

21-11-29 ✓

Marine (1899) Department.

✓ G.O., No. 470 Mad

DATED 31st May 1899

R.

3/6/99

[Despatch Abstract.]

Import Dues on Coal

Requesting the Chamber of Commerce, Madras, to favour the Government with its views on the proposal of the Madras Harbour Trust Board to reduce the rate of — from 12 annas to 4 annas per ton.

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[INDEXED.]

3/6/99

[1,000-25-10-99]

Requesting the Chamber of Commerce, Madras, to favour the Government with its views on the proposal of the Madras Harbour Trust Board to reduce the rate of — from 12 annas to 4 annas per ton.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From H. BRADLEY, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Secretary to Government, Marine Department, dated 1st May 1899, No. 129.

I have the honour to submit for the information of Government and for favour of orders under section 45, Act II of 1886, a resolution passed by the Trustees of this Harbour at their meeting last Friday, reducing the rate of harbour dues on coal landed from 12 to 4 annas per ton.

The Board is of opinion that Bengal sea-borne coal cannot continue to pay the higher rate, and that unless the concession asked for by Messrs. Best & Co. of a reduction in dues is made, the port will lose the trade entirely.

A draft notification is submitted herewith for publication in the gazette should Government sanction the proposed reduction.

The lower rate of dues on coal proposed means a loss of revenue to the Trust of over Rs. 1,00,000, and this must be made up by increasing the charges upon other description of goods, which being of greater value per ton can afford to pay a higher rate. This, however, is a matter which requires careful consideration, and the Trustees will submit proposals for enhancing dues only after having gone thoroughly into the matter.

With regard to coal the position simply is that if dues are not promptly reduced the trade will be diverted, and once this occurs, is not likely to be regained.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the Offices of the Board on Friday the 28th day of April 1899.

12. Read letter, dated 5th April 1899, from Messrs. Best & Co. requesting, for reasons given, that the harbour dues now levied on coal imported, may be reduced.

Resolved that the scale of rates at present in force under section 45, Act II of 1886, be amended; and that the rate of dues on coal imported be reduced, subject to the approval of the Governor in Council under that section, to 4 annas per ton.

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).

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

(1) 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 reshipped, pay no charge for harbour dues upon reshipment; that explosives for other ports compulsorily landed at Madras to enable a vessel to enter the harbour, and seamen's effects and ships' fittings landed at Madras to enable a on salt exported and coal imported be 4 annas per ton; that coal which has paid dues on landing may be reshipped free; and that petroleum in bulk, if landed by means of a pipe supplied by the Board, shall pay As. 14 per ton of 280 imperial gallons.

2. The notification, No. 84 of 29th June 1898, published on page 616 of the Fort St. George Gazette of the 12th July 1898, Part I, is hereby cancelled.

From the Agent and General Manager, Hyderabad (Deccan) Company, Limited, to the Secretary to Government, Marine Department, dated Secunderabad, Deccan, 14th May 1899.

I am informed that, pending your sanction, the harbour dues per ton of coal imported in Madras will be 4 annas instead of 12 annas as hitherto. I have the honour to bring to your notice that such a reduction, if sanctioned, will very materially affect the traffic in coal over the East Coast Railway. As a very large consignor of coal, I should be compelled, in such an event, to consign coal to places other than Madras, and consequently over railways other than the East Coast, as the reduced harbour dues would so lower the price of sea borne coal in Madras that railway-borne coal would find a better market elsewhere.

The East Coast Railway has lately reduced its rate for carrying coal to Madras with a view to encouraging the trade, but any reduction of the Madras Harbour dues will, to a very considerable extent, defeat that object.

I am of course anxious to be able to compete with other suppliers of coal in Madras, and I therefore trust that you will see your way to maintain the harbour due on coal at As. 12 per ton in order that railway-borne coal may have a chance.

ORDER—No. 470, Marine, dated 31st May 1899.

In the first of the letters read above the Harbour Trust Board proposes to reduce the rate of import dues on coal from 12 annas to 4 annas per ton, by which a loss of revenue of over a lakh of rupees per annum is anticipated.

In the second letter the Agent and General Manager of the Hyderabad (Deccan) Company brings to notice that the proposed reduction would very materially affect the traffic in coal over the East Coast Railway.

So far as the correspondence submitted shows, the reduction is to be made in the interest of a single importing firm. As this is a matter which must be considered in the interests of the public at large, His Excellency the Governor in Council desires that the Madras Chamber of Commerce will be so good as to favour the Government with its views in the matter.

(True Extract.)

(Signed) W. B. DEWINTON,
Secretary to Government.

To the Chairman, Harbour Trust Board.
" Chairman, Madras Chamber of Commerce.

Exd. T. K. Narayana Aiyangar.

Marina Dept

Read the following

Letter from the Chairman, Harbour Trust Board, Madras
No. 129, dated 1st May 1899.

Letter from the Agent & General Manager in India,
to the Hyderabad (Deccan) Company Ltd, 21st May 1899.

Order No. 470 dated 31 May '99

In the first of the
letters read above the
Harbour Trust Board pro-
poses to reduce the
rate of import dues on
Coal from 12 annas to
4 annas per ton, by which
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RF
H. H. S.
30.5.99

The Ch. H. J. B.
Ch. Madras C. of C.

Read the following:—

Letter from the Agent and General Manager in India, to the Hyderabad (Deccan) Company Ltd., dated 4th May 1899.

Import Harbour dues on coal at Madras

Circulated to

His Excellency the Governor.

FOR ORDERS

Please see my Note on the inside file.

4.9.4
28.5.99

In his letter No. 129 dated 1st May 1899, circulated to His Excellency the Governor on the 8th May 1899 with a Note for Orders, the Chairman, Harbour Trust Board, recommended, on an application from Messrs. Best & Co., that the import harbour dues on coal be reduced from annas 12 per ton to annas 4 per ton.

2. In the letter read above, the Agent and General Manager in India to the Hyderabad Company represents that such a reduction of import dues on coal would materially affect the traffic in coal on the East Coast Railway. He therefore requests that the present rate of annas 12 be maintained, as to allow the railborne coal

an equal chance with that brought by sea.

3. A Correspondent to the "Madras Times" also draws attention to the proposed reduction of harbour dues, (vide Extract attached) and points out that this reduction will only benefit one firm, viz. Messrs Best & Co. The Consumers of Bengal Coal, whom it was no doubt intended to benefit, will, he says, derive no advantage from the measure, while the Harbour Trust Board will sacrifice a large portion of its revenues.

R.R.

L. H. H. H.
W. H. H. H.
R. H. H. H.

Read the following:—

Letter from the Chairman, Harbour Trust Board, Madras, No. 129 dated 1st May 1899.

Harbour Dues on Coal

Circulated to

H. E. the Governor.

FOR ORDERS

The question of reducing the duty on coal seems to me to be one in which, not any particular interest should be the first consideration, - but the benefit of the public at large. The opinion of the Madras Chamber of Commerce on the proposal, - should be sought.

A.S.H. 28.5.99

and give figures showing why some lesser reduction would not suffice to sustain the trade

In the paper read above, the Harbour Trust Board proposes to reduce the import due on coal from 12 annas to 4 annas per ton, by which a loss of revenue to the Trust of over a lakh of rupees - ~~per~~ per annum is anticipated. Reduction is said to be necessary to secure the continued import of sea-borne coal from Bengal. It is said that unless this concession is made, the Madras port will lose the trade entirely. This statement is not supported by detailed reasons. Such reasons must doubtless have been before the Board when it came to this important decision of sacrificing so large a portion of its income. It is submitted that the Board should be called upon to satisfy the Government as to the necessity for the proposed reduction, especially as in several recent communications the Board has referred in despondent tones to its present financial position.

2. The Chairman admits that this prospective loss must be made up by increasing the charges upon other goods, but has deferred making proposals

in this connection.

R.P.

Handwritten signature and date: 1899

Extract from the Madras Times
of 19th May 1899.

19th May 1899

MADRAS TIMES, FRIDAY

To the Editor

CORRESPONDENCE

IMPORTS OF COAL INTO MADRAS.

SIR.—From your issue of the 18th inst., I see that at a meeting of the Harbour Trust Board, held on the 28th ultimo, it was resolved that the rate of dues on coal imported be reduced, subject to the approval of the Government, to 4 annas per ton, which means, at one fell swoop, a reduction of 8 annas per ton, the standing rate being 12 annas. Now the question, apart from the consideration whether or not the Board is in a position to make so great a sacrifice of its revenues, which would naturally present itself for solution, is why the reduction of the Harbour dues on coal is at all expedient? What and who is to benefit or be the better for it. The Resolution of the Board based as it is entirely on certain "reasons" adduced by Messrs. Best & Co. in a letter to the Board dated 5th April last, is hardly to be justified on such a ground. Messrs. Best & Co., represent but a single firm, but were the question submitted to general ballot, there might be found scores of other firms perhaps as influential, who would be found to vote against this innovation! I take it that the Board itself should have recorded its own reason in an explicit note in the published proceedings, for the information of the general public, for the proposed reduction of Harbour dues. A procedure of the importance of one having been arrived at on the sole instance of an interested firm who alone will profit by it, if sanctioned, is to say the least of it somewhat unique! It is well-known that Messrs. Best and Co., had already, when they penned their letter of the 5th April to the Board, completed a 12 months' contract for the supply of coal to the Kolar Gold Fields—and also provided for supplies to the several railways for sometime to come—so that there seems to be no reason for such unseemly haste on the part of the Board in passing the measure, especially when it is considered that the largest users of Bengal coal, whom it was no doubt intended to benefit, will derive no advantage from the measure! Under the circumstances, it is to be devoutly hoped that the Board's singular recommendation will not receive the sanction of Government.

FAIR PLAY.

Warrick

(189 9) Department.

CURRENT No. 669.

From
*The Agent & General Manager
of the Hyderabad Deccan
Cane Company.*

No.

Dated 14-5-99.

Received

Registered

Enclosures

Spare copies

SUBJECT

*Requesting that the Harbour
due on Coal at a rate of 12
per ton may be maintained
in order that Railway borne
Coal may have a chance*

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

The Hyderabad (Deccan) Company Limited.
Secunderabad, Deccan.

FROM THE
 AGENT & GENERAL MANAGER
 IN INDIA.

14th May 1899

To

The Secretary to Government,
 Madras.

Sir,

I am informed that, pending your sanction, the Harbour dues per ton of coal imported in Madras will be 4 annas instead of 12 annas as hitherto. I have the honour to bring to your notice that such a reduction if sanctioned will very materially affect the traffic in coal over the East Coast Railway. As a very large Consignor of coal, I should be compelled, in such an event, to consign coal to places other than Madras, and consequently over Railways other than the East Coast; as the reduced Harbour dues would so lower the price of Seaborne coal in Madras that Rly borne coal would find a better market elsewhere.

The E.C. Railway has lately reduced its rate for carrying coal to Madras with a view to encouraging the trade, but any reduction of the Madras Harbour dues will to a very considerable extent defeat that object.

I am of course anxious to be able to compete with other suppliers of coal in Madras, & I therefore trust that you will see your way to maintain the Harbour due on coal at annas 12 per ton in order that Rly borne coal may have a chance.

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

McCordlegh
 Agent & G.I. Manager in India.

ation for publication in the
 Gazette.

Marine (1898) Department.

CURRENT No. 584

Order

From

The Chairman,
Harbour Trust Board,
Madras.

No. 129

Dated 1st May 1899

Despatched 2nd " "

Received 5

Enclosures 2

Spare copies

SUBJECT.

Submitting, for orders of Government, copy of resolution of Harbour Board's meeting 28th April 1899 reducing the rate of dues on coal landed from 12 to 4 annas per ton; also draft notification for publication in the Gazette.

BACK PAPERS.

G. O.	No.	Department.	Date.
901	P-551	9-29-98	✓
1031	9	16-12-97	✓
1000	9	P-12-97	✓
889	2	2-97	✓
320	9	P-U-96	✓
211	9	27-3-96	✓
819	11	2-96	✓
465	9	5-12-94	✓

FURTHER PAPERS.

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR

OF MADRAS, at a Meeting held at the Offices of the

Board on Friday the 23th day
of April 189 9.

(True Extract)

Aspinwall
Secretary,
Harbour Trust Board.

J. L.

2 Sp

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).

1. On goods landed or shipped at any wharf, pier or dock in the possession or occupation of the Board-

(1) 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 reshipped, pay no charge for Harbour dues upon reshipment; 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; that the rate on salt exported and coal imported be 4 annas per ton; that coal which has paid dues on landing may be reshipped free; and that petroleum in bulk, if landed by means of a pipe supplied by the Board, shall pay As. 14 per ton of 280 imperial gallons.

2. The notification, No. 84 of 29th June 1898, published on page 646 of the Fort St. George Gazette of the 12th July 1898, Part I, is hereby cancelled.

*vide lpo.
557 dated 29/6/98
B*

HARBOUR TRUST
MADRAS 21/10/99
SECRETARY'S OFFICE

*Enclosure to
no 129 dated 1st May*

*P. See
H. H. H.*

*no 129
21/10/99*

Harbour Trust Office.

MADRAS, 1st May 1899.

No. 129

FROM

Herbert Bradley Esq. F.C.S.

CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

TO

Colonel A. W. Searle, F.E.

AG. SECRETARY TO GOVERNMENT,
Marine Department.

Sir,

I have the honour to submit for the information of Government and for favour of orders under section 45 Act of 1886 a resolution passed by the Trustees of this Harbour at their meeting last Friday reducing the rate of Harbour Dues on coal landed from 12 to 4 annas per ton.

The Board is of opinion that Bengal sea-borne coal cannot continue to pay the higher rate, and that unless the concession asked for by Messrs Best & Co. of a reduction in dues is made the port will lose the trade entirely.

A draft notification is submitted herewith for publication in the gazette should Government sanction the proposed reduction.

The lower rate of dues on coal proposed means a loss of revenue to the Trust of over Rs 1,00,000, and this must be made up by increasing the charges upon other description of goods, which being of greater value per ton can afford to pay a higher rate. This however is a matter which requires careful consideration, and the Trustees will submit proposals for enhancing dues only after having gone thoroughly into the matter.

With regard to coal the position simply is that if

Mar 584/99

dues are not promptly reduced the trade will be diverted,
and once this occurs, is not likely to be regained.

I have the honour to be,

Sir,

Your Obedient Servant,

Arthur B. Dudley

Chairman,

Harbour Trust Board.

C. P.
Secy.

J. S. L.

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