

The rate for the entry and haulage of Railway vehicles remains unaltered, except that for the indefinite expression "capacity" of the vehicle, it is now clearly stated that the charge is leviable upon the tonnage actually carried. The Board has defined the capacity of a Railway vehicle to be the tonnage carried, and dues are now so charged for entry or haulage, but it is considered better to distinctly state it in the schedule.

I have the honor to be,

Sir,

Your obedient servant,

W. A. L. L.
Chairman,
Harbour Trust Board.

Rec
Extract of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Offices of the Board on Friday, the 10th day of January 1896.

6. The Board then took into consideration and discussed the draft amended schedule of rates under Section 45, Act II of 1886, considered by the Financial Committee at its meetings of the 14th and 17th December 1895, and 7th January 1896.

Resolved that this schedule as amended by the Financial Committee is approved. The Chairman is requested to submit it to Government, for the approval of His Excellency the Governor in Council, and for publication in the Fort St. George Gazette.

(True Extract.)

C. PINSENT,
Secretary,
Harbour Trust Board.

IV. For the storage of goods.—The present scale provides for three days free, and for fourteen days the rates in Schedule B of notification, dated 5th February 1884, published in the Fort St. George Gazette of the 19th idem.

V. The rate for demurrage, upon goods liable to storage, is, at present, fixed at double rates for 14 days, after the first 14 days, and treble rates afterwards.

Schedule B, referred to, is most incomplete; it names less than fifty articles upon which godown rent is leviable, while imports and exports consist of many hundreds of different articles, and the difficulty of levying godown rent or demurrage is now very great. The Traffic Manager has practically to come to an agreement with all owners of goods, not named in the schedule, as to what godown rent or demurrage he is to charge; and it is a question whether either can be legally levied upon goods not named in the schedule.

To obviate this difficulty no goods are specifically mentioned in the schedule submitted herewith for approval, and it is, in it, now clearly stated that the three free days are exclusive of the days of shipment landing and delivery, and of Sundays and Chamber of Commerce holidays. The rate is taken per ton, and after the free days, the charge proposed is as follows:—

- (a.) If stored in sheds, one anna per ton per day.
- (b.) If stored in the open, six pies per ton per day.

It is obvious that it is only fair that goods stored in sheds should pay a higher rate than those stored in the open, and the period is taken at 16 running days instead of 14 as at present, to simplify the calculation of dues, there being 16 annas or 32 half annas in the Rupee.

V. For demurrage of goods liable to storage, the rate is unaltered relatively to the charge for storage, but 16 days is the period fixed, instead of 14, for the same reason: to simplify the calculation of dues.

There is an omission in the present schedule, no charge is leviable for demurrage upon goods liable to wharfage. The result has been that, in a few instances, individuals have placed goods upon the Trust premises, paid wharfage at the sanctioned rate, Rupees 5 per ground per mensem, and left their goods for an unreasonably long time, upon ground required for other purposes, to the inconvenience of other merchants, and of the Traffic Department. It is therefore proposed that after one week's previous notice in writing has been given, when goods are so left, the Board shall be entitled to levy the higher rate of Rupees 20 per ground per mensem, provided that fuel and timber shall not be liable to demurrage, the reason for this exemption being, that as these two articles are imported in large quantities, require large areas for wharfage, and a considerable time for removal, the Board must arrange accordingly, to meet the requirements of the trade.

A general provision has been made to legalise a practice which has existed since the time when Harbour dues were first introduced, before the Trust was constituted, viz., that if the aggregate of all charges payable in respect of any one consignment amounts to less than four annas, a minimum charge of 4 annas shall be levied, in full.

Timber. Messrs. Best & Co. during the course of the current year imported a full cargo of Norwegian pine, for the gold mines; and, had they compelled the Board to do the portorage, the charge leviable would have been under the head *all other goods* eight annas per ton, at which rate the work could not have been done without a heavy loss to the Board. The item *timber* has therefore been added, Re. 1 per ton, and on the other hand, the charge for loading into, or unloading from, Railway vehicles, has been reduced from 4 annas under the head of "all other goods" to 2 annas under the head *timber*.

The Board's Traffic Department does not portorage any timber, except at the request of the owner or consignee; but it is necessary to have this protection in the schedule, to avoid loss to the Trust, should any owner leave his timber for the Board to handle, which under the present schedule could only be done at a loss.

Castings have been added to the head "Machinery boilers and girders" to remove them from the 8 anna and 4 anna rates, under "all other goods," and enable them to be assessed at half those rates, which is sufficiently high to meet all expenses for such articles.

Provision has been made for loading or unloading *Manchester bale and case goods* into or from Railway or other vehicles, annas two per ton. When the Board has erected a warehouse, it is expected that goods stored therein, intended for up-country use, will be railed away direct, without being carted from the Trust premises to Merchants' godowns.

II. Unaltered.

III. For cramage.

This scale has been modified and simplified.

Under the present scale, packages not exceeding 10 cwt. each are charged 4 annas per ton, above 10 cwt. Rs. 1-8-0. This has been modified by the insertion of an intermediate charge of 8 annas per ton upon articles between 10 cwt. and 20 cwt., the rate of Rs. 1-8-0 per ton being now made applicable to articles between 20 cwt. and 40 cwt. The rate of Rs. 2-8-0 per ton on each article exceeding 40 cwt. remains unaltered, but the enumeration, by name, of a few articles, such as "steam boilers" &c. has been omitted as superfluous, the weight being all that is needed.

The specific mention of carriages and pianofortes has been discontinued, the special rates now leviable being covered by the insertion of "measurement goods annas four per ton."

Horses, ponies, and other animals, now charged with *cramage* at Rs. 5-0-0, Rs. 2-8-0 and Re. 1-0-0 respectively have been removed from this heading; the proposed increased rates of Harbour dues covering *cramage* when such may be incurred.

For each bull, bullock, or cow, the present rate, is annas eight, and *cramage* Re. 1-0-0 at or from the Iron Pier. This has been increased to Rs. 2-8-0. The average number landed during the past four years has been 22 per annum. *Cramage* will not be charged in future as explained above.

Horses and ponies landed from foreign ports during the last four years have been as follows:—

Horses 3,319, ponies 521, total 3,840, average per annum 960. The revenue collected thereon has been: horses Rs. 8,297-8-0, ponies Rs. 651-4-0, total Rs. 8,948-12-0, average per annum Rs. 2,237-3-0. Many of the horses and ponies are very valuable animals, but taking their value all round at Rs. 650 each, their total value for the past four years is Rs. 24,96,000, and the incidence of Harbour dues thereon has been 359%.

On the same data the incidence of Harbour dues, at the proposed increased rate, would be as follows: 960 horses and ponies, average for one year, value Rs. 6,24,000, dues Rs. 9,600=1.54%, presuming that all were landed at a wharf or pier, and paid the higher rate of Rs. 10 each.

In the above calculation, it is to be remarked that no account is taken of the charge for *cramage* upon horses, which is leviable under the present schedule, viz., Rs. 5 for each horse and Rs. 2-8-0 for each pony. The reason for this is that nearly all horses from foreign ports are landed upon the beach. It is very rarely that any are landed at the screw pile pier, as it would be impossible to land a large number there, but when such is done the *cramage* has to be added.

A short time since a cargo of horses per S. S. "Booldana" was landed at the north arm, and railed to the Madras Railway Central Station, the charges for appliances, other than the stage between ship and north pier, being paid by the owner of the horses. The Board would in future provide, and pay for, all such appliances, which must include a ramp and retaining wall alongside a line of Railway, to enable the animals to walk into the Railway vehicles. This was improvised in the instance above referred to, by a temporary platform upon the north arm, extending from the spot where the capping then terminated, and which happened to be a convenient height.

It is presumed that all owners of horses would avail themselves of these improved facilities, the charges being moderate and the advantages obvious. The chief cause of complaint against the present method of landing, is the injuries sustained by the animals when landed in boats.

It is to be remarked that the facilities afforded by the Harbour, even under existing circumstances, are a very great advantage to importers of horses, in consequence of the smooth water inside, whether the animals are landed at the Pier or upon the beach; and, in the opinion of the Board, the time has arrived when the dues leviable should be increased, in view of the facilities now afforded, and the still greater advantages to be given, immediately, if the enhanced rate is approved.

(IV.) When portoraged by the Trust:—

The following alterations have been made, to meet defects found in the working of the present schedule.

Iron loading into or unloading from Railway or other vehicles, annas two per ton. This item has been added, as by the present schedule Iron had to be brought under the rate of *all other goods* four annas per ton, which is higher than necessary.

Gobt. of {1896} Madras.
MARINE.

Harbour Trust Office,
Madras, 21st January 1896.

No. 3990.

FROM

WARE AUSTIN, Esq., I. C. S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

TO

LT.-COL. D. McNEIL CAMPBELL, R. E.,

SECRETARY TO GOVERNMENT,

Marine Department.

Dated February, 11th.

Recd.

Encl.

G.O. No. 81, 11th Febr. 1896.

FEBRUARY.

Harbour Dues

Desiring to be favoured with the views
of the Chamber of Commerce and the Trades
Association on the revised scale of rates for
— proposed by the Harbour Trust Board.

SIR,

In continuation of my letter No. 3921, dated 17th January, I have the honor to submit for the information of Government, and for the approval of His Excellency the Governor in Council, a revised scale of rates framed under Section 45, Act II of 1886, which has been considered by a Committee of the Board appointed under Section 17 (3), and was discussed and approved by the Trustees at their meeting of the 10th idem; Extract of proceedings is appended.

2. The alterations proposed in the scale at present in force are as follows:—

I (i) "And that the rate on salt exported be four annas per ton", has been added to the proviso which already exempts certain articles from the general rate of 12 annas per ton. At present this trade is non-existent, and, as explained in my letter above quoted, it is hoped that the concession proposed may tend to foster exports of Madras salt to Calcutta.

Existing rates.		Proposed rates.	
I. (iii)			
Elephant ...	Rs. 15 0 0	Rs. 50 0 0	
Horse ...	" 2 8 0	Beach ...	" 7 8 0
Pony ...	" 1 4 0	Wharf or Pier...	" 10 0 0
Bull, bullock or cow ...	" 0 8 0	"	" 2 8 0

With regard to the increase in the rate on elephants, the average number landed for the past four years has been six; these animals are very valuable, and are usually kept for a week or a fortnight under the iron screw pile Pier, until arrangements can be made for their despatch by road or rail. Rs. 15 is considered a quite inadequate due, and Rs. 50 is still moderate.

On the same *data* the incidence of harbour dues, at the proposed increased rate, would be as follows: 960 horses and ponies, average for one year, value Rs. 6,24,000, dues Rs. 9,600 = 1.54 per cent., presuming that all were landed at a wharf or pier and paid the higher rate of Rs. 10 each.

In the above calculation it is to be remarked that no account is taken of the charge for cramage upon horses, which is leviable under the present schedule, viz., Rs. 5 for each horse and Rs. 2-8-0 for each pony. The reason for this is that nearly all horses from foreign ports are landed upon the beach. It is very rarely that any are landed at the screw pile pier, as it would be impossible to land a large number there, but when such is done the cramage has to be added.

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It is to be remarked that the facilities afforded by the harbour, even under existing circumstances, are a very great advantage to importers of horses, in consequence of the smooth water inside, whether the animals are landed at the pier or upon the beach; and, in the opinion of the Board, the time has arrived when the dues leviable should be increased, in view of the facilities now afforded, and the still greater advantages to be given, immediately, if the enhanced rate is approved.

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V. The rate for *demurrage*, upon goods liable to storage, is at present fixed at double rates for fourteen days after the first fourteen days and treble rates afterwards.

Schedule B referred to is most incomplete; it names less than fifty articles upon which godown rent is leviable, while imports and exports consist of many hundreds of different articles, and the difficulty of levying godown rent or demurrage is now very great. The Traffic Manager has practically to come to an agreement with all owners of goods, not named in the schedule, as to what godown rent or demurrage he is to charge; and it is a question whether either can be legally levied upon goods not named in the schedule.

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(a) If stored in sheds, one anna per ton per day.

(b) If stored in the open, six pies per ton per day.

It is obvious that it is only fair that goods stored in sheds should pay a higher rate than those stored in the open, and the period is taken at sixteen running days instead of fourteen as at present, to simplify the calculation of dues, there being 16 annas or 32 half annas in the rupee.

V. For *demurrage* of goods liable to storage, the rate is unaltered relatively to the charge for *storage*, but sixteen days is the period fixed, instead of fourteen for the same reason, to simplify the calculation of dues.

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The rate for the entry and haulage of railway vehicles remains unaltered, except that for the indefinite expression "capacity" of the vehicle, it is now clearly stated that the charge is leviable upon the tonnage actually carried. The Board has defined the capacity of a railway vehicle to be the tonnage carried, and dues are now so charged for entry or haulage, but it is considered better to distinctly state it in the schedule.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras at a meeting held at the offices of the Board on Friday, the 10th day of January 1896.

6. The Board then took into consideration and discussed the draft amended schedule of rates under section 45, Act II of 1886, considered by the Financial Committee at its meetings of the 14th and 17th December 1895 and 7th January 1896.

Resolved that this schedule, as amended by the Financial Committee, is approved. The Chairman is requested to submit it to Government for the approval of His Excellency the Governor in Council, and for publication in the *Fort St. George Gazette*.

* * * * *

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

DRAFT NOTIFICATION.

The following scales of rates have been framed by the Trustees of the Madras Harbour and sanctioned by Government under section 45, Act II of 1886 (the Madras Harbour Trust Act) :—

UNDER SECTION 45 (a).

I. On goods landed or shipped at any wharf, pier, or dock in the possession or occupation of the Board :—

- (i) Annas 12 per ton of 50 cubic feet, or 20 cwt., or 210 imperial gallons; provided that goods manifested for transshipment shall, if landed and re-shipped, pay no charge for harbour dues upon re-shipment, that explosives for other ports compulsorily landed at Madras to enable a vessel to enter the harbour, and seamen's effects and ships' fittings be passed free, and that the rate on salt exported be four annas per ton.
- (ii) For each package of bullion or coin, one rupee per package.
- (iii) For each elephant, Rs. 50. For each horse or pony, if landed on or shipped from the beach, Rs. 7-8-0; if landed at or shipped from any wharf or pier, Rs. 10 each. For each bull, bullock or cow, Rs. 2-8-0.
- (iv) When portaged by the Trust, the following rates will be levied in addition to the above :—

	Per ton.
	RS. A.
Coal, coke and patent fuel—	
Carrying and stacking	0 4
" and loading direct into railway or other vehicles	0 4
Weighing on scales	0 4
" on weigh-bridge and adjusting loads	0 1
Loading into railway or other vehicles	0 2
Unloading from railway or other vehicles and stacking	0 2
Iron—	
Carrying, sorting and delivering	0 8
Weighing	0 4
Loading into or unloading from railway or other vehicles	0 2
Railways—	
Bridge material	0 4
Permanent-way material	0 4
Rolling-stock	0 4
Timber	1 0
Loading into or unloading from railway or other vehicles—	
Rails	0 4
Other material	0 2
Machinery, boilers, girders and castings	0 4
Loading into or unloading from railway or other vehicles	0 2

	RS. A.
Bullion and coin, per package	0 2
Salt, sugar, grain and other cargo in bags	0 4
Loading into or unloading from railway or other vehicles	0 6
" Manchester " bale and case goods	0 2
Loading into or unloading from railway or other vehicles	1 0
Timber	0 2
Loading into or unloading from railway or other vehicles	0 8
All other goods	0 4
Loading into or unloading from railway or other vehicles	0 4

II. For the wharfage of goods at any wharf in the possession or occupation of the Board—
Three days free; thereafter at Rs. 5 per ground per mensem.

III. For the cranaage of goods at any wharf, pier, or dock in the possession or occupation of the Board—

	RS. A.
Not exceeding 10 cwt., each article at the rate of	0 4 per ton.
Exceeding 10 cwt. and not exceeding 20 cwt., each article at the rate of	0 8 "
Exceeding 20 cwt. and not exceeding 40 cwt., each article at the rate of	1 8 "
Each article exceeding two tons in weight at the rate of	2 8 "
Measurement goods	0 4 "

IV. For the storage of goods at any wharf, pier, or dock in the possession or occupation of the Board, from the date of landing or of deposit thereat—
Three days free, exclusive of days of shipment landing and delivery, and of Sundays and Chamber of Commerce holidays.

For 16 running days thereafter the following rates :—

- (a) If stored in sheds, one anna per ton per day.
- (b) If stored in the open, 6 pies per ton per day.

V. For the demurrage of goods—liable to storage—at any wharf, pier, or dock in the possession or occupation of the Board—
Double rates for 16 running days after the first 16 days for which storage has been charged, and treble rates afterwards.

For the demurrage of goods—liable to wharfage—at any wharf, pier, or dock in the possession or occupation of the Board, upon one week's previous notice in writing being given—
Rupees 20 per ground per mensem provided that fuel and timber shall not be liable to demurrage.

N.B.—If the aggregate of all the above charges payable in respect of any one consignment amounts to less than four annas, a minimum charge of 4 annas shall be levied in full.

UNDER SECTION 45 (c).

VI. For vehicles carrying goods to or from or entering upon . . . any wharf, or pier in the possession or occupation of the Board—
For each loaded railway vehicle, Annas 2 per ton carried per trip when hauled by locomotive engines belonging to the Board, when not so hauled Anna 1 per ton carried per trip.

ORDER—No. 81, Marine, dated 11th February 1896.

Before sanctioning the revised scale of rates, His Excellency the Governor in Council desires to be favoured with the views of the Chamber of Commerce and the Trades Association which will be taken into consideration if received on or before the 1st April next.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Joint Secretary to Government.

To the Chairman, Harbour Trust Board.
" Chairman, Madras Chamber of Commerce.
" Chairman, Madras Trades Association.
" Presidency Port Officer.
" Public Works Department, Railway Branch.
" Financial Department.

Ed. C. M. Brisson.
Spare Copies

Subt. of { 18 } Madras.

To

The Marine Dept

Proceedings, dated 31 January 1896
No. 113

Subject.

Placing the account
directing the accountant
General to place the sum
of Rs. 570 at the disposal of the
P.W. Dept from Port Funds.

383
to be
90 62 1/2
with 1/2
of 1/2

3.2.96 N° 62.
8.1.96 Memo N° 8. 1/2
16.12.95 N° 383
27.11.95 Memo N° 27. 1/2
4.7.95 .. 197
16.1.94 .. 16.1.94: 4.2.96

B

N° 80 Marine of 10th Feb 1896.

Communicated to
the Presidency Port office
in continuation of P.O.
62 Marine, dated 3rd
February 1896.

7/2/96
C. 1896
6.2.96

The P.P.O.

R.S.



to 1/2

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