were received during the year for harbour construction, Rs. 1,00,000 as reported above was repaid and the closing balance due to Government by the Trust was therefore Rs. 50,79,227 on the 31st March.

Capital account.

Advances from Revenue funds for harbour construction, amounting to Rupees 4,14,047, were made during the year, and together with Rs. 14,000 due at the end of 1894–95—total Rs. 4,28,047—were adjusted before the close of the year, by repayment to revenue from funds received from the Accountant-General for construction purposes, under the sanctioned estimate.

9. The following statement compares the budget estimate for 1895–96 and the revised estimate with actuals:—

Items.	Sanctioned budget estimate for 1895–96.	Sanctioned estimete for 1895–96.	Actuals of 1895–96.	Plus or minus.
REVENUE ACCOUNT.	Rs.	Rs.	Rs.	Rs.
Opening Balaace	7,75,750	7,53,318	7,53,318	..
Receipts.				
I. Contributions from Port funds	47,000	78,188	33,900	— 44,288
II. Beach imports: dues under section 45 (*a*), I (i), (ii), (iii) ..	1,40,000	1,70,000	1,80,043	+ 10,043
Pier ,, ,, ,, ..	60,000	70,000	67,981	— 2,019
Beach exports ,, ,, ..	25,000	28,000	30,583	+ 2,583
Pier ,, ,, ,, ..	40,000	40,000	43,723	+ 3,723
Wharfage ,, II ..	6,000	6,000	6,957	+ 957
Cranage ,, III ..	40,000	40,000	43,991	+ 3,991
Storage ,, IV ..	1,500	1,000	1,291	+ 291
Demurrage ,, V ..	500	500	482	— 28
Dues for entry of vehicles under section 45 (*c*) VI ..	12,000	12,000	12,235	+ 235
Provisions: dues on — under section 45 (*a*) I (i)	500	500	590	+ 90
Rent of properties	500	500	686	+ 186
Water: charge for — delivered at pier head	4,000	4,200	4,885	+ 685
Penalties under section 84	..	..	..	..
Sundries	200	100	18	— 82
III. Porterage under section 45 (*a*) I (iv)	..	..	..	..
Beach	50,000	60,000	64,653	+ 4,653
Pier	26,000	39,000	36,205	— 2,795
Miscellaneous	500	100	34	— 66
IV. Interest on Government of India 3½ per cent. promissory notes	14,000	14,000	14,074	+ 74
V. Refunds from construction account	..	..	5,42,321	..
Total, Receipts ..	4,67,700	5,64,088	9,70,368	..
Total ..	12,43,450	13,17,406	17,23,686	..

Items.	Sanctioned budget estimate for 1895-96.	Sanctioned estimate for 1895-96.	Actuals of 1895-96.	Plus or minus.
REVENUE ACCOUNT—*cont.*				
Charges.	Rs.	Rs.	Rs.	Rs.
I. Interest (under section 30)	2,27,500	2,27,607	2,27,607	..
II. Repayment of loan for construction of harbour under section 31	1,00,000	1,00,000	1,00,000	..
III. Refunds	1,500	1,500	1,898	+ 398
IV. Fees to Trustees	7,000	7,000	6,870	— 130
V. Chairman's allowance	4,800	4,800	4,800	..
VI. Establishments—				
1. Secretary's salary	9,600	9,600	9,600	..
2. Correspondence department	3,804	3,700	3,628	— 72
3. Accounts department	6,600	6,600	6,585	— 15
4. Cash department	5,024	5,000	4,887	— 113
5. Traffic department (Shore staff)	32,400	32,200	31,486	— 714
6. Preventive service	11,065	11,000	10,955	— 45
7. ,, boatmen	1,368	1,250	1,226	— 24
8. Tidal observatory	360	360	360	..
9. Exchange compensation allowance	2,500	3,500	3,313	— 187
10. Contribution to Government for pensions	812	812	814	+ 2
11. ,, to provident fund	3,400	3,400	3,280	— 120
VII. Contingencies—				
(*a*) Subject to regular audit—				
Postage	100	100	49	— 51
Receipt stamps	200	250	222	— 28
Telegrams	50	50	5	— 45
Furniture	500	200	139	— 61
Fees for audit	750	1,000	2,000	+ 1,000
Law charges	500	200	34	— 166
Stationery and printing	3,000	3,500	3,309	— 191
Advertisement charges	500	500	216	— 284
Uniform for preventive service, &c.	1,500	1,500	1,397	— 103
(*b*) Admissible without detailed audit—				
Overtime fees to establishment	4,000	4,500	4,454	— 46
,, to preventive service and boatmen	3,000	3,500	3,096	— 404
Miscellaneous	4,000	4,500	3,535	— 965
VIII. Petty construction and repairs—				
New works	15,000	20,000	20,087	+ 87
Repairs	10,000	10,000	9,283	— 717
Tools and plant	1,000	1,000	220	— 780
IX. Porterage—				
1. Coolies, beach	33,000	40,000	42,374	+ 2,374
2. ,, pier	15,000	18,000	16,643	— 1,357
3. ,, Custom house	10,000	13,000	12,317	— 683
4. Coasting cargo	1,500	1,300	1,385	+ 85
5. Cart hire	1,000	1,000	807	— 193
6. Engine charges	2,500	3,500	2,852	— 648
7. Steam-crane charges	2,400	2,400	2,508	+ 108
8. Refunds	2,000	5,000	5,947	+ 947
9. Claims for losses and damage of cargo	1,000	2,500	2,206	— 294
10. Provident fund deductions from coolies' wages	1,000	1,200	1,119	— 81
11. ,, contributions by the Trust	1,000	1,200	1,119	— 81
(*a*) Contingencies subject to regular audit—				
Postage	10	10	..	— 10
Receipt stamps	20	20	..	— 20
Telegrams	..	..	..	..
Furniture	200	170	97	— 73
Tarpaulins	1,500	1,700	1,471	— 229
Law charges	50	..	..	..
Stationery and printing	500	500	462	— 38
Advertisement charges	..	..	..	..
Lighting pier and yards	1,500	1,500	1,797	+ 297
(*b*) Contingencies admissible without detailed audit—				
Miscellaneous	1,500	1,500	1,068	— 432
X. Advances to construction account	..	..	5,59,527	..
Total, Expenditure	5,37,513	5,63,629	9,73,574	..
Closing Balance	7,05,937	7,53,777	7,50,112	..
Total	12,43,450	13,17,406	17,23,686	..

10. The following statement gives in detail the receipts and charges of the Revenue Account from 1st April 1895 to 31st March 1896 :—

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening Balance.			
Government securities (par value 3,80,000)	..		
1. Cash in the Bank of Madras	3,86,276 15 9	..	3,66,163 14 10
2. General cash in office	376 14 1		
3. Advance for contingencies	500 0 0		
Receipts.		3,87,153 13 10	..
I. Contributions from Port funds			
II. Beach imports : dues under section 45 (*a*) I (i) (ii) (iii)	..	..	33,900 0 0
Pier imports	1,80,042 9 3		
Beach exports ,, ,, ..	67,981 4 6		
Pier ,, ,, ,, ..	30,582 12 4		
Wharfage ,, ,, ..	43,722 12 2		
Cranage ,, II ..	6,956 15 0		
Storage ,, III ..	43,991 4 3		
Demurrage ,, IV ..	1,291 3 8		
Dues for entry of vehicles under section 45 (*a*) V ..	472 10 9		
Provisions : dues on—under section 45 (*a*) VI ..	12,235 8 3		
Rent of properties	590 1 0		
Water : charge for — delivered at pier head ..	685 12 5		
Penalties under section 84	4,884 12 0		
Sundries	..		
	17 11 1		
III. Porterage under section 45 (*a*) I (iv)—		3,93,455 4 8	..
Beach	64,652 11 10		
Pier	36,205 8 7		
Miscellaneous	33 11 0		
IV. Interest on Government of India 3½ per cent. promissory notes		1,00,891 15 5	..
Amount refunded from construction funds in repayment of advances made from time to time from revenue account from 1st March to 6th May 1895	..	14,074 0 6	..
Amount refunded from construction funds in repayment of advances made from time to time from revenue account from 1st June 1895 to 31st March 1896	..	79,000 0 0	..
Cost of Government securities purchased during the year	..	3,49,046 12 1	..
Proceeds of Government securities sold during the year	..	..	..
Difference between the cost and the market value of Government securities as fixed by the Trustees in their resolution No. 8 of 10th April 1896 ..	..	..	..
Total ..	..	..	30,392 1 2
	..	13,23,621 14 6	4,30,456 0 0
Charges.			
I. Interest (under section 30)			
II. Repayment of loan for construction of harbour under section 31	..	2,27,607 4 10	..
III. Refunds	..		
IV. Fees to Trustees	1,898 5 5	1,00,000 0 0	..
V. Chairman's allowance	6,870 0 0		
	4,800 0 0		
VI. Establishment—		13,568 5 5	..
1. Secretary's salary	9,600 0 0		
2. Correspondence department	3,628 4 5		
3. Accounts department	6,585 1 10		
4. Cash department	4,887 4 3		
5. Traffic department (Shore staff)	31,485 13 3		
6. Preventive service	10,955 2 1		
7. ,, boatmen	1,225 9 9		
8. Tidal observatory	360 0 0		
9. Exchange compensation allowance	3,313 1 7		
10. Contribution to Government for pensions ..	814 1 10		
11. ,, to provident fund	3,280 3 4		
Carried over ..	..	76,134 10 4	..
	..	4,17,310 4 7	..

Charges—cont.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Brought forward ..	..	4,17,310 4 7	..
VII. Contingencies—			
(*a*) Subject to regular audit—			
Postage	49 6 4		
Receipt stamps	221 10 0		
Telegrams	4 13 0		
Furniture	138 15 9		
Fees for audit	2,000 0 0		
Law charges	33 12 0		
Stationery and printing	3,308 13 1		
Advertisement charges	216 0 0		
Uniform for Preventive service, &c.	1,397 2 0		
(*b*) Admissible without detailed audit—			
Overtime fees to establishment	4,454 6 11	7,370 8 2	..
,, to preventive service and boatmen ..	3,095 10 4		
Miscellaneous	3,534 15 3		
VIII. Petty construction and repairs—			
New works	20,086 13 10	11,085 0 6	..
Repairs	9,282 7 2		
Tools and plant	220 0 0		
IX. Porterage—			
1. Coolies, beach	42,374 0 4	29,589 5 0	..
2. ,, pier	16,643 6 8		
3. ,, Custom house	12,317 5 5		
4. Coasting cargo	1,384 10 8		
5. Cart hire	806 13 9		
6. Engine charges	2,852 6 7		
7. Steam-crane charges	2,507 12 11		
8. Refunds	5,947 5 1		
9. Claims for losses and damage of cargo ..	2,205 12 7		
10. Provident fund deductions from coolies' wages	1,118 8 4		
11. Provident fund contributions by the Trust ..	1,118 8 4		
(*a*) Contingencies—			
Subject to regular audit—		89,276 10 8	..
Postage	0 3 0		
Receipt stamps	..		
Telegrams	97 2 0		
Furniture	1,471 0 0		
Tarpaulins	..		
Law charges	461 15 2		
Stationery and printing	..		
Advertisement charges	1,796 14 10		
Lighting pier and yards			
(*b*) Contingencies—		3,827 3 0	..
Admissible without detailed audit—			
Miscellaneous	..		
X. Advances to construction account	..	1,068 0 10	
Government securities purchased during the year ..	..	4,14,046 12 1	
,, ,, sold during the year ..	..	..	..
Total, Expenditure ..	..	9,73,573 12 10	..
Closing balance on the 31st March 1896—			
Government securities (par value 4,13,900) net cost	4,00,063 14 10		4,30,456 0 0 at (104 per cent.)
Cash in the Bank of Madras	3,48,523 0 6	..	..
General cash in office	1,025 1 2		
Advance for contingencies	500 0 0		
Total ..	..	3,50,048 1 8	..
	..	13,23,661 14 6	4,30,456 0 0

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.

11. The following statement compares in detail the receipts and charges of the past year with 1894–95 :—

Items.	Actuals of 1894-95.	Actuals of 1895-96.	Plus or minus.
REVENUE ACCOUNT.			
Opening Balance	Rs. 11,68,742	Rs. 7,53,318	Rs. ..
Receipts.			
I. Contributions from Port funds	1,38,530	33,900	— 1,04,630
II. Beach imports: dues under section 45 (*a*) I (i) (ii) (iii)	1,47,071	1,80,042	+ 32,971
Pier imports: dues under section 45 (*a*) I (i) (ii) (iii)	66,886	67,981	+ 1,095

Items.	Actuals of 1894-95.	Actuals of 1895-96.	Plus or minus.
REVENUE ACCOUNT—*cont.*			
Receipts—cont.	Rs.	Rs.	Rs.
Beach exports: dues under section 45 (*a*) I (i) (ii) (iii)			
Pier exports: dues under sections 45 (*a*) I (i) (ii) (iii)	31,232	30,583	— 649
Wharfage: dues under section 45 (*a*) II ..	46,909	43,723	— 3,186
Cranage: duesunder sections 45 (*a*) III ..	5,105	6,957	+ 1,852
Storage: dues under section 45 (*a*) IV ..	42,741	43,991	+ 1,250
Demurrage: dues under section 45 (*a*) V ..	1,413	1,291	— 122
Dues for entry of vehicles under section 45 (*c*) VI	575	473	— 102
Provisions: dues on—under section 45 (*a*) I (i)	11,869	12,235	+ 366
Rent of properties	599	590	— 9
Water: charge for—delivered at pier head..	687	686	— 1
Penalties under section 84	4,497	4,885	+ 388
Sundries	..	..	..
III. Porterage under section 45 (*a*) I (iv) ..	181	17	— 164
Beach	..	..	..
Pier	53,929	64,653	+ 10,724
Miscellaneous	34,914	36,206	+ 1,292
IV. Interest on Government of India 3½ per cent. promissory notes	2,701	34	— 2,667
V. Refunds from construction account	43,110	14,074	— 29,036
	31,000	4,28,047	+ 3,97,047
Total, Receipts ..	6,63,949	9,70,368	..
Total ..	18,32,691	17,23,686	..
Charges.			
I. Interest (under section 30)	2,22,913	2,27,607	+ 4,694
II. Repayment of loan for construction of harbour under section 31	6,00,000	1,00,000	— 5,00,000
III. Refunds	764	1,898	+ 1,134
IV. Fees to Trustees	6,210	6,870	+ 660
V. Chairman's allowances	4,800	4,800	..
VI. Establishment—			
1. Secretary's salary	9,600	9,600	..
2. Correspondence department	3,584	3,628	+ 44
3. Accounts department	6,624	6,585	— 39
4. Cash	4,717	4,887	+ 170
5. Traffic ,, (Shore staff)	27,890	31,486	+ 3,596
6. Preventive service	12,436	10,955	— 1,481
7. ,, boatmen	1,204	1,226	+ 22
8. Tidal observatory	120	360	+ 240
9. Exchange compensation allowance ..	4,362	3,313	— 1,049
10. Contribution to Government for pensions.	826	814	— 12
11. ,, to provident fund	3,121	3,280	+ 159
VII. Con ingencies—			
(*a*) Subject to regular audit—			
Postage	57	49	— 8
Receipt stamps	215	222	+ 7
Telegrams	27	5	— 22
Furniture	194	139	— 55
Fees for audit	..	2,000	+ 2,000
Law charges	51	34	— 17
Stationery and printing	3,180	3,309	+ 129
Advertisement charges	230	216	— 14
Uniform for preventive service, &c. ..	1,442	1,397	— 45
(*b*) Admissible without detailed audit—			
Overtime fees to establishment ..	4,352	4,455	+ 103
,, to preventive service and boatmen	3,407	3,096	— 311
Miscellaneous	4,431	3,535	— 896
VIII. Petty construction and repairs—			
New works	11,251	20,087	+ 8,836
Repairs	10,484	9,282	— 1,202
Tools and plant	1,712	220	— 1,492
IX. Porterage—			
1. Coolies, beach	35,896	42,374	+ 6,478
2. ,, pier	16,636	16,644	+ 8
3. ,, Custom house	11,228	12,317	+ 1,089
4. Coasting cargo	1,515	1,385	— 130
5. Cart hire	..	807	+ 807
6. Engine charges	3,335	2,852	— 483
7. Steam-crane charges	2,412	2,508	+ 96
8. Refunds	4,396	5,947	+ 1,551
9. Claims for losses and damage of cargo ..	1,041	2,205	+ 1,164
10. Provident fund deductions from coolies' wages	1,023	1,119	+ 96
11. Provident fund contributions by the Trust	1,023	1,119	+ 96

Items.	Actuals of 1894–95.	Actuals of 1895–96.	Plus or minus.
REVENUE ACCOUNT—*cont.*			
Charges—cont.	Rs. A. P.	Rs. A. P.	Rs. A. P.
(*a*) Contingencies subject to regular audit—			
Postage	..	..	..
Receipt stamps	3	..	— .. 3
Telegrams	..	..	..
Furniture	65	.. 97	+ .. 32
Tarpaulins	1,225	1,471	+ 246
Law charges	..	..	..
Stationery and printing	320	.. 462	+ .. 142
Advertisement charges	..	..	..
Lighting pier and yards	1,465	.. 1,797	+ .. 332
(*b*) Contingencies admissable without detailed audit—			
Miscellaneous	2,586	1,068	— 1,518
X. Advances to construtions account	45,000	4,14,047	+ 3,69,047
Total, Expenditure ..	10,79,373	9,73,574	..
Closing Balance ..	7,53,318	7,50,112	..
Total ..	18,32,691	17,23,686	..

12. The variations in receipts, which call for remark as shown in the above statement, may be explained as follows :—

Imports.—Beach + Rs. 32,971 and pier + Rs. 1,095 due to larger importation of coal, coke, iron and timber. *Exports*—Beach—Rs. 649 and pier—Rs. 3,186, has been caused by the smaller quantities of ground-nuts, rice and seeds exported. *Wharfage* + Rs. 1,852 due to the increased space occupied for the storage of coal, coke, timber, and iron pipes. *Cranage* + Rs. 1,250 due to the increased quantities of iron pipes for various municipalities landed at the pier. The other items call for no comment. *Porterage*—The increased receipts are due to the increased work done in the handling of coal, iron and timber. The reduction in the item "Miscellaneous" is owing to items previously brought under this head being now classified in more detail. The *interest* realised on Government securities is less by Rs. 29,036, owing to reduction in the rate of interest, and to sale of paper to repay the additional Rs. 5,00,000, refund of capital last year.

13. *Charges*.—Interest on capital advances has increased by Rs. 4,694. *Refunds* + Rs. 1,134 due to payment of harbour dues, upon coal principally, being levied upon B/L quantities, and adjustments made when the exact quantities actually landed have been ascertained. *Fees to Trustees* + Rs. 660, due to four more meetings of the Board having been held, to an improved average attendance of the Trustees, viz., an increase from 7·6 to 8, and to the formation of a committee, which held four sittings. *Salaries* show a net increase under all heads of establishment of Rs. 1,650 due to extra expenditure in the Traffic department, Rs. 3,596 by charging to it the salaries of preventive officers working on shore, and to the establishment previously debited to *Porterage* being also charged to Traffic. *Contingencies* call for no comment, the only item of any importance being Rs. 2,000, audit fees, paid for the years 1893–94 and 1894–95 under the orders of Government, upon the completion of the audit of the accounts for those years. *Overtime fees* show a small net reduction, and *Miscellaneous* is less by Rs. 896. *Petty construction* has cost Rs. 20,087—an increase of Rs. 8,836, due to improved facilities given for the removal of coal by rail. *Repairs* have cost less by Rs. 1,202, and only Rs. 220 have been spent on *Tools* and *plant*. *Porterage charges* have increased in nearly all items, Rs. 7,575 extra having been paid for cooly labour for extra work done in the handling of cargo, chiefly due to larger quantities of coal, coke and iron imported. *Cart-hire*, Rs. 807 has been incurred in the transport of combustibles to the combustible shed, as the Customs authorities now decline to permit consignees to clear direct from the Board's premises as was hitherto usual. *Engine charges*.—The Board has ceased to haul coal, and this item will be largely reduced in future. *Refunds* + Rs. 1,551 due to larger quantities of coal being loaded direct into railway vechicles, and stacking charges being

refunded; the total saving to the trade of the port under this head during the year has been no less than Rs. 5,947. *Claims for damage* + Rs. 1,164.—The ordinary claims have not increased much. The excess is chiefly due to damage caused by rain water to a valuable carriage imported from Scotland, the claim on account of which was compromised for a sum of Rs. 750. Other items need no comment.

PROVIDENT FUND.

STATEMENT of Receipts and Charges from 1st April 1895 to 31st March 1896.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.			
Government securities (par value Rs. 73,500)	..	..	76,057 9 4
Cash in the Bank of Madras	..	9,493 2 6	..
Receipts.			
Revenue Department's collection	3,249 14 11		
Do. Trust contribution	3,250 1 8		
Harbour Work's collections	2,966 13 4		
Do. Trust contribution	2,966 13 4		
Harbour Master's collections	1,135 5 0		
Do. Trust contribution	1,135 5 0		
Instalments of refund of loan granted to employés	61 0 0		
		14,765 5 3	..
Interest realised on Government Promissory Notes	..	2,199 2 4	..
Government Securities (par value Rs. 73,500)—			
Actual cost	76,057 9 4	..	..
Market value at 104 per cent.	76,440 0 0	..	..
Net gain	..	..	382 6 8
Total	..	26,757 10 1	76,440 0 0
Charges.			
Paid to employés who have left the Trust service subscriptions and Trust contributions—			
Revenue Department	1,317 6 8		
Paid to employés who have left the Trust service subscriptions and Trust contributions—			
Harbour Work's Department	14,217 14 7		
Paid to employés who have left the Trust service subscriptions and Trust contributions—			
Harbour Master's Department	..		
Paid to employés their own subscriptions only—			
Revenue Department	77 1 9		
Paid to employés their own Subscriptions only—			
Harbour Works Department	..		
Paid to employés their own subscriptions only—			
Harbour Master's Department	..		
Premia on Policies of Life Assurance	1,184 9 4		
Amount of loans granted to employés	560 0 0		
		17,357 0 4	
Closing balance.			
Government securities (par value Rs. 73,500) at 104 per cent.	..	..	76,440 0 0
Cash in the Bank of Madras	8,064 13 4	..	..
Cash in Office	1,335 12 5	9,400 9 9	..
Total	..	26,757 10 1	76,440 0 0

The Board's Provident fund has again demonstrated its value, by payments made to Harbour Works employés, to the amount of Rs. 14,218, disbursed to men who have been thrown out of employment as the harbour neared completion. This has been done without reducing the amount invested in Government paper, Rs. 73,500 *par* value, which has cost Rs. 76,058, and was worth at 104 per cent. market value on the 31st March, Rs. 76,440.

Advantage has been taken of the large cash balance to grant small temporary loans to various individuals at the discretion of the Chairman, who, in each such case, has been appointed the subscriber's nominee.

The closing cash balance on the 31st March was Rs. 9,400, or only Rs. 93 less than the previous year. It has been necessary to keep this large cash balance to meet payments; and since the close of the year the greater portion of it has been required to meet further payments due to reductions in Harbour Works Staff, upon the completion of the harbour, according to the sanctioned design.

COOLIES PROVIDENT FUND.

STATEMENT of Receipts and Charges from 1st April 1895 to 31st March 1896.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.			
Government securities (par value Rs. 1,500)			1,555 10 0
Cash in the Bank of Madras		208 12 7	..
Receipts.			
Deduction from coolies' wages	1,118 8 4		
Contribution by the Trust	1,118 8 4		
Amount of undisbursed wages credited under Chairman's order, No. 2605, dated 9th January 1893	37 5 4		
Interest on Government Investment	50 2 4		
		2,324 8 4	..
Cost of Government Securities par value Rs. 1,500	1,555 10 0		
Market value at 104 per cent.	1,560 0 0		
Grain in value	..	..	4 6 0
Total ..	..	2,533 4 11	1,560 0 0
Charges.			
Pensions to widows of coolies who died from effects of accidents ..	41 3 2		
Do. to coolies permanently invalided	83 14 3		
Allowance to wounded coolies while under treatment in the hospital at 4 annas per diem	453 10 0		
Allowance for 101 marriages amongst the families of coolies ..	735 0 0		
Do. for 60 births amongst the families of coolies	109 0 0		
Do. for 76 deaths do. do.	216 0 0		
		1,638 11 5	
Government securities purchased during the year			..
Do do. sold during the year			..
Closing balance.			
Government securities (par value Rs. 1,500) at 104 per cent. ..	..	..	1,560 0 0
Cash in the Bank of Madras	..	894 9 6	..
Total ..	..	2,533 4 11	1,560 0 0

The above fund has continued in a flourishing condition. The income has been Rs. 2,325 against Rs. 2,122 last year, and the disbursements have increased from Rs. 1,214 to Rs. 1,639, of which Rs. 454 have been paid to coolies incapacitated from work, through accidents, while detained in hospital under treatment. These allowances are paid in arrears only upon production of a medical certificate. Nearly all the cases of accident are treated at the North Black Town Hospital, in charge of the Surgeon of the First District. No accident has terminated fatally during the year. It is to be noted that the allowances granted from this fund for marriages and births have considerably increased. There were during the year 101 marriages amongst the coolies as against 66 last year, and the births rose from 49 to 60. The deaths were 76 against 64; this, however, does not represent casualties from natural or other causes amongst the coolies themselves; the allowances are granted to any cooly in whose family a death occurs.

16. The following shows the receipts and charges of the Biden Home account from 1st April 1895 to 31st March 1896:—

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening 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	
Receipts.			
Interest on investments	34 14 6		
Rent from Harbour Masters	1,335 0 0		
Profits realised on boarding seamen	20 15 8		
Miscellaneous	..		
		1,390 14 2	
			3,929 1 7

Charges.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Establishment	492 0 0		
Exchange compensation allowance	53 12 6		
Contingencies	52 10 0		
Municipal tax	366 0 0		
Repairs	8 2 0		
		972 8 6	
Closing balance.			
Government securities	1,000 0 0		
Cash in the Bank of Madras	1,906 9 1		
Cash with the Superintendent	50 0 0		
		2,956 9 1	
			3,929 1 7

Biden Home.

Receipts have aggregated Rs. 1,391 against Rs. 1,242 last year, while the charges have been reduced from Rs. 1,131 to Rs. 973. The closing balance amounted to Rs. 2,957, of which Rs. 1,907 were in cash in the Bank of Madras. The Board has sanctioned an estimate for repairs to the building Rs. 1,100, and this will be met from the above cash balance. The accommodation reserved for seamen has been sufficient, and will be improved during the course of repairs.

Port Officer's report.

17. The Deputy Port Conservator reports that the number and tonnage of vessels entering the port shows an increase over the previous year. This increase is in the coasting trade, the foreign-going steamers show little variation. No accident of any importance has occurred during the year. The entrance lights at the end of each arm of the harbour were lit at sunset on the 1st January 1896 for the first time, and have been maintained up to date; they are in charge of the Port officer. Port and Pilotage fund collections amounted to Rs. 1,50,970 against Rs. 1,35,260, an increase of Rs. 15,710 during the year. The berths inside the harbour have been sufficient for the requirements of the port, except on three occasions. In all five steamers were detained outside, for want of space within the harbour for an average time of 6 hours each. The time ball referred to by the Deputy Conservator was sanctioned by the Board on the 27th April 1894, and has since been in the hands of its Engineer, whose attention will be called to the matter on his return from leave.

Traffic Department.

18. The Traffic Manager's report gives, as usual, much useful and interesting information. The quarterly reports have been regularly submitted, with tables of imports and exports; and these it is proposed to continue, although harbour construction has been completed, as the information is useful to the mercantile community.

Revenue collectors.

19. The revenue collections for 1894–95 as compared with 1895–96 can be seen at a glance in paragraph 2 of the report (page 25), and from the table of receipts given in paragraph 4, it is to be noted that the dues collected have exceeded every year except 1891–92, when imports were abnormally heavy, owing to the large quantity of rice landed, consequent upon scarcity in the districts. This is further illustrated in paragraph 5, which deals with the tonnage imported and exported, the figures being 436,340 tons in 1891–92 and 429,771 tons in 1895–96.

Total tonnage of imports and exports.

Increase in coal, iron and timber.

20. As explained by the Traffic Manager, the increase is in coal, iron, timber and gram imported. Of these items, *coal* has steadily risen from 10,000 tons in 1887–88 to 97,500 tons in 1894–95 and to 131,621 tons in 1895–96. Of this quantity, 101,025 tons were imported from foreign ports, chiefly from England, though a few thousand tons came from Australia, and 30,596 came from Calcutta. The Madras Railway only landed 3,048 tons. The

South Indian Railway none. *Iron* compared with last year increased 6,521 tons, and cast-iron pipes 3,692 tons: total 10,213 tons. *Timber* 3,367 tons of Norwegian pine were imported for the gold mines at Mysore, and other timber, chiefly teak from Burma, rose from 14,154 tons to 18,196 tons, an increase of 4,042 tons: total increase 7,409 tons. *Gram* shows an advance of 54,898 bags.

21. Manchester piece-goods show a decline of 34,683 bales and cases; twist 7,838 bales. Piece-goods imported from coast ports, *i.e.*, *vid* Bombay or Calcutta, have also fallen by 1,332 bales and cases.

Decrease in Manchester goods.

22. Other important items of foreign trade show the following variations:—

Exports.—Cigars + 108 cases; coffee — 1,581 bags; cotton + 4,638 bales; indigo + 4,630 chests; jaggery + 24,569 bags; seeds — 77,694 bags; tanned skins—1,305 bales; tanned hides + 6,403 bales; sugar + 1,965 bags; turmeric + 3,093 bags.

Variations in exports.

It will be noted from the above that the cigar industry of Southern India is steadily progressing, and that the outturn of tanneries shows no sign of diminution; the total number of bales of tanned skins and hides exported has risen 5,098 bales. This is one of the oldest of Madras industries.

Imports.—Dynamite + 5,406 cases; candles + 7,941 cases; copper + 3,864 tiles; corrugated galvanised iron sheets + 4,072 packages; kerosine oil — 343,357 cases and + 5,257 tons bulk oil; Rails + 15,684 No.; wooden-sleeeprs + 3,847 tons; Timber + 4,402 tons.

Varations in imports.

These figures emphasise, apart from the increase of the coal trade, the importance of the gold mines of Mysore; the dynamite, candles, sheet iron and timber, being nearly all for that destination. With regard to the kerosine oil trade, it is to be noted that bulk oil has almost entirely displaced case oil, the importation of which from foreign ports has ceased, while the bulk oil brought in tank steamers has increased from 3,361 tons in 1892–93 to 13,156 tons in 1895–96.

Porterage.—The Traffic Manager reports this work has been very heavy during the year, owing to the increased tonnage handled and has been carried out satisfactorily. The savings to the trust have amounted to Rs. 36,000, making a total for the six years during which the porterage has been conducted by the Traffic Department of Rs. 2½ lakhs added to the Trust's funds. A reduced scale of charges has been in operations since December 1894, which during the year has resulted in a further saving of Rs. 25,000 to the trade of the port.

23. *Harbour Works.*—The Board's Engineer reports in full detail regarding the progress made during the year. The work consisted, in adding, to the south pier, mass concrete to complete the pier head caisson, to connect it with the bonded blockwork, to construct the lighthouse at that pier head, and to add the capping from end to end, thus making the south arm identical with the north. The rubble base around the caisson was protected with an apron of cement concrete, at a depth of 39 feet below water level, as has been done along the inner face of the superstructure, to prevent scour.

Harbour Works.

24. At the close of the official year under review there remained six weeks' work to complete the harbour, including putting down head and stern screw moorings, to each berth inside the harbour, and two outside; and the Engineer reports that the harbour was so completed to the sanctioned design, on the 9th May, within the sanctioned estimate.

Harbour completed 9th May 1896.

25. The line of rubble revetment protecting the foreshore north of the harbour has not shown any further settlement during the year. The bay formed by erosion, immediately beyond its northern

Protective revetment north of harbour.

termination, has resulted in a net loss of foreshore of 100 feet at a point 400 feet north from the end of the rubble; three-quarters of a mile north, the loss of foreshore has been 70 feet. All land threatened by erosion, during the year, has been acquired, at a cost of Rs. 12,401.

Sea bottom inside harbour.

26. The sea bottom inside the harbour was surveyed, and no important change in depth could be detected within the seven fathom line. Soundings across the entrance between the pier heads show that there has been a shallowing to the extent of 3 feet. Protective works to prevent further shallowing have been proposed, and submitted to the Right Honourable the Secretary of State for India, for reference to Sir Alexander Rendel.

Entrance shallowing.

Advance of foreshore south of harbour.

27. The foreshore south of the harbour continues to advance seaward, but it has receded by 40 feet near to the south arm, has remained stationary at 500 feet south and thence has receded by about 50 feet to about half a mile south. Further south, a steady advance of the foreshore has taken place all along the coast, details of which are recorded in paragraph 27 of the Engineer's report.

Cash outlay on harbour works.

28. The net outlay on works during the year has been Rs. 4,17,362, leaving a balance at the close of Rs. 24,016 for the completion of the works, also Rs. 63,797 in material, cement and stores upon the works, making a total unexpended balance of Rs. 87,813 on the 31st March.

Moorings.

29. The "screw moorings" alluded to by the Engineer in paragraph 31 of his report are those sent out in 1880 for use on completion of the harbour, but they have not been *screwed* into position. The "screws," which are 4 feet in diameter, have been sunk in the sea bottom by means of a powerful jet of water, which cuts a perpendicular hole to the required depth, and this can be done with considerable swell on, during the prevalence of which the moorings could not be *screwed* down by the ordinary process.

Harbour improvements.

30. In connection with the harbour improvements referred to in paragraphs 48 to 56 of last year's report, the Trustees would now place on record the steps which have since been taken in the matter.

31. Several suggestions were made by the Board's Engineer and considered by the Board with a view to carrying out the recommendations of the Committee appointed under G.O., No. 47, Marine, dated 9th February 1895, and the result was reported to Government in Mr. Le Fanu's letter, No. 3258, dated 20th November 1895.

Committee's proposals.

32. These proposals were briefly (*a*) to construct a canal entrance, in the north-west corner of the harbour, with a deep water quay connected therewith, alongside of which a steamer could work cargo and land or ship troops and horses, &c. The cost of this entrance was estimated at Rs. 8,69,734, which it was expected Government would pay; (*b*) a boat basin in the south-west corner of the horbour inside the present water area, estimated cost Rs. 6,27,181; (*c*) additional work at south arm to render it sand-tight, necessitated by original faulty construction, Rs. 52,765; and (*d*) deepening the harbour by dredging, to provide additional berths for steamers, Rs. 2,04,547: total, Rs. 17,54,227.

Canal entrance.

33. In G.O., No. 119, Marine, dated 26th February 1896, Government sanctioned the expenditure of Rs. 54,369 upon the south arm, and approved the other works, subject to the Board being able to raise the necessary funds. It was at the same time intimated that the sum of rupees two lakhs would probably cover the cost of the canal entrance; and, that if the Board wished to expend more upon providing a deep water quay, the balance would be chargeable to Harbour Works.

34. G.O., No. 119, was considered by the Trustees at their meetings of 6th and 20th March 1896, and Government was addressed in letter No. 4894 of the latter date, to the effect that as "the total extra expense to be incurred to give two extra berths alongside quay walls, and three mooring berths, would be Rs. 10,30,250, the Board is inclined to think that it would not be justified in spending this large amount, as other satisfactory arrangements might probably be made, which would not involve so large an expenditure."

Estimate excessive.

35. Whether the north-west corner of the harbour is the best place for the canal to enter it, and indeed whether any canal to the harbour is required at all, has since been called in question, and no further action regarding harbour improvements, connected with such a canal, can be further considered until this point is settled.

Locality of canal, uncertain.

36. On the 17th December 1895, the Board's Engineer, in submitting his report for the quarter ending 30th September, forwarded the result of a Marine Survey of the harbour and roadstead, made by him during the few previous months, showing that not only was the foreshore advancing to the south of the harbour, but that the roadstead and the harbour entrance were also shoaling. To counteract this he proposed to build a groyne with its centre 1,250 feet south of the south arm and projecting into 6 fathoms of water; the late Chief Engineer, Public Works Department, Colonel Pennycuick, C.S.I., R.E., pointed out several objections to this groyne, in which His Excellency Lord Wenlock concurred (G.O., No. 119, Marine, dated 26th February 1896), and the matter has been referred to the Right Honourable the Secretary of State for India. Mr. Pogson, the Board's Engineer, is now on leave in England, and will consult with Sir Alexander Rendel upon the subject, and has been directed to report to the Board upon this and other matters, connected with the harbour, which he will take the opportunity of bringing to Sir Alexander Rendel's notice.

Protective works to prevent shoaling.

Referred to Sir Alexander Rendel.

37. Another important point reported upon by the Harbour Improvements Committee appointed under G.O., No. 47, is the question of improved custom house accommodation.

The report of the Committee was as follows:—"The Committee have had under consideration a suggestion by the Chamber of Commerce, to adopt at Madras a system similar to that at Bombay, by which the Harbour Trust Board would receive into their sheds all cargo as landed, deliver the same upon pass orders from the Collector, warehouse goods upon warrent; and at the expiration of four months deliver to the Collector any goods not then cleared through the Sea Customs Office; copies of correspondence explaining the arrangements in force at Bombay are attached to this report, and the Committee strongly recommend the adoption of a similar procedure at Madras."

Improved Custom House accommodation.

Custody of goods landed.

The Honourable Mr. Arundel, I.C.S., desired to study the matter fully, and in signing the report withheld assent to the above paragraph. The Trustees alluded to this proposal in paragraph 9 of letter No. 3258, dated 20th November 1895, when Mr. Le Fanu wrote, "It may not, perhaps, be out of place here to express my personal opinion that I see no difficulty whatever in acceding to this request of the Chamber of Commerce; for under the orders of Government, the Collector of Sea Customs is, by reason of his office, as such, also the Chairman of the Board, and it would, therefore, appear that it should be more easy to carry such an arrangement into effect at Madras than at other ports, where these two offices are not held by the same person."

The Trustees would be glad to have the points alluded to in paragraphs 35, 36, and 37 *supra* settled, as they are of extreme importance to the welfare of the port, and until this has been done the Board cannot enter finally into the question of what is and what is not absolutely necessary, or desirable, and within the financial resources of the Trust.

Delay causing uncertainty.

The unexpected additional outlay upon the completion of the harbour, and the cost of improvements and protective works, has necessitated the Board very carefully considering its financial position. The Hon'ble Mr. Chambers brought forward a proposal to issue a debenture loan at $3\frac{1}{2}$ per cent. with a view to repaying, in full, the debt due to the Right Hon'ble the Secretary of State, and to provide funds for harbour improvements.

Proposed debenture loan.

In a forecast, dated 4th November 1895, this debt was taken at Rs. 50,79,227; the average income of the preceding five years was taken at Rs. 4,52,000. Provision was made for payment of interest at $3\frac{1}{2}$ per cent.; for a sinking fund of one lakh annually, to repay capital loan; ordinary expenditure; upkeep and petty construction. The result arrived at was that the proposed loan of Rs. 60,00,000 could be repaid in full in thirty years.

Forecast of receipts and charges.

In passing orders upon this proposal, G.O., No. 226, Marine, dated 1st April 1896, Government were good enough to furnish the Trust with a revised forecast, prepared in the Financial Department, with remarks, which were communicated to the Trust for consideration and for submission of revised proposals based thereon; in G.O., No. 317, Financial, dated 6th May 1896, Government has directed that pending the final disposal of the question of raising a debenture loan by the Trust, the Government of India will be requested to sanction the advance of Rs. 10,00,000 for expenditure in 1896–97 referred to in paragraph 6 of letter No. 4535, printed with G.O., No. 210, Marine, dated 26th March 1896.

(Signed) W. AUSTIN,
Chairman.
(„) C. PINSENT,
Secretary.

MADRAS,
3rd July 1896.

ENCLOSURE.

Administration report of the Deputy Conservator of the Port of Madras for the year 1895–96.

The number and tonnage of vessels entering and leaving the Port of Madras during the year is shown in the following statement, and shows an increase over the preceding year in numbers and tonnage:—

Vessels entered.

	1894-95.		1895-96.	
	NO.	TONS.	NO.	TONS.
Steam ships, Mercantile	640	1,150,037	656	1,184,644
Sailing „	2	2,299	1	1,400
Do. Native crafts	77	7,657	86	9,628
Man-of-War, Government ships and transports	6	14,589	11	15,828
Total ..	725	1,174,582	754	1,211,500

Vessels left.

	NO.	TONAGE.
Steam ships, Mercantile	657	1,185,999
Sailing „	1	1,400
Do. Native crafts	85	9,219
Man-of-War	11	15,828
Total ..	754	1,212,446

Of the above vessels 284 were foreign going and 371 coasting.

The revenue amounted to Rs. 1,50,970 against Rs. 1,35,260 for 1894–95 and was obtained from the following sources:—

	Rs.
Port fund	1,19,765
Salvage	217
Diver services	168
Hire of port raft	1,140
Boat Licenses	957
Shipping office fees and fines	860
Office fees for overtime	1,419
Total ..	1,24,526
Pilotage and boat charges connected	22,802
Moiety of harbour masters' fees	3,640
Total ..	1,50,968

Including { 42 German. 24 Austro-Hungarian. 23 French. 2 Norwegian.

Total, Foreign .. 91

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

The berths in the Harbour have been equal to the requirements except on three occasions; the total number of vessels thus having to wait outside being 5 in all and on an average for about 6 hours each.

The S.S. *Booldana* was placed alongside the northern groyne and horses were successfully landed.

The S.S. *Fazilka* was placed alongside of the same groyne and 170 horses were discharged and walked on shore by means of a stage.

The S.S. *Argus* was berthed alongside of the northern arm and discharged stores by means of a stage from the ship to the wall.

The smoothness of the water inside the Harbour has been all that was necessary.

Moorings.—The Harbour Engineer has been carrying on the work of screwing down permanent moorings. All the bow and stern moorings are nearly completed, each buoy having two lengths of $2\frac{1}{4}$" chain of 24 fathoms attached to screw piles; this will complete head and stern moorings for nine vessels, thus securing ships much more effectually than could be done by using their own anchors.

Weather.—The weather has been fine throughout the year with the exception of 11th August and 28th September, on both of which days warning signals were hoisted.

Accidents.—The stern lines of the S.S. *Bhopal* carried away on the 18th June whilst the vessel was unmooring. The engines being immediately moved ahead, a collision with the S.S. *Clan Macdonald*, which was moored in the next berth to leeward, was avoided.

Stern lines of the S.S. *Dilwara* and *Curfew* parted during a heavy squall from the north on the 9th June, but no casualty occurred thereby. Whilst the S.S. *Putiala* was being taken to sea on one occasion the steering gear jammed causing her to approach dangerously near the southern groyne, but she eventually proceeded without mishap.

The S.S. *Kangra* entered the Harbour without having a Harbour Master on board, and this disregard of the Port Rules on the part of the Master of that ship nearly caused a disaster. His behaviour was reported to the owners. There were only two Harbour Masters on duty at the time and both were engaged with other vessels (the Senior Harbour Master being on leave).

Boats.—The steam launch since being placed for repairs under the Harbour works has been running fairly well and is in fairly good order.

Boats have been kept in good condition, but their having had to be used for shackling ships' chain cables on to the mooring buoys, they have been injured to a considerable extent. Sanction has however been obtained for the construction of a mooring boat for Rs. 900, which is at present being carried out, and when complete will diminish the wear and tear to the Harbour Masters' boats.

Entrance lights.—The two head lights at the end of each Harbour wall were lit at sunset on the 1st January 1896 for the first time, giving an uniform and unbroken light all round the horizon visible about 8 miles.

Cargo Boats.—The number of lighters on the register is 90, musulah boats 172, jolly boats 46 and water boats 11.

Port Rafts.—The Port raft is still the only method of landing heavy weights and has been used 76 times and earned Rs. 1,140 in addition to the mooring work which occupied about six months in the year.

Leave.—Commander C. W. Hewett, R.I.M., was granted privilege leave for 60 days from 2nd August 1895, and Mr. H. D. Baddeley acted as Deputy Conservator in his absence.

Commander C. W. Hewett, R.I M., acted as Presidency Port Officer from 9th October to 8th December 1895, and Mr. H. D. Baddeley acted as Deputy Conservator for that period.

Commander C. W. Hewett, R.I.M., availed himself of one year's furlough on medical certificate handing over charge of the office to Mr. H. D. Baddeley on the afternoon of the 22nd March 1896.

Port Diver.—The Port Diver, as in former years, was well employed and had constant work and a considerable amount of property was recovered.

Time-signal.—The time-signal has worked well, there being only seven failures during the year.

The time-ball sanctioned by the Board some two years back has not yet been provided by the Harbour Works.

Life-saving Apparatus.—Quarterly practice has been carried on during the year. The men are efficient and the gear in good order.

Shipping Office.—The number of native seamen engaged at this port shows a considerable decrease on last year's figure—

European seamen engaged	.. ..	5
Do.	discharged	11
Do.	sent to jail	0
Do.	sent to hospital	4
Native seamen engaged	.. ..	27
Do.	discharged	785
Do.	sent to jail	19
Do.	sent to hospital	4
Distressed seamen sent home	.. ..	1

Periodical statements and returns were sent to Board of Trade, London, and the Government of Madras.

(Signed) W. AVES,
Commander, R.I.M.,
Depnty Conservator of the Port.

MADRAS HARBOUR WORKS.

Administration Report for 1895–96.

1. The official year 1894–95 closed with the completion of the south pier head by the setting in position of the iron caisson at that arm, which is similar to the caisson which completed the north pier head at the close of the official year 1893-94. The work carried out during the year under report has been the completion of the south pier head caisson, and its connection with the bonded blockwork behind it, by a large block of mass concrete made under water; the construction of a lighthouse also of mass concrete upon the caisson identical with the one already built at the north pier head; and the addition of the concrete capping along both piers, consisting of large blocks of concrete built *in situ*, averaging about 250 tons each in weight, and covering four courses of the bonded blockwork.

2. A plan of the harbour accompanies this report, showing in neutral tint the capping completed at the close of the year 1894–95, and in red the length of both piers completed in the year 1895–96.

3. There then remained six weeks' work to complete the Madras Harbour to the sanctioned design, including the additional work of putting down permanent head and stern screw moorings to each berth inside the Harbour, in addition to two moorings outside to the north of the Harbour.

4. The Madras Harbour was *completed* to the sanctioned design on the 9th May 1896, and within the cost of the sanctioned estimate.

5. *North Pier.*—Progress during the year at the north pier consisted in extending the capping towards shore by 2,692¼ lineal feet which completed the north pier for a total length of 3,522¼ lineal feet to the sanctioned design, measured from the pier head.

6. This length of capping was formed of 111 blocks of concrete built *in situ*, averaging 24 feet in length + 24 feet wide + 50 feet deep, which was equal to 12,929¾ cubic yards of concrete placed in position in the year.

7. Hard wood-sleepers have been built into the capping throughout its length, for a line of rails to be laid upon it, as soon as the capping reaches shore, and a recess has been left in the capping for the transfer of the bulk-oil discharge pipe, from its temporary position, to the top of the capping.

8. *South Pier Head.*—The south pier caisson was filled with concrete "*en-masse*" and built up to 7 feet above water level on the 31st March 1895. The work from that date consisted in uniting the cylindrical mass of concrete formed in the caisson, with the bonded blockwork

behind it by a backing of mass concrete, and to prevent this portion of concrete between the vertical face of the caisson and the sloping face of the superstructure, from forming a wedge of concrete, certain blocks were removed from the superstructure to form steps, so as to bring the weight of this mass of concrete to bear upon the superstructure foundations. The gap so formed between the caisson and the end of the masonry wall was therefore 37 feet long, and 38 feet wide at the surface, and to confine the concrete to the required slope and position, during the process of depositing it below water, 63 blocks were set abutting the sides of the pier and the caisson; these blocks were then caulked to form a water-tight mould, down to 40 feet below sea level, into which 790¼ cubic yards of concrete was lowered in specially designed double canvas bags, which on reaching the bottom, turned inside-out, releasing the concrete on the bottom in still water.

9. This work was completed on the 26th April, and as the sea was calm, which was not the case with the same work at the north pier and which caused so much delay, the divers were able to recover the whole of these blocks in two days. The titan crane was then travelled to shore on the 29th April, where it remained for the monsoon, during which time it underwent repairs.

10. All the special pipes running through the caisson to the rubble base were carefully grouted, and 5½ tons of cement, mixed with half that quantity of sand, passed through them, consolidating the base beneath the caisson. The grouting was forced through each pipe until no more cement would pass, and the bottom of the caisson was carefully watched, and no free cement found its way to the open sea.

11. By the close of June the south pier caisson had been raised to its full height of 12 above high water, and completed on the 20th July a lighthouse of mass concrete, similar to the one already completed at the north pier, was finished; and the capping work along the south pier was commenced on the following day.

12. At the close of the year 2,452¾ lineal feet of the south pier had been completed to the sanctioned design, measured from the pier head.

13. This length of capping was formed of 100 blocks of concrete built *in situ*, averaging 24 feet in length × 24 feet wide × 6 feet deep, which was equal to 13,911½ cubic yards of concrete placed in position in the year.

14. Hard wood-sleepers have also been built into the capping throughout its length for a line of rails to be laid upon it, as soon as the capping is completed.

15. *South Pier Rubble Base Protection.*—On the 26th May the repairs to the titan crane were completed, and it was then run out, and commenced dredging the rubble base around the caisson preparatory to consolidating or protecting the base with an apron of concrete at 39 feet below water-level, as has been done along the inner face of the superstructure, to prevent scour.

16. By the 30th June the dredging was completed, and 220¾ cubic yards of concrete had been deposited under water, around the caisson, and along the pier head for a distance of 231 feet, which completed this work.

17. *Pallávaram Quarries and Concrete-making Machinery.*—The total outturn of concrete made during the year was 23,725½ cubic yards, and 29,053¾ tons of chips were received from the quarries for the capping work along both piers of the Harbour.

18. *Supply of Portland cement.*—Fifteen thousand five hundred and fifty-nine casks containing tons 2,778–3–12 of Portland cement were received from England during the year, and a further indent for a supply of 325 tons of cement was forwarded to the India office for the south pier repairs.

19. The book balance of cement in store, on the 31st March 1895, was 9,304¼ casks containing tons 1,661–10–0–9 and the issues during the year ending 31st March 1896 were 25,463¾ casks containing tons 4,546–1–0–6 of cement including surplus cement from former shipments.

20. The balance on hand at the close of the official year was 812 casks, or tons 144–19–3–16 of Portland cement.

21. *Protective works north of the Harbour.*—The line of revetment protecting the foreshore to the north of the Harbour has shown no further settlement during the year. Between March and September 1895 the bay formed at the end of the revetment increased by 350 feet at a point 400 feet north of the end of the revetment, and between September 1895 and March 1896 accretion took place, which advanced the high water line east again by 250 feet, leaving a net loss of foreshore at 100 feet in the year.

22. At a point ¾ of a mile north of the end of the revetment the loss of foreshore has been 70 feet in the year.

23. *Sea Bottom within the Harbour.*—The high water line inside the Harbour on the 31st March 1896 was in about the same position as it was at the close of last official year, but some change in its position, along the southern half of the Harbour, took place during the year.

24. Between March and September 1895, the water line advanced about 60 feet between the Iron Pier and the South Pier of the Harbour. It then returned shorewards by 100 feet between September and December, and from December 1895 it has advanced again by 40 feet, and remains in the same position at the close of the 12 months ending 31st March 1896.

25. An accurate survey of sea bottom within the Harbour was completed in October, and no important change in the depth of the Harbour could be detected within the seven fathom line. Soundings across the entrance showed a shallowing of 3 feet; protective works to prevent further shallowing have been referred to the Secretary of State for India.

26. *Foreshore south of the Harbour.*—The high water line has returned by 40 feet in the year near to the south pier, but it has remained in about the same position, at 500 feet south of the south pier and was in-shore by about 50′, at half a mile south of the southern arm of the Harbour.

27. Further south a steady advance of the foreshore has taken place all along the coast; and the high water mark of 31st March 1896 at—

$\frac{3}{4}$	mile south of Harbour, was	50″	in advance,	or east of	H. W. L. of	March	1895.
1	,, ,,	,, 65′	,,	,,	,,	,,	
$1\frac{1}{4}$	,, ,,	,, 25″	,,	,,	,,	,,	
$1\frac{1}{2}$	,, ,,	,, 10′	in-shore	or west	,,	,,	
$1\frac{3}{4}$	,, ,,	,, 70′	in advance	or east	,,	,,	
2	,, ,,	,, 50′	,,	,,	,,	,,	
$2\frac{1}{4}$	,, ,,	,, 60′	,,	,,	,,	,,	
$2\frac{1}{2}$	,, ,,	,, 35′	,,	,,	,,	,,	

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

29. *Expenditure.*—The total outlay on the works during the past year, including the expenditure on the protective works north of the Harbour, has been Rs. 4,17,361-9-5, made up as follows:—

	Rs.	A.	P.
Outlay on works	3,36,831	12	9
Do. on establishment	68,321	5	7
Do. on tools and plant	28,284	14	4
Net debit to suspense heads	—16,076	7	3
Net outlay in the year ..	4,17,361	9	5

30. The expenditure upon the works during the official year was Rs. 4,17,362 including establishment, etc., and the year closed with a cash balance upon the sanctioned estimate of Rs. 24,016 for the completion of the works, and a balance of Rs. 63,797 in materials, cement and stores, already upon the works, or a total unexpected balance upon the sanctioned estimate of Rs. 87,813 on the 31st March 1896.

31. *Screw Moorings.*—Since September 1895, 41 of the special screws sent out in 1880, for the moorings were put down by an easier and cheaper method to that for which they were designed; which due to wave motion, and the necessary floating plant, proved so costly, and could not be sunk to the depth intended. This new system has enabled the moorings being put down when there was a considerable sea on, and in half the time and cost, and permits of the moorings being raised and utilized elsewhere, if required.

32. Each buoy is attached to two screws, which are four feet in diameter and attached to a $2\frac{1}{4}$ inch chain, which takes the place of the usual screw pile mooring, so objectionable where dredging may be necessary for improvements in future. The moorings used at Madras present no difficulty in this direction, are undoubtedly the best, and by the easy and cheap method they are now sunk to any depth, with any amount of sea on, will make this abandoned design of mooring the one of the future, as sand, shells, and hard clay to any depth, presents no difficulty, and no screwing is necessary.

33. Two moorings were also put down in the open roadstead where screwing by the old process was impossible on account of swell and sea, and 9 berths were supplied with bow and stern moorings and one berth with two additional stern moorings for bulk-oil inside the Harbour, in place of the old anchor moorings, which have all been removed.

34. *Miscellaneous.*—The usual repairs and the upkeep of all machinery, cranes, railway lines &c., and haulage of coal and oil traffic was done by the Harbour Works for the Traffic Department, as hitherto.

MADRAS,
3rd June 1896.

(Signed) A. LEE POGSON,
Engineer, Harbour Trust Board.

MADRAS HARBOUR WORKS.

STATEMENT showing progress during official year 1895–96 as shown on accompanying tracings.

Number of Items.	Particulars and quantity of work during official year 1895–96.	Sub-heads of works.	North Pier.		South Pier.			Total concrete made for works.	Pallávaram quarries cutturn.	Moorings.	Total expenditure.
			Concrete capping.	Base protection.	Pier head backing.	Concrete capping.	Base protection.				
		Column.	A	B	C	D	E	F	G	H	I
1	Total quantity of blasted chips received on works.	Tons.	..	..	..	..	..	..	29,053¾	..	..
2	Concrete blocks set and removed by divers	.. No.	..	..	42 permanent. 63 temporary.	..	..	..	..	..	..
3	Total cutturn of concrete made on works	.. C. yds.	1,1690½	43	790¼	12,035½	220¾	24,779½	..	..	..
4	Advance or progress of completed piers	.. Rg. ft.	2,692¾	..	..	2,452¾	..	..	..	..	..
5	Capping blocks made *in situ*	.. No.	111	..	..	100	..	..	..	..	..
6	Rubble base protected with concrete apron	.. Rg. ft.	..	50	..	..	231	..	..	..	..
7	Mooring screws and chains put down	No.	..	..	..	..	..	..	..	..	..
8	Bow moorings completed	,,	..	..	..	..	..	..	..	41	..
9	Stern	,,	..	..	..	..	..	..	..	9	..
	Expenditure under sub-heads of work approximately ..		59,595	532	..	39,288	3,141	214,631	36,990	13 not construction.	354,177

Portland Cement.

Cement in store last year	Tons.	1,912	13	0	10
Do. received from England during the year	,,	2,778	7	3	12
Do. used for works	,,	4,546	1	0	6
Do. balance on 31st March 1896	,,	144	19	3	16

MADRAS, HARBOUR WORKS,

A. LEE POGSON,
Engineer, Harbour Trust Board.

MADRAS HARBOUR WORKS.

STATEMENT No. 43 (d).—Comparison of expenditure to date with sanctioned estimate for the year ending 31st March 1896.

Number of Items.	Sub-head of Work.	As per estimate sanctioned in Secretary of State's Despatch, No. 41, dated 26th September 1895—*vide* G.O., No. 2817 W., dated 6th November 1895.					As executed.					Arrears not paid.	Value of work done up to date, columns 11 and 12.
		Quantity.	Rate.	Per.	Cost.	Total.	Quantity.	Rate.	Expenditure. Total up to end of last year.	Expenditure. During the year.	Expenditure. Up to date.		
	1	2	3	4	5	6	7	8	9	10	11	12	13
	EXPENDITURE UP TO 31ST DECEMBER 1884.		RS. A. P.		RS.	RS.		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
1	Works	..	..	..	55,09,324		..	..	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
	NORTH PIER.												
5	Ordinary rubble deposited from breakwater .. Tons.	13,930	1 12 0	Ton.	24,378		13,930	1 12 0	24,377 9 0	..	24,377 9 0	..	24,377 9 0
6	Ordinary rubble deposited from boats .. .. ,,	206,896	2 0 5	,,	4,19,218		205,477	2 0 8	4,15,132 8 10	3,578 8 1	4,18,711 0 11	718 11 11	4,19,429 12 10
7	Concrete blocks for building. .. .. .. C. yds.	51,320	11 8 0	C. yd.	5,90,110		51,320	11 8 0	5,90,110 0 0	..	5,90,110 0 0	..	5,90,110 0 0
8	Setting blocks at commencement of new work. ,,	2,615	2 1 1	,,	5,415		2,615	2 1 1	5,414 11 2	..	5,414 11 2	..	5,414 11 2
9	Setting blocks from 2,200 to 3,600 feet. .. .. ,,	36,520	2 14 3	,,	1,05,569		36,520	2 14 3	1,05,569 0 0	..	1,05,569 0 0	..	1,05,569 0 0
10	Setting blocks at Pierhead. ,,	12,185	9 8 11	,,	1,16,424		12,185	9 8 10	1,16,415 4 0	..	1,16,415 4 0	..	1,16,415 4 0
11	Concrete in mass for filling. ,,	263	4 8 3	,,	1,188		263	4 8 3	1,188 0 7	..	1,188 0 7	..	1,188 0 7
12	Wavebreaker blocks .. .. ,,	288	9 5 7	,,	2,692		288	9 5 7	2,692 0 0	..	2,692 0 0	..	2,692 0 0
13	Wavebreaker concrete blocks .. .. .. ,,	77,355	10 14 11	,,	8,45,591		69,863	12 1 8	8,45,459 12 4	..	8,45,459 12 4	..	8,45,459 12 4
14	Depositing concrete blocks.	77,932	1 0 0	,,	77,928		70,457	1 1 8	77,918 8 4	..	77,918 8 4	9 7 8	77,928 0 0

15	Concrete in protection to rubble base	,,	1,986	12 2 8	C. yd.	24,158			2,029	10 5 0	20,358 0 0	569 6 7	20,927 6 7	..	20,927 6 7
16	Cramps, Iron	No.	331	9 10 1	Each.	3,188			313	10 3 0	3,188 0 0	..	3,188 0 0	..	3,188 0 0
17	Concrete capping ..	C. yds.	16,352	16 4 3	C. yd.	2,65,989			19,327$\frac{11}{16}$	13 11 5	1,06,542 14 1	1,58,339 14 8	2,64,882 12 9	145 11 0	2,65,028 7 9
18	Cost of North Pier Caisson and setting in position and filling same as items 26, 27, 33 and 34 ..	,,	..	..	,,	1,03,855			..	..	1,00,457 10 4	3,397 5 6	1,03,854 15 10	..	1,03,854 15 10
	Total for North Pier ..		..	..	..	..	25,35,703		..	..	24,14,823 14 8	1,65,885 2 10	25,80,709 1 6	873 14 7	25,81,583 0 1
	South Pier.														
19	Ordinary rubble deposited from boats	Tons.	175,078	2 9 0	Ton.	4,49,052			173,659	2 9 4	4,44,126 1 4	..	4,44,126 1 4	1,925 14 8	4,49,052 0 0
20	Large rubble deposited from breakwater ..	,,	8,615	1 12 0	,,	15,076			8,615	1 12 0	15,075 13 0	..	15,075 13 10	..	15,075 13 0
21	Concrete blocks for building	C. yds.	45,066	11 3 1	C. yd.	5,04,510			43,311$\frac{5}{8}$	11 10 3	5,04,510 0 0	..	5,04,510 0 0	..	5,04,510 0 0
22	Setting blocks at commencement	,,	2,556	3 1 6	,,	7,912			2,556	3 1 6	7,911 13 3	..	7,911 13 3	..	7,911 13 3
23	Setting blocks from 2,550 to 3,700 feet	,,	30,160	3 7 11	,,	1,05,461			30,160	3 7 11	1,05,461 0 0	..	1,05,461 0 0	..	1,05,461 0 0
24	Setting blocks at Pierhead	,,	12,350	11 1 3	,,	1,36,845			12,350	11 0 10	1,36,476 1 6	0 4 2	1,36,476 5 8	..	1,36,476 5 8
25	Concrete in mass for filling	,,	602	7 9 1	,,	4,555			602	7 9 1	4,554 14 4	..	4,554 14 4	..	4,554 14 4
26	Concrete in Cylindrical Pierhead	,,	2,355	15 0 0	,,	35,325			..	..	32,952 3 7	2,370 15 5	35,323 3 0	..	35,323 3 0
27	Concrete in filling in between Coursed Blockwork and Caisson ..	,,	791	15 0 0	,,	11,865			790$\frac{1}{4}$	15 0 4	11 5 0	11,853 11 0	11,865 0 0	..	11,865 0 0
28	Wavebreaker concrete blocks	,,	47,231	11 1 6	,,	5,24,070			42,589$\frac{7}{8}$	12 4 7	5,19,240 8 7	3,963 2 5	5,23,203 11 0	..	5,23,203 11 0
29	Depositing concrete blocks.	,,	47,714	1 5 8	,,	64,708			41,073	1 9 0	64,260 3 9	..	64,260 3 9	..	64,260 3 9
30	Concrete in protection to rubble base	,,	1,700	13 4 11	C. yd.	22,620			1,328$\frac{3}{4}$	13 14 2	14,932 9 1	3,527 10 5	18,460 3 6	..	18,460 3 6
31	Cramps, Iron	No.	259	11 7 7	Each.	2,972			220	13 8 1	2,972 0 0	..	2,972 0 0	..	2,972 0 0
32	Concrete capping ..	C. yds.	16,247	15 12 9	C. yd.	2,56,687			14,511$\frac{1}{2}$	13 4 7	23,646 4 6	1,66,918 7 2	1,90,564 11 8	2,257 15 7	1,92,822 11 3
33	Iron Caisson	No.	1	..	,,	18,000			..	..	18,000 0 0	..	18,000 0 0	..	18,000 0 0
34	Preparing base for and setting Cylindrical Pierhead	,,	..	..	,,	38,896			..	..	38,434 14 4	— 35 3 5	38,399 10 11	..	38,399 10 11
	Total for South Pier ..		..	..	..	..	21,98,554		..	..	19,32,565 12 3	1,88,598 15 2	21,21,164 11 5	7,183 14 3	21,28,348 9 8
	Extending the Rubble Revetment protecting the Foreshore north of Harbour.														
35	Rubble Stone Revetment.	Tons.	70,600	2 1 0	Ton.	145,613			91,051	1 8 8	1,40,093 13 2	..	1,40,093 13 2	..	1,40,093 13 2
36	Railway Lines ..		..	..	,,	9,849			..	..	11,665 7 10	..	11,665 7 10	..	11,665 7 10
							1,55,462				1,51,759 5 0	..	1,51,759 5 0	..	1,51,759 5 0

	Rs.	A.	P.	
Expenditure up to 31st March 1895 from commencement of works.	1,25,11,921	5	7	
Expenditure during current official year from 1st April 1895 to 31st March 1896.	4,33,438	0	8	Grant for 1895-96, Rs.
Total outlay to 31st March 1896 ..	1,29,45,359	6	3	

Statement No. 43 (d).—Comparison of expenditure to date with sanctioned estimate for the year ending 31st March 1896—*cont.*

Number of Items.	Sub-head of Work.	As per estimate sanctioned in Secretary of State's Despatch, No. 41, dated 26th September 1895—*vide* G.O., No. 2617 W., dated 6th November 1895.					As executed.					Arrears not paid.	Value of work done up to date columns 11 and 12.
		Quantity.	Rate.	Per.	Cost.	Total.	Quantity.	Rate.	Expenditure. Total up to end of last year.	Expenditure. During the year.	Expenditure. Up to date.		
	1	2	3	4	5	6	7	8	9	10	11	12	13
	EXTENDING THE RUBBLE REVETMENT PROTECTING THE FORESHORE NORTH OF HARBOUR—*cont.*		RS. A. P.		RS.	RS.		RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
37	Tools and plant	..	..	..	..	6,11,656	..	..	6,11,541 9 10	..	6,11,541 9 10	..	6,11,541 9 10
38	Contingencies	..	..	..	..	2,47,970	..	..	2,25,984 4 2	3,491 8 8	2,29,475 12 10	132 12 5	2,29,608 9 3
39	Establishment	..	..	..	..	6,73,445	..	..	6,08,444 15 11	68,321 5 7	6,76,766 5 6	3,571 15 2	6,80,338 4 8
40	Materials at site (Concrete blocks in yards) .. C. yds.	..	..	..	..	..	1,340$\frac{59}{75}$	14 6 4	36,184 0 7	— 21,109 10 9	15,074 5 10	4,242 13 1	19,317 2 11
41	Advances to work-people ..	..	..	..	..	..	..	..	34 3 2	— 34 3 2	..	..	..
	Total of estimate and value of work done ..	..	..	..	..	64,78,682	..	..	59,87,230 2 6	4,05,153 2 4	63,92,383 4 10	16,005 5 6	64,08,388 10 4
	Deduct probable recoveries due to sales of tools and plant	..	..	..	..	2,80,664	..	..	— 29,799 11 9	28,284 14 4	— 1,514 13 5	..	— 1,514 13 5
	Total ..	..	..	..	..	61,98,018	..	..	59,57,430 6 9	4,33,438 0 8	63,90,868 7 5	16,005 5 6	64,06,873 12 11
	Total of revised estimate sanctioned in Secretary of State's Despatch, *plus* expenditure before 31st December 1884	..	..	..	..	1,27,52,508	..	..	1,25,11,921 5 7	4,33,438 0 8	129,45,359 6 3	16,005 5 6	1,29,61,364 11 9
	Total sanctioned cost for completion of works	..	..	..	..	1,27,52,508							
	Add recovery on tools and plant ..	..	..	..	..	2,80,664							
	Deduct total expenditure as per column 11	..	..	..	..	..	13,033,172						
	Total amount available for completing works after quarter ending 31st March 1890	..	..	..	..	..	12,945,359						
							87,813						

	RS	A.	P.
Expenditure up to 31st March 1895 from commencement of Works	1,25,11,921	5	7
Expenditure during current official year from 1st April 1895 to 31st March 1896.	4,33,438	0	8
Grant for 1895-96 Rs.——			
Total outlay to 31st March 1896 ..	129,45,359	6	3

MADRAS,
23*rd May* 1896.

(Signed) C. R. KRISHNA ROW,
Accountant, Madras Harbour Works.

A. LEE POGSON,
Engineer, Harbour Trust Board.

From S. Hutchence, Esq., Traffic Manager, to the Secretary, Harbour Trust Board, Madras, dated 16th June 1896.

I have the honour to submit the following report on the working of the Board's Traffic Department during the year 1895–96 as compared with previous years.

2. The revenue collected by the Traffic Department during the year amounted to Rupees 4,94,347–4–1 as compared with Rs. 4,51,308–12–10 during 1894–95, showing the very substantial increase of Rs. 43,038–7–3 for the year under review, which is all the more satisfactory that it has not been raised by any increase of dues, but is due to the increased volume of the trade of the port, and has accrued, although the reduced scale of porterage charges, which came into force on the 18th December 1894, has tended to reduce receipts for the whole 12 months as against only 3½ months during the year 1894–95. The details of receipts are as follows :—

	1894–95. Rs.	A.	P.	1895–96. Rs.	A.	P.
Imports	2,13,957	8	8	2,48,023	13	9
Exports	78,140	12	4	74,305	8	6
Cranage	42,740	14	0	43,991	4	3
Porterage	91,544	3	6	1,00,891	15	5
Dues under section 45 (c)	11,869	0	0	12,235	8	3
Wharfage	5,105	0	0	6,956	15	0
Storage	1,413	0	11	1,291	3	8
Demurrage	574	8	8	472	10	9
Water collection	4,497	0	0	4,884	12	0
Rent on Harbour Trust properties ..	686	14	6	685	12	5
Sundries	779	14	3	607	12	1
Total ..	4,51,308	12	10	4,94,347	4	1

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

Years.	Estimate revised. Rs.	Actuals. Rs.
1895–96		
1894–95	4,71,900	4,94,347
1893–94	4,37,200	4,51,309
1892–93	4,23,000	4,52,137
1891–92	3,83,000	4,22,938
1890–91	4,48,500	4,96,749
1889–90	*2,99,000	4,81,916
1888–89	3,06,200	3,26,747

* Porterage receipts not estimated. Porterage work not done by the Board.

4. The following statement shows in detail the sources of revenue from which the foregoing amounts have been realised, and for ready comparison with former years the sums collected as cranage has been apportioned to the two items where it was formerly shown, viz., imports and exports :—

Receipts.	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	1895–96.
	Rs.	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	2,77,441
(b) Do. exports	78,568	1,00,945	92,290	80,716	78,332	88,723	97,676	88,880
(c) Wharfage	8,574	10,225	12,470	7,971	6,466	6,775	5,105	6,957
(d) Storage and demurrage	2,773	28,136	3,444	2,923	2,753	2,235	1,988	1,764
(e) Rent of trust properties	3,246	2,946	2,186	1,774	1,249	1,137	687	686
(f) Water collections	..	..	..	3,091	3,736	4,126	4,497	4,885
(g) Porterage	..	..	1,22,533	1,08,323	1,02,151	93,047	91,544	1,00,892
(h) Dues under section 45 C. VI	..	..	..	..	..	13,288	11,869	12,235
(i) Miscellaneous	1,324	2,966	7,562	6,870	1,753	2,934	780	608
Total ..	2,66,967	3,26,747	4,81,916	4,96,749	4,22,938	4,52,137	4,51,309	4,94,348

(a) The large increase of Rs. 40,278 under this head is due to the increased tonnage of coal, iron, timber, cast-iron pepes and gram imported, which has more than covered the reduced quantities of piece-goods, kerosine-oil and rice imported. There has been but slight variations in the quantities of other goods imported during the year.

(*b*) The decrease under this head has been caused by a heavy falling off in the quantities of ground-nuts, rice and seeds exported. There has been a few slight increases in goods exported, but on the whole exports have remained stationary except in the items enumerated above.

(*c*) Wharfage dues levied on the increased quantity of timber landed has contributed largely to make up the increase under this head.

(*g*) The increase of Rs. 9,000 under the item porterage has been caused by the large quantities of coal, iron and iron pipes porteraged by the Trust. The increase would have been much larger but for the reduced rate on coal, and iron pipes brought into force in December 1894 and which was in force during the whole of 1895-96. The trade of the port has gained some Rs. 25,000 during the year by the introduction of these reduced rates.

There has been an increase of 40,000 tons in the tonnage of goods landed at, or shipped from, the port during the year.

5. The total tonnage landed at, or shipped from, this port during the past nine 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	131,395	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	248,414	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
1895-96	90,641	58,297	148,938	240,056	40,777	280,833	1429,77

6. *Coal, Coke and Patent Fuel.*—The quantity of these goods imported during the year again shows a large increase, amounting to 35,286 tons, as shown by the following statement which covers a period of nine years, viz. :—

Year.	Coal.	Coke.	Patent fuel.	Total
	TONS.	TONS.	TONS.	TONS.
1887-88	10,000	608	4,884	15,492
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	..	82,362
1894-95	97,500	1,663	..	99,166
1895-96	131,621	2,781	50	134,452

Kerosine oil.—There has been a considerable increase in the tonnage of oil imported in bulk, but no case oil has been imported during the year except a few cases from coast ports.

Screw Pile Pier.—This structure has been maintained in good working order during the year. The following statement shows the amount of revenue collected on goods passed over the pier during the past nine 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
1895-96	97,397 12 0	58,297 4 0	1,55,695 0 0

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.	Number of packages delivered to consignees.
Sundays	23,265	8,480 and 290 tons of iron.
Holidays	18,914	30,634 and 130 tons of iron.
Nights	12,948	..
Total ..	55,127	39,114 and 420 tons.

Porterage work.—This work has been very heavy during the year owing to the increased tonnage of coal, iron, machinery, &c., handled. It has, however, been done satisfactorily as few complaints have been received. A saving of some Rs. 36,000 has been effected during the year which added to the savings previously reported shows a sum of 2½ lakhs as having been saved and added to the funds of the Trust during the six years that porterage operations have been done by the Board.

The cooly Provident Fund has worked admirably during the year having met all claims, and added considerably to its balance at the end of the year.

The claims for loss and damage of goods have been much heavier than last year, viz., Rs. 2,205 as against Rs. 1,041 in 1894–95, but it is less than the amount of claims anticipated when the budget estimate was prepared. Some 13,000 tons of goods were landed during the year after 6 P.M., and clerical errors in taking the marks and numbers of packages seen to be in bad order are unavoidable, after dark ; while many damaged packages escape observation altogether.

The staff of the Traffic Department has worked well during the year. The Deputy Traffic Manager and the Assistant Traffic Managers have given me every assistance in their power in carrying out the arduous work of the Traffic Department.

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

I.—Statement of goods imported from Foreign Ports.

—	Packages.	1892–93.	1893–94.	1894–95.	1895–96.	Increase or decrease as compared with 1894–95.
Apparel and effects	Packages	1,068	1,017	985	989	+ 4
Alum	Barrels	686	910	773	1,326	+ 553
Asphalte, tar and pitch	Casks	2,329	2,638	2,493	2,878	+ 385
Acids	Cases	1,408	1,560	2,151	1,817	− 334
Arms and guns	,, ...	221	250	93	74	− 19
Arrack	Casks	833	1,031	1,218	1,388	+ 170
Blankets	Bales	168	28	55	47	− 8
Beef and pork	Cases	..	..	..	..	..
Bricks	100	551	1,550	900	600	− 300
Beer	Cases	8,710	7,013	5,408	6,944	+ 1,536
	Barrels	1,707	1,401	1,800	1,311	− 489
	Hogsheads	8,210	4,310	6,743	8,946	+ 2,203
Boiler	No.	32	48	25	34	+ 9
Corks	Bundles	72	50	60	57	− 3
Canvas	Bales	193	615	148	136	− 12
Candles	Cases	31,017	27,463	28,458	36,399	+ 7,941
Colours	,, ...	3,286	2,998	3,999	3,170	− 829
Confectionery provisions and oil-manstores	,, ...	22,129	20,829	16,508	21,045	+ 4,537
Crockery and glassware	Crates and casks ..	3,817	5,300	3,627	5,479	+ 1,852
Chalk	Barrels	140	134	366	1,165	+ 799
	Tons	..	..	30	..	− 30
Cement	Casks	7,369	6,904	10,235	10,212	− 23
Cast iron pipes and tubes	Tons	1,436	989	1,472	5,164	+ 3,692
Camphor	Tubs	4,349	5,765	5,523	4,017	− 1,506
Coal	Tons	49,508	58,179	76,851	101,025	+ 24,174
Coke	,, ...	778	1,018	896	1,219	+ 323
Fuel	,, ...	2,953	..	..	50	+ 50
Crackers	Cases	840	327	975	1,028	+ 53
Copper plates and tiles	No.	521	7,260	4,096	7,960	+ 3,864
Corrugated Iron	Packages	2,512	2,688	3,234	7,306	+ 4,072

III.—Statement of Stores imported by the South Indian Railway Company.

—	Packages.	1892–93.	1893–94.	1894–95.	1895–96.	Increase or decrease as compared with 1894–95.
Stores	Packages	22,171	28,640	13,933	6,556	— 7,377
Coke	Tons	..	992	113	596	+ 483
Coal	"	..	..	..	..	..
Timber	"	..	..	..	..	..
Boiler	"	..	..	..	..	..
Fire bricks	No.	12	10	1	..	— 1
	100	..	..	190	200	+ 10

IV.—Statement of goods imported from Coast Ports.

—	Packages.	1892–93.	1893–94.	1894–95.	1895–96.	Increase or Decrease as compared with 1894–95.
Apparel and effects	Packages	343	527	520	517	— 3
Alum	Barrels	187	7	149	12	— 137
Acids	Cases	125	269	305	180	— 125
Animals	No.	10	..	9	..	— 9
Arms and guns	Cases	12	13	10	5	— 5
Boilers	No.	..	..	..	..	..
Bricks and tiles	100	57	837	852	1,177	+ 325
Coffee	Bags	595	575	476	454	— 22
Candles	Cases	..	11	1	13	+ 12
Colours	"	1,531	1,591	1,244	1,133	— 111
Crockery and glassware	"	466	426	1,233	614	— 619
Coal	Tons	13,792	22,152	17,556	27,548	+ 9,992
Coke	"	..	..	..	..	..
Carpets	Bales	94	99	95	62	— 33
Camphor and benjamin	Tubs	1,306	432	1,060	799	— 261
Copra	Bags	..	122	68	253	+ 185
Crackers	Cases	..	..	2	..	— 2
Copper	"	986	557	10	433	+ 423
Do.	Tiles and ingots	421	2,180	3,755	1,951	— 1,804
Cutch and lac	Packages	3,191	3,554	5,208	4,611	— 597
Cast iron tubes and pipes	Tons	..	..	61	224	+ 163
Earthernware	Crates	2,941	407	271	1,492	+ 1,221
	Pipes	6,315	950	182	5,663	+ 5,481
Firewood	Tons	..	..	..	1,524	+ 1,524
Flour	Bags and barrels	11,682	12,270	18,641	19,405	+ 764
Gunnies	Bales	9,661	9,755	11,341	10,249	— 1,092
Gram and peas, &c.	Bags	380,145	395,249	2,64,890	3,19,788	+ 54,898
Garlic	"	1,215	6,007	7,495	4,278	— 3,217
Hardware	Cases	1,197	1,507	2,920	2,151	— 769
Horns	Bundles	980	511	856	628	— 228
Hides	Bales	9,539	6,013	6,896	6,732	— 164
Iron	Tons	293	155	202	359	+ 157
Iron safes	No.	38	34	18	15	— 3
Kerosine oil	Cases	..	500	..	2,643	+ 2,643
Leaves	Bundles	3,742	5,113	4,393	5,332	+ 939
Liquor	Cases	..	2,193	2,071	3,136	+ 1,065
Machinery	Tons	79	49	202	76	— 126
Millinery and haberdashery	Cases	245	144	371	261	— 10
Oil and turpentine	Drums	6,369	5,941	5,829	6,265	+ 436
Paddy	Bags	75,980	23,737	19,988	29,776	+ 9,788
Piece-goods	Cases	4,756	3,499	4,814	2,040	— 1,332
	Bales				1,442	
Paper	"	4,898	5,420	7,962	8,428	+ 466
Paint	Kegs	693	247	277	592	+ 315
Piano	No.	12	5	8	2	— 6
Rice	Bags	205,176	110,181	1,11,384	95,765	— 15,619

IV Statement of goods imported from Coast Ports—*cont.*

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Rose water	Cases	1,815	1,357	1,594	2,367	+ 573
Rails	No.	..	..	..	28	+ 28
Seeds	Bags	25,747	13,916	12,061	19,766	+ 7,705
Skins	Bales	50,502	6,807	7,108	5,745	− 1,363
Silk	„	699	290	488	729	+ 241
Sandalwood	Bundles	121	42	265	118	− 147
Sugar	Bags	866	1,333	2,686	1,826	− 860
Specie	No.	190	193	124	47	− 77
Sundries	Packages	47,137	48,614	52,303	51,726	− 577
Sleepers	Tons	..	..	..	1,586	+ 1,586
Soap	Cases	40	147	863	789	− 74
Sulphur	Casks	544	506	295	772	+ 477
Spice	Packages	740	640	944	1,275	+ 331
Stationery	„	..	..	184	300	+ 116
Sodawater bottles	Crates	..	241	1,651	8	− 1,643
Twine and rope	Bales and Coils	775	1,063	1,309	608	− 701
Tin plates	Boxes	912	858	1,248	658	− 590
	Slabs	..	..	78	233	+ 155
Twist	Bales	1,147	1,206	1,187	1,501	+ 314
Turmeric	Bags	4,977	5,433	5,185	3,702	− 1,483
Timber	Tons	10,595	15,264	14,154	18,196	+ 4,042
Tea	Cases	3,411	37	205	300	+ 95
Tamarind	Bundles	..	140	86	12	− 74
Yellow metal	Cases	542	1,078	281	191	− 90
Horses	No.	15	8	..	16	+ 16
Carriages	„	7	24	14	16	+ 2
Ponies	„	..	..	..	21	+ 21
Tramway meterials	Tons	..	..	13	..	− 13

V.—Statement of goods exported to Foreign Ports.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or Decrease as compared with 1894-95.
Bone-meal	Bags	..	..	5,448	11,235	+ 5,787
Beer and ale	Cases	2	13	..	1	+ 1
	Casks	7	..	..	3	+ 3
	Hogsheads	..	..	..	..	..
Cinchona bark	Bales	529	411	123	..	− 123
Chillies	Bags and bundles	9	816	883	816	− 67
Cigars	Cases	556	643	613	721	+ 108
Coffee	Bags	34,613	17,737	27,864	26,283	− 1,581
Cotton	Bales	26,140	56,768	39,607	44,245	+ 4,638
„ twist	„	5,266	1,946	1,664	463	− 1,201
Coriander and omum seeds	Bags	1,814	7,377	10,473	6,662	− 3,811
Carpets	Bales	288	391	239	410	+ 171
Coal	Tons	313	599	152	330	+ 178
Deer horns	Packages	1,549	767	1,477	943	− 534
Explosive	Cases	1	..	2	..	− 2
Firewood	Tons	..	..	..	..	..
Carriages	No.	2	6	..	16	+ 9
Ground-nuts	Bags	26,209	138,211	110,328	67,776	− 42,552
Gram, peas, &c.	„	161	1,662	489	253	− 236
Horns, cow and buffalo	Tons	29	23	71	154	+ 83
Hides, tanned	Bales and bundles	21,812	11,149	18,519	24,922	+ 6,403
Hardware	Cases and casks	..	..	522	702	+ 180
Indigo	Cases and chests	29,933	25,008	27,416	32,046	+ 4,630
Iron	Tons	11	17	3	16	+ 13
Jaggery	Bags	56,672	52,668	17,809	42,378	+ 24,569
Myrabolams	„	91	563	237	2	− 235
Miscellaneous	Packages	28,547	36,531	17,763	24,825	+ 7,062
	Tons	..	..	..	50	+ 50
Onions	Bags and baskets	5,617	17,517	16,094	19,367	+ 3,273
Oil	Casks	56	208	451	257	− 194
Provisions	Packages	..	..	4,417	5,360	+ 943
Piece-goods	Bales	4,857	7,305	7,788	10,035	+ 4,449
	Cases				2,202	
Potatoes	Bags and baskets	282	1,716	1,648	1,575	− 73
Poonac	Bags	16,127	31,311	47,253	65,892	+ 18,639
Piano	No.	10	15	5	10	+ 5
Paddy	Bags	5	22	..	..	..
Rice	„	3,229	16,915	44,694	3,023	− 41,671
Redwood	Tons	1,654	733	1,113	1,194	+ 81

V.—Statement of goods exported to Foreign Ports—*cont.*

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Salt	Tons	..	..	7	13	+ 6
Seeds, gingelly and castor	Bags	12,654	14,777	90,571	12,877	— 77,694
Skins, sheep and goat, tanned	Bales	34,063	31,535	38,649	37,344	— 1,305
Sandalwood	Bundles	330	699	288	664	+ 376
Spirits and wine	Cases	41	67	22	276	+ 254
	Casks	65	40	9	15	+ 6
	Puncheons	..	..	..	..	..
Sugar	Bags	161	1,197	1,762	3,727	+ 1,965
Specie	Boxes	48	29	104	76	— 28
Tamarind	Bundles	5,331	3,076	4,737	3,562	— 1,175
Turmeric	Bags	941	1,562	3,651	6,744	+ 3,093
Tea	Cases	1,769	1,649	2,156	1,658	— 498
Timber	Tons	..	..	..	9	+ 9
Wool	Bales	1,470	1,532	2,049	2,426	+ 377
Yellow metal	Tons	100	417	7	5	— 2
Horses	No.	..	..	24	28	+ 4
Ponies	,,	..	..	9	21	+ 12
Elephant	,,	..	..	2	1	— 1
Lion	,,	..	..	1	..	— 1
Tiger	,,	..	..	1	..	— 1
Leopards	,,	..	..	6	..	— 6
Bear	,,	..	..	1	..	— 1
Sheep	,,	..	..	79	20	— 59
Animals	,,	..	..	..	9	+ 9

VI.—Statement of goods exported to Coast Ports.

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Beer and ale	Cases	294	305	354	300	— 54
	Casks	94	91	166	76	— 90
	Hogsheads	41	161	107	195	+ 88
Boiler	No.	..	1	..	..	..
Bricks	100	..	..	..	5	+ 5
Cinchona bark	Bales	84	80	..	376	+ 376
Chillies	Bags and bundles	2,907	9,207	2,444	684	— 1,760
Cigars	Cases	1,136	789	732	810	+ 78
Coffee	Bags	1,449	541	449	672	+ 223
Cotton	Bales	4,245	7,080	5,295	7,393	+ 2,098
Cotton twist	,,	6,138	3,220	3,034	4,355	+ 1,321
Coriander and omum seeds	Bags	7,002	6,894	2,067	2,531	+ 464
Cement	Casks	8,908	132	195	324	+ 129
Carpets	Bales	51	41	27	41	+ 14
Coal	Tons	450	157	480	632	+ 152
Deer horns	Packages	151	52	..	1	+ 1
Explosive	Cases	1,331	1,067	46	17	— 29
Eggs	Pots	1,125	1,198	1,263	1,006	— 257
Firewood	Tons	..	..	..	..	..
Carriages	No.	47	39	35	42	+ 7
Groundnuts	Bags	17,839	16,116	63,700	31,918	— 31,782
Gram, peas, &c.	,,	1,226	233	372	544	+ 172
Horns, cow and buffalo	Tons	307	166	106	387	+ 281
Hides	Bales and bundles	526	535	252	285	+ 33
Hardware	Cases and casks	..	..	800	2,828	+ 2,028
Indigo	Cases and chests	816	1,162	264	164	— 100
Iron	Tons	2,611	755	695	534	— 161
Old iron	,,	..	..	165	1,693	+ 1,528
Jaggery	Bags	1,448	336	488	2,099	+ 1,611
Kerosine oil	Cases	659	1,117	11,005	9,993	— 1,012
Myrabolams	Bags	291	1,112	131	78	— 53
Miscellaneous	Packages	69,584	61,706	18,312	31,686	+ 13,374
Onions	Bags and baskets	53,406	47,062	94,737	57,420	— 37,317
Oil	Casks	637	346	641	357	— 284
Piece-goods	Cases	8,651	6,368	8,852	1,160	+ 17
	Bales				7,709	
Potatoes	Bags and baskets	24,388	30,592	20,068	18,238	— 1,830
Poonac	Bags	22,181	9,863	396	2,666	+ 2,270
Piano	No.	16	17	11	32	+ 21
Paddy	Bags	8,806	8,400	4,123	3,031	— 1,092
Provisions	Packages	..	..	1,565	2,260	+ 695
Rice	Bags	31,893	11,083	8,196	8,369	+ 173
Redwood	Tons	693	4	134	88	— 46
Seeds, gingelly and castor	Bags	2,787	36,799	68,201	77,404	+ 9,203
Skins, sheep and goat, tanned	Bales	1,046	871	1,706	531	— 1,175
Sandalwood	Bundles	256	2,786	373	39	— 334

STATEMET of goods exported to Coast Ports—*cont.*

—	Packages.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Spirits and Wines	Cases	3,783	3,045	2,534	2,434	— 100
	Casks	716	992	409	253	— 156
	Puncheons	189	214	..	..	..
Sugar	Bags	1,419	473	1,725	3,708	+ 1,983
Specie	Boxes	510	47	75	28	— 47
Salt	Bags	..	..	4,001	1,040	— 2,961
Tamarind	Bundles	8,253	5,090	3,028	2,982	— 1,046
Turmeric	Bags	17,883	38,147	53,374	41,679	— 11,967
Tea	Cases	62	50	114	109	— 5
Timber	Tons	..	..	..	18	+ 18
Wool	Bales	603	463	478	1,361	+ 883
Yellow metal	Tons	67	256	31	69	+ 38
Horses	No.	..	..	..	33	+ 33
Ponies	,, ...	..	..	..	39	+ 39

SATEMENT of stores, &c., imported by Government.

Department.	Description.	Class.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Accountant-General ..	Specie silver	Boxes.	582	533	489	167	— 322
	,, copper ..	,,	710	780	480	150	— 330
	Notes	,,	19	30	..	..	..
	Packages	No.	1	..	..	13	+ 13
Public Works Department.	Boilers	,,	..	..	1	..	— 1
	Coal	Tons.	20	..	..	..	..
	Coke	,,	..	..	64	18	— 46
	Iron	,,	9	19	151	3	— 148
	Bricks	100	..	..	17	..	— 17
	Stores	Pkgs.	6,494	10,812	1,875	491	— 1,384
	Coal	Tons.	..	1,450	145	..	..
	Iron	,,	..	..	..	7	+ 7
Ordnance	Ammunition	Boxes.	..	109	13,465	10,570	— 2,895
	Boilers	No.	..	..	..	2	+ 2
	Stores	Pkgs.	28,566	21,057	16,390	9,901	— 6,889
	Timber	Tons.	..	..	..	77	+ 77
	Bricks	100	..	..	50	34	— 16
	Gunpowder	Pkgs.	..	..	..	53	+ 53
Madras Harbour Works.	Cement	Casks	..	..	14,000	15,600	+ 1,600
	Stores	Pkgs.	..	..	40	8	— 32
	Coal	Tons.	..	..	..	..	..
Clothing	Packages	No.	2,324	2,176	1,900	2,048	+ 148
Police	,, ...	,,	167	196	131	166	+ 35
Salt Revenue	,, ...	,,	291	109	79	33	— 46
Post Office	,, ...	,,	858	742	2,886	2,021	— 865
Medical	,, ...	,,	1,007	1,920	1,012	350	— 662
Telegraphs	,, ...	,,	24,126	9,129	10,770	11,552	+ 782
Stationery	,, ...	,,	1,197	1,156	1,115	707	— 308
Stamps	,, ...	,,	1,122	1,861	1,611	2,497	+ 886
Commissariat	,, ...	,,	7,420	2,562	3,611	2,814	— 797
Gazette Press	,, ...	,,	149	97	249	344	+ 95
Marine	,, ...	,,	880	806	317	157	— 160
Revenue Survey	,, ...	,,	208	25	37	43	+ 14
Agriculture	,, ...	,,	320	140	6	3	— 3
Government Central Museum.	,, ...	,,	10	9	6	4	— 2
Under Secretary to Government.	,, ...	,,	504	85	68	53	— 15
Superintendent of Prisons.	,, ...	,,	17	7	16	..	— 16
Revenue Board	,, ...	,,	33	9	13	13	..
Forests	,, ...	,,	10	3	1	..	— 1
Presidency College ..	,, ...	,,	15	2	4	17	+ 13
Chemical Examiner ..	,, ...	,,	31	36	35	23	— 12
Medical College	,, ...	,,	31	41	31	16	— 15
Deputy Collectors	,, ...	,,	15	12	..	15	+ 15
Astronomer	,, ...	,,	13	20	7	9	+ 2
Presidency Pay Master ..	,, ...	,,	8	4	..	..	..
Registration	,, ...	,,	4	1	..	5	+ 5
Registrar of High Court ..	,, ...	,,	1	4	2	12	+ 10
Civil Engineering College.	,, ...	,,	..	44	21	10	— 11
Examiner of Accounts B.M. Ralway.	,, ...	,,	..	..	..	11	+ 11
Revenue Settlement ..	,, ...	,,	..	..	1	4	+ 3
Executive Engineer, Military works.	Bricks ..	100	..	..	2,003	879	— 1,124
	Packages	,,	..	..	45	..	— 45
Collector			..	..	4	4	..
Deputy Port Conservator.	,, ...	,,	..	..	..	60	+ 60

Statement of Stores, &c, Imported by Government—*cont.*

Department.	Description.	Class.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Controller, Military Accounts	Packages	No.	..	..	2	3	+ 1
Agents for Government Consignments	,, ...	,,	..	..	501	303	— 198
Government Botanical Gardens	,, ...	,,	..	..	282	199	— 83
Commissioner of Paper Currency	,, ...	,,	..	..	13	9	— 4
Inspector of Salt	,, ...	,,	..	..	..	1	+ 1
Engineer-in-Chief, B. M. Railway	,, ...	,,	..	..	..	77	+ 77
Officer in charge, Pensioners, Madras ..	,, ...	,,	..	..	1	1	..
Superintendent of Central Jail	,, ...	,,	..	..	..	7	+ 7
Meteorological Reporter ..	,, ...	,,	..	..	..	3	+ 3
Pay Examiner	,, ...	,,	..	..	1	14	+ 13
Miscellaneous Department	,, ...	,,	852	282	24	319	+ 295

VIII.—Statement of Stores, &c., exported by Government.

Department.	Description.	Class.	1892-93.	1893-94.	1894-95.	1895-96.	Increase or decrease as compared with 1894-95.
Accountant-General	Specie Silver ..	Boxes.	45	95	17	865	+ 848
	,, Copper ..	,,	200	163	180	95	— 85
	,, Notes ..	,,	13	8	6	..	— 6
	,, Packages ..	No.	1	1	5	7	+ 2
Bank of Madras ..	,, Silver ..	Boxes.	..	..	..	..	..
	,, Copper ..	,,	62	84	..	..	..
	Gun Powder	,,	..	..	..	584	+ 584
Ordnance	Packages and Pieces.	No.	5,831	9,257	8,819	6,871	— 1,948
	Ammunition ..	Boxes.	..	..	..	36	+ 36
Public Works Department	Packages and Pieces.	,,	488	3,203	1,173	1,500	+ 427
Clothing	Tons	,,	..	..	..	7	+ 7
Police	Packages & Pieces ..	,,	1,096	998	1,160	1,254	+ 94
Salt Revenue	,, ,, ..	,,	974	955	933	493	— 440
Medical	,, ,, ..	,,	785	724	960	591	— 369
Telegraph	,, ,, ..	,,	1,810	2,166	1,027	734	— 293
Stationery	,, ,, ..	,,	4,330	4,945	3,045	11,432	+ 8,387
Stamps	,, ,, ..	,,	780	623	680	1,010	+ 330
Commissariat	,, ,, ..	,,	298	236	221	385	+ 164
Gazette Press	,, ,, ..	,,	6,205	5,301	6,030	6,263	+ 233
Marine	,, ,, ..	,,	503	478	618	496	— 122
Revenue Board	,, ,, ..	,,	366	37	93	51	— 47
Revenue Settlement ..	,, ,, ..	,,	37	87	105	11	— 94
,, Survey	,, ,, ..	,,	84	53	35	44	+ 9
Superintendent of Prisons.	,, ,, ..	,,	452	223	138	54	— 84
Registration	,, ,, ..	,,	196	103	58	24	— 34
Conservator of Forests ..	,, ,, ..	,,	43	17	62	92	+ 30
Government Central Museum	,, ,, ..	,,	33	5	5	30	+ 25
Government Astronomer ..	,, ,, ..	,,	22	13	..	7	+ 7
,, Botanists ..	,, ,, ..	,,	18	13	21	3	— 18
Inspector of Salt	Packages	No.	..	..	48	24	— 24
Chemical Examiner ..	,, ...	,,	..	..	..	102	+ 102
Collectors	,, ...	,,	1	..	1	4	+ 3
Meteorological Reporter ..	,, ...	,,	9	6	..	5	+ 5
Salt Revenue	,, ...	,,	..	..	..	19	+ 19
Miscellaneous Department.	,, ...	,,	..	..	..	527	+ 527
Civil Engineering College.	,, ...	,,	53	57	59	40	— 19
Under Secretary to Government	,, ...	,,	1	..	..	3	+ 3
Post Office	,, ...	,,	..	..	..	5	+ 5
Medical College	,, ...	,,	2	2	..	295	+ 295
Registrar of High Court ..	,, ...	,,	..	..	..	18	+ 18
Examiner of Accounts, B.M. Railway	,, ...	,,	..	..	31	38	+ 7
Executive Engineer, Military Works	,, ...	,,	..	..	..	10	+ 10
			..	..	..	172	+ 172

(Signed) S. HUTCHENCE,
Traffic Manager, Harbour Trust.

ORDER—No. 602, Marine, dated 4th September 1896.

The following observations are recorded on the Administration Report of the Trustees of the Madras Harbour for the year 1895–96.

2. The Board consisted of ten members and held 29 ordinary meetings as against 25 in the previous year; a special meeting being held in February 1895. The average attendance of members was also higher than in the previous year. The Chairman was, it is observed, present at all the meetings.

REVENUE ACCOUNT.

3. *Receipts.*—The following statement shows the receipts as compared with those of the previous year:—

Particulars.	1894–95.	1895–96.	Difference.
	Rs.	Rs.	Rs.
Harbour Dues	3,59,765	3,93,455	+ 33,690
Porterage	91,544	1,00,892	+ 9,348
Contributions from Port Fund	1,38,530	33,900	— 1,04,630
Interest on Government paper	43,110	14,074	— 29,036
Total ..	6,32,949	5,42,321	— 90,628

4. The receipts both under Harbour dues and Porterage show an increase, being Rs. 33,690 under the former and Rs. 9,348 under the latter. The Board has been able to meet all its liabilities, notwithstanding a large reduction in the contribution from Port Funds, and to close the year with a balance of Rs 7,50,112 as against an opening balance of Rs. 7,53,318.

5. *Charges.*—The total expenditure amounted to Rs. 5,59,527 * as against Rs. 10,34,373,† in 1894–95. The difference is due chiefly to the repayment in 1894–95 of an extra sum of Rs. 5,00,000 towards the capital debt. If this exceptional item is excluded, the charges during 1895–96 will be found to exceed those of 1894–95 by Rs. 25,154. The excess occurred chiefly under the following heads:—

	Rs.
Interest on loan	4,694
Traffic department (shore staff)	3,596
Audit fees	2,000
New works under petty construction and repairs	8,836
Porterage coolies	6,478

6. The causes of the excess are explained in paragraph 13 of the report.

CAPITAL ACCOUNT.

7. This account opened with a balance of Rs. 47,24,242 due by the Board to Government. An advance of Rs. 4,54,985 was drawn during the year, thus raising the total loan to Rs. 51,79,227. A sum of Rs. 1,00,000 having been repaid, the closing balance on the 31st March 1896 stood at Rs. 50,79,227.

* Excludes Rs. 4,14,047 advanced to construction account.

† Excludes Rs. 14,000, balance of advance to the construction account, which remained unpaid at the close of the year.

8. The subjoined statement gives the number and tonnage of vessels which entered and left the port during the year as compared with the previous year :—

Description of vessels.	1894-95.		1895-96.	
	Number.	Tons.	Number.	Tons.
Vessels entered.				
Steamship, mercantile	640	1,150,037	656	1,184,644
Sailing ,, ...	2	2,299	1	1,400
Sailing native crafts	77	7,657	86	9,628
Man-of-war, Government ships and Transports	6	14,589	11	15,828
Total ..	725	1,174,582	754	1,211,500
Vessels left.				
Steamships, mercantile	645	1,160,543	657	1,185,999
Sailing ,, ...	2	2,299	1	1,400
Sailing, native carfts	78	8,049	85	9,219
Man-of-war, &c.	6	14,589	11	15,828
Total ..	731	1,185,480	754	1,212,446

9. There was an increase in both numbers and tonnage. This occurs chiefly in the coasting trade. Foreign-going steamers show little variation. The berths inside the harbour were generally sufficient for the requirements of the port. The time ball sanctioned by the Board on the 27th April 1894 has not been provided by the Harbour Works Engineer, whose attention will be called to the delay.

10. In paragraph 5 of the Traffic Manager's report, a summary is given of the tonnage landed at, or shipped from, the port during the past nine years. This shows that the growth in the trade of Madras has been on the whole continuous. In the year 1888–89 there was a fall of 26,386 tons, but the recovery in the following year more than compensated for the temporary depression.

11. Under imports there has been a falling off under piece-goods, kerosine oil and rice, but this has been more than covered by the increased tonnage of coal, iron, timber, cast iron pipes, and gram. Exports show a heavy fall under ground-nuts, rice and seeds. There have been slight increases in other goods; but with these exceptions, the exports have remained stationary. Taking imports and exports together, there has been an increase of upwards of 40,000 tons as compared with the previous year.

12. The suggestion of the Harbour Improvement Committee that the custody of goods landed should be vested in the Harbour Trust Board is still being considered in the Revenue Department, while the Government of India has been addressed in regard to the proposals put forward by the Board for raising funds by means of debentures, not only for the further capital outlay required for subsidiary works, but also for extinguishing the loan drawn from Government.

13. The Provident Fund which is maintained by subscriptions from the establishment, supplemented by an equivalent contribution from the Board, worked satisfactorily, and contributed the large sum of Rs. 14,218 to men thrown out of employment owing to the approaching completion of Harbour Works.

14. The Coolies Provident fund, which is established on similar principles, also worked satisfactorily with great benefit to the men, especially those temporarily incapacitated by accidents.

15. The Biden Home account is also in a solvent condition, and the institution provided all that was necessary in the shape of accommodation for seamen.

16. The progress of construction work has been separately dealt with in the Public Works Department. It will be sufficient to notice here that, when the year closed, the harbour was almost completed in accordance with the sanctioned design.

The additional works considered necessary to render the harbour efficient, and the protective works that may have to be carried out to secure the structure already completed, have engaged the prolonged consideration of the Harbour Trust Board and of Government, and are now under discussion in England.

[Here enter No, 603, Marine, dated 4th September 1896.]

(True Extract.)

Under Secretary to Government.

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

Madras Harbour.

Recording certain observations on the Administration Report of the Trustees of the — for the year 1895-96.

ENDORSEMENT—No. 603, Marine, dated 4th September 1896.

Copy forwarded to the Government of India, Finance and Commerce Department.

(By order.)

Col., R.E.,
Secretary to Government.

Madras Harbour.

Forwarding copy of proceedings recording certain observations on the Administration Report of the Trustees of the — for the year 1895-96.