

Marine (1898) Department.

G.O., No. *Asst. Mar*

DATED *10 Oct 98*

Harbor Trust Board [Despatch Abstract.] Meeting

Letter from the Chairman, Harbor Trust
Board Submitting a copy of the Minutes of the
Mos: of the — held on 16 Sept 98, recorded

12

17/10/98

CURRENT No. 12/0

Order 856 dated 18 October 1898

*The Chairman,
Harbour Trust Board,
Madras.*

No. 2563

Dated 7-10-'98

Despatched 8 — —

Received 10-20-98

Enclosures / _____

Spare copies

SUBJECT.

DW

NOTIFICATION.

Ootacamund, October 4, 1898.

No. 107.—The following Minutes of the Proceedings of a Meeting of the Trustees of the Madras Harbour, held at the Board's office on Friday, the 16th September 1898, are published:—

Present:

MR. J. N. Atkinson, I.C.S., *Chairman.*
 „ R. J. Black.
 „ C. B. Simpson.
 „ R. Harper.

Mr. F. J. Wilson.
 „ Cowasjee Eduljee Panday.
 „ Mirza Mehdy Ispahani.
 M.R.Ry. T. Namberumal Chetty Garu.

Read and approved the Minutes of the Proceedings at the last meeting held on Friday, 2nd September 1898.

Ordered to be recorded.

2. Letters from the Chamber of Commerce and Trades' Association, dated 2nd September and 18th August, replying to references respecting Harbour improvements, having been circulated, were with G.O., No. 110, Marine, dated 11th February 1898, taken into consideration, and the Chairman moved the following resolution:—

(1) That the Board has had under consideration the two estimates for boat-basins, the estimate for a scheme of development including a ship-basin and the other papers forwarded to the Board for remarks with G.O., No. 110, Marine, dated 11th February 1898.

(2) That with the view of assisting the Board to come to a conclusion on the subject referred to them, the papers and minutes of Trustees thereon were forwarded by the Board, to the Chamber of Commerce and to the Trades' Association, and the Board has considered their replies.

(3) That, at the instance of the Chamber of Commerce a proposal to construct a boat-basin which should be capable of being converted into a dock has been considered, and that a proposal to meet the present requirements of the port by the construction of subsidiary piers within the Harbour without any basin has also been considered.

(4) That the Board is agreed that the time has come to adopt a final scheme for the complete development of the Harbour in the future, no matter what portion of the work it should be decided to undertake immediately.

(5) That for this reason and for the further reasons given below, the proposal to construct subsidiary piers and to put aside the consideration of further development, does not meet with the Board's approval. Subsidiary piers would be of little use by themselves, seeing that the Harbour small craft would remain unprotected in heavy weather, they afford only a clumsy and expensive method of dealing with traffic, and their working is likely to be very seriously interfered with by Railway arrangements.

(6) That the Board cannot approve the proposal to construct now a boat-basin capable of future conversion into a dock, not only for the reasons that have already influenced the Board to reject a boat-basin altogether, but also because the construction of such a basin must cost more than a non-convertible basin.

(7) The Board having already rejected the proposals for constructing non-convertible boat-basins is of opinion that the best way to facilitate trade, to cheapen loading and discharge, to make the port a safe one, and thereby to attract shipping, and cheapen freights, is to provide a ship-basin or dock wherein ships can receive and discharge cargo direct at a quay, and simultaneously, if desired, into lighters on the other side.

(8) That as the objections that have been raised to the construction of such a basin, are apparently purely financial, the Board has had under consideration the financial aspects of constructing a ship-basin and of constructing a boat-basin. The Board considers that docks or a ship-basin will entail no greater annual charges under the heads of maintenance and repairs, dredging, establishment and re-payment of capital than would a boat-basin as the shedding length of quays, dredging and establishment would be the same in either case. That the only difference between docks and a boat-basin lies in the matter of interest on the capital expenditure, and that whereas in the case of a boat-basin the charge for interest must be met by an impost on the trade of the port without any pecuniary set off, in the case of docks the charge for interest will be partially or wholly counterbalanced by the saving of all charges for boat-hire as well as by diminished loss of goods between ship and shore.

(9) That for the above reasons the Board as at present constituted is of opinion that a ship-basin of the same size and general position as that of the design forwarded by Government to the Board for remarks should be constructed, provided that it can be constructed and fully equipped with sheds, cranes and all appliances for a sum not exceeding 40 lakhs. In the matter of equipment the Board observes

that only sheds have been provided for. The sheds provided are considered sufficient. As regards cranes the Board considers that in the first instance it is not necessary to provide for a hydraulic system.

The Board already possesses the cranes shown in the accompanying list, and as most of the work of discharging and loading will be performed by hand, considers that this equipment will be sufficient. No provision has been made in the estimates for new offices; for this a sum of Rs. 35,000 should be added.

As regards the position and width of the entrance to the dock, the design under review places this 600 feet from the shore end of the existing S. pier involving work inside the Harbour estimated to cost some 8 lakhs.—Mr. Wilson's objects in so placing it were to keep the new dock as far away from the sea as possible and to suit proposed developments within the existing area of the Harbour as shown in his plans of final stages.—As it has been suggested by the Chief Engineer that whatever new work is added should be kept outside the existing Harbour. Mr. Wilson has submitted to the Board two sketches with rough estimates in which the entrance is placed 1,000 feet from the shore end of the S. pier, and the Board prefers this position to that originally proposed as it does away with the necessity for interference with the existing Harbour. It has been also suggested by the Chief Engineer that the entrance should be placed still further seawards and a protecting mole omitted, but the cost of this proposal has not been estimated. If such a design can be drawn out to show that it would cost less and be as efficacious the omission of the protecting mole jutting out into the Harbour has its advantages, the Board observes however that the further out to sea the basin is placed the greater will be the cost of the sea face wall and the greater will be the exposure of the sea side quay to the violence of a storm.

As regards the width of the entrance that proposed in the design under review is 164 feet with the object of allowing vessels to pass through it under their own steam. The Deputy Port Conservator has expressed the opinion that even with this width vessels will have to be warped in Mr. Wilson suggests that if warping is to be resorted to, it would be better to make the entrance only 80 feet wide so that if desired in the future the dock might be converted more easily into a closed dock by which not only greater stillness would be secured but a greater permanent depth of water in the dock might be obtained. The Board as at present constituted is of opinion that in the first instance it is desirable to make the entrance suitable for vessels to enter under their own steam, with perhaps some assistance from a line thrown on to the quay.

(10) The Board recognises the great weight attaches to the opinions of the Chamber of Commerce, and Trades' Association, and notes from their final replies that while neither body, it is understood, is unanimous both have decided in favour of an inner harbour or dock. The Board resolves to submit all material papers to Government together with the letters from the Chamber and Trades' Association with the request that Government will decide after consulting its own Engineers and Sir Alexander Rendel what form the proposed dock or inner harbour should take and where it should be constructed.

(11) In due course, so soon as a plan and estimate have been sanctioned by Government under section 64 of the Madras Harbour Trust Act, the Board will ask Government to move the Governor-General of India in Council under section 31 of the Act for his consent to an advance of the funds necessary for execution of the work.

(12) That it is of urgent importance that a final decision be come to, and work commenced on, the scheme finally adopted at as early a date as possible, and the Board therefore respectfully solicits the early consideration of this matter by Government.

On being put to the vote this resolution was lost by 5 to 2, and it was then resolved that the Chairman is requested to draft a letter explaining to Government exactly how the matter stands.

3. Read and discussed G.O., No. 775, Marine, dated 9th September 1898, holding that the Harbour Trust Board is solely responsible for all erosion north of the Harbour and for the protection of the foreshore.

Read minutes by Trustees.

Postponed until next meeting.

4. Read letter, dated 9th September 1898, from the Chairman, Livestock Importation Act Committee forwarding for favour of an expression of opinion a copy of the draft rules regarding Tick plague, the proposed site for the quarantine enclosure being on the sand to the south of the harbour.

Read also letter No. 286-G, dated 9th September 1898, from the President, Madras Municipal Commission, intimating that it is proposed to erect health camps in connection with plague preventive measures, on the shore between the Fort and the Harbour and on the Beach between the Fort and the Napier Bridge.

Read minutes by Trustees.

Resolved that the Chairman is requested to draft a letter to Government protesting against the above proposed sites, and putting in a claim on behalf of the Board for all the land accreted to the south of the Harbour.

5. G.O., No. 694, Marine, dated 16th August 1898, reviewing the Administration Report of the Trustees of the Harbour for the year 1897-98 was ordered to be recorded.

6. The following papers laid upon the Board's table were ordered to be recorded:—Administration Report of the Public Works Department, Railway Branch, Madras Presidency, for the year 1897-98.

G.O., Nos 732-733. Financial, dated 26th August 1898, directing that the statements of Special Loans to Municipalities, &c. (Imperial and Provincial), during 1897-98 be forwarded to the Government of India and published in the *Fort St. George Gazette*.

7. Statements of Receipts and Charges Revenue Account, for the month of July and from 1st April to 31st July 1898, also memorandum of Harbour dues collected during the month of August and from 1st April to 31st August 1898, were ordered to be recorded as follows:

Statement of Receipts and Charges for the month of July 1898.

	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Opening balance—									
Government securities (par value Rs. 4,65,000)	..	..	..	..	..	..	4,44,075	0	0 @ 95 1/2 %
Do. purchased (par value Rs. 1,47,000)	..	..	..	..	..	..	1,38,767	8	0
1. Cash in the Bank of Madras	..	..	..	42,556	9	7			
2. General cash in office	..	..	..	1,380	5	2			
3. Advance for contingencies	..	..	..	500	0	0			
							44,436	14	9

Receipts.

I. Contributions from Port Funds	..	..	..						
II. Beach imports: dues under section 45 (a), I (i), (ii), (iii).	..	..	..	28,417	15	8			
Pier do. do. do.	..	..	..	6,905	15	4			
Beach exports: do. do. do.	..	..	..	1,291	1	11			
Pier do. do. do.	..	..	..	3,745	2	4			
Wharfage: do. II	..	..	..	235	0	0			
Craneage: do. III	..	..	..	4,351	15	3			
Storage: do. IV	..	..	..	128	13	0			
Demurrage: do. V	..	..	..	124	8	4			
Dues for entry of vehicles under section 45 (a), VI	..	..	..	2,167	10	5			
Provisions: dues on, under section 45 (a), I (i).	..	..	..	69	0	0			
Rent of properties	..	..	..	67	6	11			
Water: charge for, delivered at pier head	..	..	..	845	4	0			
Penalties under section 84	..	..	..	..	..	..			
Sundries	..	..	..	0	0	3			
							48,849	13	5
III. Portage under section 45 (a), I (iv)—									
Beach	..	..	..	12,459	1	2			
Pier	..	..	..	3,263	15	5			
Miscellaneous	..	..	..	23	15	0			
							15,746	15	7
IV. Interest on Government of India 3 1/2 per cent. promissory notes	..	..	..	..	..	..	4,326	9	0
Cost of Government securities purchased	..	..	..	..	..	..	..	..	38,559 4 0
Proceeds of Government securities sold	..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	1,12,860	4	9
							6,19,392	12	9

Charges.

I. Interest (under section 30)	..	..	..	..					
II. Repayment of loan for construction of harbour under section 31	..	..	..	..					
III. Rent of Custom House Godowns	..	..	..	769	0	9			
IV. Refunds	..	..	..	..					
V. Engine haulage	..	..	..	515	6	6			
VI. Steam crane charges	..	..	..	390	0	0			
VII. Fees to Trustees	..	..	..	400	0	0			
VIII. Chairman's allowance	..	..	..	100	0	0			
IX. Local Consulting Engineer's allowance	..	..	..	..					
X. Consulting Engineer's Fees	..	..	..	..			2,174	7	8
XI. Establishment—									
1. Secretary's salary	..	..	..	1,000	0	0			
2. Correspondence Department	..	..	..	302	8	0			
3. Accounts Department	..	..	..	605	8	0			
4. Cash Department	..	..	..	493	0	0			
5. Traffic Department (Shore staff)	..	..	..	2,191	4	2			
6. Preventive service	..	..	..	680	0	0			
7. Do. boatmen	..	..	..	110	10	8			
8. Tidal Observatory	..	..	..	40	0	0			
9. Exchange compensation allowance	..	..	..	244	8	5			
10. Contribution to Government for pensions.	..	..	..	187	1	5			
11. Do. Provident Fund	..	..	..	2	7	11			
12. Engineer's Department	..	..	..	3,813	1	0			
							9,670	1	7
XII. Contingencies—									
(a) Subject to regular audit—									
Postage	..	..	..	17	9	0			
Receipt stamps	..	..	..	21	14	0			
Telegrams	..	..	..	4	1	0			
Furniture	..	..	..	..					
Fees for audit	..	..	..	15	0	0			
Law charges	..	..	..	1,128	11	4			
Stationery and Printing	..	..	..	108	8	0			
Advertisement charges	..	..	..	426	2	0			
Lighting Pier and Yards	..	..	..	..					
Uniform for Preventive service, &c.	..	..	..	..			1,721	13	4
(b) Admissible without detailed audit—									
Overtime fees to establishment	..	..	..	333	14	6			
Do. to Preventive service	..	..	..	108	6	5			
and boatmen	..	..	..	429	7	6			
Miscellaneous	..	..	..	..			871	12	5
XIII. Petty construction and repairs—									
New works	..	..	..	192	0	9			
Repairs	..	..	..	2,540	12	7			
Tools and plant	..	..	..	1,539	7	8			
							4,272	5	0
Carried over	..	..	..	..			18,710	7	7

	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Brought forward ..				18,710	7	7			
XIV. Portage—									
1. Establishment	1,067	0	0						
2. Coolies, Beach	5,981	7	10						
3. Do. Pier	1,637	13	3						
4. Do. Custom-house	1,032	2	9						
5. Coasting cargo	94	9	10						
6. Cart-hire	36	0	0						
7. Refunds	1,916	15	3						
8. Claims for losses and damage of cargo ..	31	15	0						
9. Contribution to Government for pen- sions	5	11	2						
10. Contribution to Provident Fund									
11. Provident Fund deductions from coolies' wages ..	128	5	1						
12. Do. contributions by the Trust	128	5	1						
(a) Contingencies subject to regular audit—				12,060	5	3			
Postage									
Receipt stamps									
Furniture									
Tarpaulins	9	0	0						
Law charges									
Stationery and Printing	83	10	4						
(b) Contingencies admissible without detailed audit—									
Overtime fees to establishment	130	15	0						
Miscellaneous	126	5	0						
				257	4	0			
XV. Capital account—									
Major works—									
(a) Harbour Improvements									
(b) Moorings									
(c) Other new works	196	12	0						
(d) Other debit transactions—									
(i) Acquisition of land	1	10	2						
(ii) Protective works									
(e) Tools and plant	2	0	1						
(f) Contingencies									
				200	6	3			
XVI. Advances to Engineer				6,239	4	8			
Government securities purchased (Rs. 38,000.) ..				36,550	4	0			
Do. sold Rs.									
Amount of Harbour Dues Collections found deficit in the cash chest of the late cashier on the evening of the 21st July 1898 ..				343	13	2			
Total Expenditure				74,454	7	3			
Closing balance on the 31st July 1898—									
Government securities (par value Rs. 4,65,000) at 95½ per cent.							4,44,075	0	0
Do. purchased (par value Rs. 1,85,000)							1,75,317	12	0
Cash in the Bank of Madras	37,300	1	0						
General cash in office	605	12	6						
Advance for contingencies	500	0	0						
				38,405	13	6			
Total				1,12,860	4	9	6,10,392	12	0

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

Statement of Receipts and Charges from 1st April to 31st July 1898.

	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Opening balance—									
Government securities (par value Rs. 4,65,000) ..							4,44,075	0	0 @ 95½ %
Do. purchased (par value)									
1. Cash in the Bank of Madras	3,77,940	13	11						
2. General cash in office	1,043	6	1						
3. Advance for contingencies	500	0	0						
				3,79,484	4	0			
Receipts.									
I. Contributions from Port funds									
II. Beach imports: dues under section 45 (a), I (i), (ii), (iii).	92,269	9	6						
Pier do. do.	27,386	6	4						
Beach exports: do. do.	6,909	2	9						
Pier do. do.	12,888	4	5						
Wharfage: do. II	3,916	0	0						
Craneage: do. III	15,412	7	10						
Storage: do. IV	351	13	2						
Demurrage: do. V	213	15	1						
Dues for entry of vehicles under section 45 (c), VI	5,768	8	3						
Provisions: dues on, under section 45 (a), I (i)	225	2	0						
Rent of properties	238	2	4						
Water: charge for, delivered at pier head. ..	2,961	0	0						
Penalties under section 84	15	0	0						
Sundries	22	13	5						
				1,68,578	5	1			
Carried over				5,48,062	9	1	4,44,075	0	0

	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Brought forward ..				6,48,062	9	1	4,44,075	0	0
III. Portage under section 45 (a), I (iv)—									
Beach	32,441	14	11						
Pier	14,454	1	1						
Miscellaneous	23	15	0						
				46,919	15	0			
IV. Interest on Government of India 3½ per cent. promissory notes				6,103	7	9			
Credit balance of the Chairman's construction account transferred to revenue. ..				45,446	0	4			
Cost of Government securities purchased. ..							1,75,317	12	0
Proceeds of Government securities sold									
Total				6,46,532	0	2	6,19,392	12	0

Charges.

I. Interest (under section 30)			2,19,565	2	11
II. Repayment of loan for construction of harbour under section 31			1,00,000	0	0
III. Rent of Custom House Godowns					
IV. Refunds	1,707	11	0		
V. Engine haulage					
VI. Steam crane charges	515	6	6		
VII. Fees to Trustees	1,920	0	0		
VIII. Chairman's allowance	1,600	0	0		
IX. Local Consulting Engineer's allowance ..	400	0	0		
X. Consulting Engineer's Fees			6,143	1	6
XI. Establishment—					
1. Secretary's salary	4,000	0	0		
2. Correspondence Department	1,291	8	6		
3. Accounts Department	2,490	10	8		
4. Cash Department	1,971	12	5		
5. Traffic Department (Shore staff)	8,639	0	10		
6. Preventive service	2,720	0	0		
7. Do. boatmen	438	0	0		
8. Tidal Observatory	80	0	0		
9. Exchange compensation allowance. ..	594	15	11		
10. Contribution to Government for pensions	354	2	10		
11. Contribution to Provident Fund	9	7	9		
12. Engineer's Department	3,813	1	0		
XII. Contingencies—			26,402	11	11
(a) Subject to regular audit—					
Postage	43	1	4		
Receipt stamps	77	5	0		
Telegrams	10	9	0		
Furniture	84	0	0		
Fees for audit					
Law charges	102	8	0		
Stationery and Printing	1,957	0	3		
Advertisement charges	344	4	0		
Lighting Pier and Yards	886	15	9		
Uniform for Preventive service, &c.	714	12	0		
			4,220	7	4
(b) Admissible without detailed audit—					
Overtime fees to establishment	1,496	0	3		
Do. to Preventive service and boatmen. ..	795	4	3		
Miscellaneous	1,678	12	7		
XIII. Petty construction and repairs—			3,970	1	1
New works	20	3	8		
Repairs	1,932	11	11		
Tools and plant	1,539	7	8		
XIV. Portage—			3,492	7	3
1. Establishment	4,169	13	4		
2. Coolies, Beach	22,052	10	8		
3. Do. Pier	6,261	14	3		
4. Do. Custom-house	4,443	7	11		
5. Coasting cargo	401	11	0		
6. Cart-hire	207	7	3		
7. Refunds	4,624	6	4		
8. Claims for losses and damage of cargo	187	3	6		
9. Contribution to Government for pensions	11	6	4		
10. Contribution to Provident Fund	2	5	3		
11. Provident Fund deductions from coolies' wages.	519	8	7		
12. Do. contributions by the Trust	519	8	7		
			43,401	7	0
(a) Contingencies subject to regular audit—					
Postage					
Receipt stamps					
Furniture					
Tarpaulins	1,360	2	0		
Law charges					
Stationery and Printing	83	10	4		
			1,443	12	4
Carried over			4,08,639	8	4

	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
Brought forward ..	..	..	..	4,08,639	3	4	..	..	..
(b) Contingencies admissible without detailed audit—									
Overtime fees to establishment.	767	15	10						
Miscellaneous	581	7	6						
				1,349	7	4			
XV. Capital account—									
Major works—									
(a) Harbour Improvements ..	..	..	..						
(b) Moorings	..	..	..						
(c) Other new works ..	196	12	0						
(d) Other debit transactions—									
(i) Acquisition of land ..	1	10	2						
(ii) Protective works ..	..	..	..						
(e) Tools and plant ..	1,026	8	4						
(f) Contingencies	..	..	..						
				1,224	14	6			
Amount paid in excess by Messrs. Murray & Co. on account of Government promissory notes sold through them refunded ..	..	..	..	11	11	8	..	..	..
XVI. Advances to Engineer—				21,239	4	8	..	..	..
Government securities purchased (Rs. 1,85,000)	..	..	..	1,75,317	12	0	..	..	..
Government securities sold	..	..	..	..	..	..	..	..	..
Amount of Harbour Dues collections found deficit in the cash chest of the late cashier on the evening of 21st July 1898 ..	..	..	..	343	13	2	..	..	..
Total Expenditure ..	..	..	..	6,08,126	2	8	..	..	..
Closing balance on the 31st July 1898—									
Government securities (par value Rs. 4,65,000) at 95½ per cent. ..	..	..	..	..	..	4,44,075	0	0	..
Do. purchased (par value Rs. 1,85,000)	..	..	..	..	..	1,75,317	12	0	..
Cash in the Bank of Madras	37,300	1	0	..	..	..	..	..	..
General cash in office	605	12	6	..	..	..	..	..	..
Advance for contingencies	500	0	0	..	..	..	..	..	..
				38,405	13	5	..	..	..
Total ..	..	..	..	6,46,532	0	2	6,19,392	12	0

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

Statement showing the amount of Dues collected during the month of August 1898.

	1897.			1898.						
	RS.	A.	P.	RS.	A.	P.				
Import dues under section (a) (i) (ii) (iii)	38,983	1	5	27,389	15	5				
Export	5,756	5	10	4,869	0	8				
Wharfage	625	0	0	1,546	6	8				
Craneage	4,369	13	4	3,121	6	5				
Storage	26	9	2	84	3	7				
Demurrage	7	14	8	59	14	7				
Dues for entry of vehicles under section 45 (c)	1,795	7	4	1,439	6	9				
Provisions—Dues on, under section 45 (a) I c	62	8	0	50	14	0				
Rent of properties	55	3	0	52	0	4				
Water—Charge for, delivered at Pier head	474	12	0	820	0	0				
Penalties	..	..	..	..	..	..				
Sundries	..	..	..	0	0	1				
Beach Portorage under section 45 (a) I, IV	12,653	8	7	4,296	0	9				
Pier	4,174	5	1	3,069	10	3				
Miscellaneous	..	..	..	..	..	..				
Total Rupees ..	68,984	8	5	46,798	15	6				
Actuals of 1897-98.	RS.	A.	P.	Actuals of 1898-99.	RS.	A.	P.	+ or -		
April	44,944	15	9	43,806	11	4	—	1,138	4	5
May	55,576	6	1	52,802	6	2	—	2,773	15	11
June	40,333	8	10	54,792	5	7	+	14,458	12	9
July	43,533	11	11	64,072	14	0	+	20,539	2	1
August	68,984	8	5	46,798	15	6	—	22,185	8	11
Net ..							+	8,900	1	7

8. Madras Bank pass-books were laid upon the Board's table showing to credit the following amounts:—

	RS.	A.	P.
Revenue Account	3,573	15	0
Deposit Account	3,191	10	2
Biden Home Account	1,255	10	0
Petty Cash Account	410	9	1
Provident Fund Account	1,016	0	0
Cooly Provident Fund Account	597	9	8

The Chairman informed the Board that Government 3½ per cent. pro-notes had since the last meeting been purchased for Rs. 30,000 at Rs. 94-6-0 making the total Revenue investments Rs. 7,00,000 par value.

W. B. DEWINTON,
Secretary to Government.

Harbour Trust Office,

MADRAS, 7th October 1898.

No. 2563

FROM

J.N. Atkinson Esq I.C.S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

TO

W.B. deWinton Esq,

SECRETARY TO GOVERNMENT,

Marine Department.

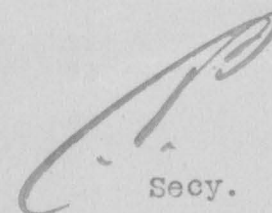
Sir,

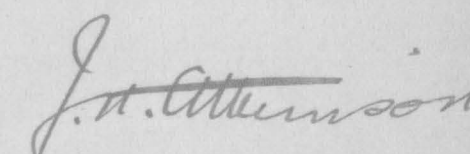
I have the honour to submit herewith for the information of Government, a printed copy of the minutes of the proceedings of the Harbour Trust Board's meeting held on 16th September 1898.

I have the honour to be,

Sir,

Your Obedient Servant,


Secy.


Chairman,
Harbour Trust Board.

*Recd
127878*

J.N.