Marine (189) Department.

G.O., No. 748 Mar
748
A.

DATED 8th August 89

1878

[Despatch Abstract.]

Madras Harbour. Reviewing the Report on the Administration of the — during 1888-89. submitted by the Trustees.

Madras Harbour =

Orders that a copy be forwarded to the Secretary of State for India. Forwarding a copy of the Administration Report of the — during 1888-89

[M.S. 1,000—8-8-10-90.]

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BACK PAPERS.

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Government {1899} of Madras.

MARINE.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., Nos. 748, $\frac{748}{A}$, 8th August 1899.

AUGUST.

Madras Harbour

Forwarding a copy of the Administration Report of the — during 1898-99.

BACK PAPERS.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From the Chairman, Harbour Trust Board, Madras, dated 23rd June 1899, submitting the Administration Report of the Trustees of the Madras Harbour for the official year 1898–99.

Order—No. 748, Marine, dated 8th August 1899.

The Trustees submit their report on the administration of the Madras Harbour during the year 1898–99.

2. The Board consisted of ten members as in the previous year. It held 27 ordinary meetings and one special meeting to consider the budget. The average attendance of members was 7·5 as against 7·3 in 1897–98. The Chairman was present at all the meetings except one.

3. The following is an abstract of the receipts and charges of the year as compared with those of the previous year, with explanations of differences where these can be gathered from the report :—

Item No.	Head.	1897–98.	1898–99.	Difference + or —.	Explanation.
	Receipts.	Rs.	Rs.	Rs.	
I	Contribution from Port funds ..	82,618	..	— 82,618	The balance of port dues at credit of Madras port was diverted for light-house purposes.
II	Harbour dues, etc.	4,71,621	4,98,961	+ 27,340	Chiefly caused by increased imports of coal from Calcutta.
III	Porterage dues	1,31,079	1,35,122	+ 4,043	
IV	Interest on Government paper ..	22,989	20,236	— 2,753	
V	Refunds, Construction account ..	11,405	45,446	+ 34,041	
VI	Miscellaneous	..	39,566	+ 39,566	Includes sale-proceeds of tools and plant and increase in Government paper.
	Total ..	7,19,712	7,39,331	+ 19,619	
	Charges.				
I	Interest	2,24,065	2,19,565	— 4,500	Due to the reduction of the capital debt by one lakh. No advances were received from Government.
II	Repayment of loan	1,00,000	1,00,000	..	
III	Refunds	2,124	6,882	+ 4,758	Caused by the practice of paying dues on quantities invoiced, refund being claimed after weighment.
IV	Engine haulage	9,140	4,968	— 4,172	In 1897–98, bills were paid 12 months in arrears.
V	Steam crane charges	2,476	2,131	— 345	Only one crane was at work upon the pier for the greater part of the year.
VI	Fees to Trustees	5,730	6,030	+ 300	
VII	Chairman's fees	4,800	4,800	..	
IX	Local Consulting Engineer's fees ..	600	1,200	+ 600	
X	Establishment	1,05,621	95,336	— 10,285	Due to amount paid in 1897–98 to Sir A. Rendel.
XI	Contingencies	51,749	47,863	— 3,886	There was an increase in law charges and decrease in audit fees.
XII	Petty construction and repairs ..	50,418	1,27,040	+ 76,622	Due partly to the protective revetment north of the harbour having been repaired at a cost of Rs. 64,000.
XIII	Porterage	1,32,907	1,41,184	+ 8,277	Due to the much larger quantity of coal handled.
XIV	Capital account	44,380	39,428	— 4,952	A sum of Rs. 37,785 was paid in 1898–99 for plant received for the conversion of the *Wenlock*.
XV	Miscellaneous (advances to Engineer).	..	12,211	+ 12,211	
	Total ..	7,31,534	8,08,638	+ 77,104	

4. It thus appears that the receipts fell short of the charges by Rs. 69,307 notwithstanding that receipts from dues (Harbour and Porterage) exceeded those of the previous year by Rs. 31,383. This result is chiefly owing to the heavy outlay * involved in the repairs to the revetment to the north of the harbour. The charges on account of porterage exceed the receipts by Rs. 6,062. This is explained by the Traffic Manager to be due to the porterage account being debited with items which should properly be charged to other heads of expenditure. If re-adjustments were made, the porterage charges would be reduced by about Rs. 40,000. It would be more satisfactory if these charges were debited correctly in future years.

* Rs. 64,000.

5. The dredger *Wenlock*, which was taken over by the Trust in the previous year after conversion and repair at the Government Dockyard at Calcutta, was on its return, in addition to the defects noticed in the report under review, found to be incapable of holding the dredgings owing to the ill-fitting condition of its buffer doors, and it has since been proposed to send the vessel back to Calcutta to have defects rectified, there being no means of doing this locally, as the vessel will have to be docked. This delay is due to carelessness in the Government Dockyard at Calcutta and is most unfortunate as the much-needed dredging inside the harbour will have to be deferred.

6. The following statement shows the total tonnage of the port during the past ten years :—

Years.	Imports.	Exports.	Total.
	tons.	tons.	tons.
1889–90	246,659	112,525	359,184
1890–91	288,537	103,435	391,972
1891–92	347,401	88,939	436,340
1892–93	277,843	85,938	363,781
1893–94	285,251	98,660	383,911
1894–95	285,276	104,188	389,464
1895–96	330,697	99,074	429,771
1896–97	385,605	102,941	488,546
1897–98	441,926	81,830	523,756
1898–99	471,804	81,265	553,069

7. The steady rise in the total of imports noticed in the previous report has continued, but there has been no corresponding mprovement as regards exports. Coal imported from Bengal shows an increase of 70,758 tons and that from foreign ports a decrease of 21,584 tons as compared with the figures of the past year. The increased consumption of indigenous coal noticed in the previous report has thus been maintained during the year under review. There has been a falling off in kerosine-oil imported in cases, but this has been counteracted by an increase of oil imported in bulk. The import of piece-goods and twist as well as cement from foreign countries has gone down. There has been greater activity in the import trade of paddy, gram, peas and seeds as compared with the previous year, but there has been a fall in rice, both as regards import and export. Cotton has been more extensively exported both to foreign countries and other Indian ports. The consumption of Indian twist in foreign countries is also steadily increasing. There has been a considerable decline in the export of ground-nuts, oil-seeds, tanned skins and jaggery, during the last few years. The export of Indian sugar and tamarind has increased largely, about 27,000 bags of the former having been exported to coast ports as against 3,000 to 4,000 bags in the previous three years ; while, as regards tamarind, the rise in this year has been 2,800 bundles to coast ports and 3,000 to foreign ports.

BACK PAPERS.

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

Description of vessels.	1897-98.		1898-99.	
	Number.	Tons.	Number.	Tons.
Vessels arrived.				
Steam ships, mercantile	614	1,236,600	573	1,125,688
Sailing ships do.	1	995	3	6,010
Sailing native crafts	98	11,721	67	8,212
Men-of-war, Government ships and transports	..	..	..	..
Total ..	713	1,249,316	643	1,139,910
Vessels left.				
Steam ships, mercantile	613	1,232,870	568	1,117,566
Sailing ships do.	1	995	3	6,010
Sailing native crafts	99	12,016	67	8,212
Men-of-war, Government ships and transports	..	..	..	..
Total ..	713	1,245,881	638	1,131,788

There was thus a fall in the number and tonnage of vessels, both inwards and outwards.

9. The Provident funds are in a prosperous condition and seem to be working satisfactorily.

10. Judging from the report of the Deputy Conservator, the storm warning signals do not seem to have been satisfactorily worked on all occasions by the Meteorological Department. The matter will be brought to the notice of the proper authorities by the Presidency Port Officer, if this has not already been done.

11. The question of the improvement and extension of the harbour is still under the consideration of the Home authorities. The Government notices with satisfaction the testimony borne by the Board to the work done in this connection by its late Chairman Mr. Atkinson and its local Consulting Engineer Mr. Wilson.

[Here enter No. $\frac{748}{A}$, Marine, dated 8th August 1899.]

(True Extract.)

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

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

ENDORSEMENT—No. $\frac{748}{A}$, Marine, dated 8th August 1899.

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

(By order.)

Secretary to Government.

Exd. T. K. Narayana Aiyangar.

ADMINISTRATION REPORT OF THE TRUSTEES

OF

THE MADRAS HARBOUR

FOR THE OFFICIAL YEAR

1898-99.

PUBLISHED BY AUTHORITY.

MADRAS:
PRINTED BY THE SUPERINTENDENT, GOVERNMENT PRESS.

1899.

ADMINISTRATION REPORT OF THE TRUSTEES

OF

THE MADRAS HARBOUR,

FOR THE OFFICIAL YEAR 1898–1899.

The Trustees have the honour to submit their report on the Administration of the Madras Harbour Board for the official year 1898–99.

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

Elected by the Chamber of Commerce.

(1) Mr. R. J. Black.
(2) ,, C. B. Simpson.
(3) ,, A. J. Yorke.

Elected by the Trades' Association.

(4) Mr. R. Harper.

Officials.

Nominated by Government.

(5) Mr. J. N. Atkinson, I.C.S., Chairman, proceeded on furlough in February 1899 and was succeeded by Mr. Herbert Bradley, I.C.S.
(6) Commander H. A. Street, R.I.M.
(7) Mr. F. J. Wilson, A.M.I.C.E.

Non-Officials.

(8) Mr. Cowasjee Eduljee Panday.
(9) ,, Mirza Mehdy Ispahani.
(10) M.R.Ry. T. Namberumal Chetty Garu.

3. The Board held 27 regular meetings, and in February the usual special meeting under section 37 of the Harbour Trust Act to consider the budget estimate of receipts and charges for the year 1899–1900.

The average attendance, exclusive of the Chairman who attended all the meetings of the Board, except one, has been 7·5 against 7·3 in 1897–98.

4. The opening balance of the revenue account on the 1st April 1898 was as follows :—

	Rs.
Government securities, 3½ *per cent. par* value, Rs. 4,65,000, at 95½ *per cent.*	4,44,075
Cash in the Bank of Madras	3,77,941
Cash in office	1,043
Cash advance for contingencies	500
Total	8,23,559
The corresponding amount in 1897 was	8,35,381

5. Cash receipts have been as follows :—

	Rs.
Contributions from Port Funds	*Nil.*
Landing, shipping, cranage and other dues	4,98,961
Porterage dues	1,35,122
Interest on Government securities	20,236
Total	6,54,319

The corresponding figures were in 1897–98—

	Rs.
Landing, shipping, cranage and other dues	4,71,621
Porterage dues	1,31,079
Interest on Government securities	22,989
	6,25,689
Contribution from Port Funds	82,618
Total	7,08,307

The differences between these items are—

	Rs.
Contribution from Port Funds	— 82,618
Dues on goods landed and shipped	+ 27,340
Porterage dues	+ 4,043
Interest on Government securities	— 2,753

The reduction in the contribution from Port Funds is due to the balance at credit of Madras Port having been diverted for lighthouse purposes.

The increase in dues upon goods landed and shipped and in Porterage dues is again caused by the increased quantity of coal imported from Calcutta.

6. The closing balance on the 31st March 1899 was as follows :—

	Rs.
Government securities (*par* value)	7,30,000
Cash in the Bank of Madras	22,767
Cash in office	988
Cash advance for contingencies	500
Total	24,255

It is usual to have a large cash balance in the Bank of Madras on the 31st March in each year to meet the payment due to Government for interest on Capital advances and the annual refund of the sum of one lakh of rupees, and this is provided by the sale of Government paper to the required amount. On this occasion the 31st March fell within the Easter holidays, and the proceeds of the sale of securities was not received until the 4th April.

The closing balance may be compared with that of the previous year as follows :—

	1898. Rs.	1899. Rs.
Government paper, market value	4,44,075	7,30,000
Cash	3,79,484	24,255
Total	8,23,559	7,54,255
Balance due by Construction (capital) account	66,399	1,22,947
Total	8,89,958	8,77,202

The decrease is due to the expenditure upon the protective revetment north of the harbour having been met from the Revenue account.

7. The receipts and charges are compared in the statement printed on pages 6 and 7. As in 1897–98, dues on imports have again increased and on exports decreased but only slightly. The increase is again mainly due to the large coal trade from Calcutta.

Imports have paid landing dues Rs. 3,53,853 as against Rs. 3,31,695, an increase of Rs. 22,158 ; *exports* Rs. 60,949 against Rs. 61,373, a decrease of only Rs. 424.

8. *Wharfage* has increased from Rs. 7,141 to Rs. 8,929 due to the larger quantities of coal stored.

Cranage shows a reduction, Rs. 42,860 as against Rs. 48,307, and is again due to smaller imports of railway material.

Entry of Railway Vehicles.—Receipts have advanced from Rs. 12,542 to Rupees 18,704, the addition of Rs. 6,162 being caused by the increased quantity of coal railed away.

Water supplied to shipping has realised Rs. 9,615 against Rs. 6,816. The provision of a new 6-inch pipe from the municipal main to the pier head, from which a plentiful supply can now be obtained, has resulted in steamers taking a steadily increasing quantity.

9. *Charges* vary from the previous year in the following particulats :—

Interest is less by Rs. 4,500, being 4½ *per cent.* upon one lakh of rupees refunded, no advances having been received from Government for Capital expenditure during the year.

Refunds Rs. 6,882 against Rs. 2,124. This increase is caused by the practice which has arisen of paying dues upon the invoice or bill of lading quantities of coal landed and claiming refund after weighment.

Engine haulage Rs. 4,968 against Rs. 9,140 in the previous year when the account was swollen by bills being twelve months in arrears. They have during the period under review been paid up to date.

Steam Cranes, Rs. 2,131. These charges have hitherto been debited to porterage. They are now shown under revenue and are for expenses incurred in working the steam cranes upon the pier and elsewhere. The charge has been so debited because dues received for cranage are credited to that head. The charge last year was Rs. 2,476, the reduction is due to only one crane having been at work upon the pier for the greater part of the year.

Establishment charges have been reduced from Rs. 1,05,621 to Rs. 95,336. This reduction is due to the amount paid last year, Rs. 10,428 as an allowance to the Consulting Engineer Sir Alexander Rendel ; other items are practically unaltered as will be seen from the details given.

Contingencies have increased from Rs. 16,471 to Rs. 35,298. The difference is due to (1) an increase in law charges from Rs. 3,773 to Rs. 26,970 incurred in the claim made against the Trust for shortage of coal per S.S. *Graffoe* in 1896, which up to date has gone against the Board, though the Trustees are advised by the Advocate-General that an appeal to the Privy Council would in his opinion be

successful; the question as to whether this shall be made is still under consideration, combined with (2) a decrease of Rs. 5,800, audit fees paid last year against *nil* in the period under review. Other items call for no comment.

Petty Construction and Repairs have increased from Rs. 50,418 to Rs. 1,27,040. The protective revetment north of the harbour has been strengthened throughout at a cost of about Rs. 64,000. This charge should perhaps have been debited to Capital, but having Revenue funds available the Trustees decided to pay the cost from that source instead of borrowing further from Government. This charge against Revenue is the item which has principally tended to reduce the closing balance.

Porterage.—The charges have increased from Rs. 1,32,906 to Rs. 1,41,184, a difference of Rs. 8,278, and would have been more by Rs. 2,131 had not steam crane charges been debited to the cranage to which that item more properly appertains. This increase is entirely due to the much larger quantity of coal handled.

It is to be observed that the receipts and charges under this head show an apparent loss, but this is not actually the case as is explained by the Traffic Manager in his remarks under the head *Porterage work* in his report which is annexed.

The Board has never sought to make a profit out of the porterage of cargo but has aimed at giving an improved service to the public at reduced rates. The saving on the year's work alluded by the Traffic Manager of Rs. 22,857 on cargo landed at and shipped from the pier is an advantage to the trade of the port generally realised by the departmental handling of cargo as against the old method of employing contractors.

Capital Account.—The item Rs. 37,785 is the amount paid during the course of the year for plant received from the Secretary of State for the conversion of the "Wenlock" from a bucket to a suction pump dredger. The alteration has been effected in the Royal Indian Marine Dockyard, Calcutta, and the vessel arrived at Madras in March last. Various defects were found in her equipment, and these have since been made good at a cost about Rs. 2,000. Up to 31st March experimental dredging only has been carried out.

10. The Board has again devoted much time and consideration to the question of harbour improvements, and the Trustees have pleasure in placing on record the obligation they feel to their Chairman Mr. Atkinson and their local Consulting Engineer Mr. Wilson in connection with this subject. The Chamber of Commerce and the Trades' Association were consulted as to the form they would wish improvements to take. The Association was practically unanimous in favour of an inner harbour or ship dock in the accretion of sand to the south of the present harbour. The Chamber came to the same conclusion by a narrow majority, and the matter has been referred to the Secretary of State for the advice of Sir Alexander Rendel, with a view to this long-debated question being decided and action taken.

11. The survey of the harbour and roadstead has been regularly compared with periodical surveys carried out by the Board's Engineer up to date. The charts have as received been submitted to Government. The result appears to be that within the harbour there has been little, if any, change in the sea bottom, except in the north-western portion where the accumulation of coal lost overboard in course of discharge has undoubtedly shallowed the water there, and in the south-west corner where sand blowing over and finding its way through the south arm is still gradually encroaching. It is expected that the "Wenlock" will be able to recover this coal by means of a grab from her bow derrick. The suction pumps cannot raise the coal, and it must first be removed before they can operate upon the underlying sand and deepen the berths in that portion of the harbour. The depth at the entrance is practically unchanged, but the accretion of sand outside of the harbour to the south still continues.

12. The variation in the quantities of goods imported and exported has been reported quarterly.

Coal imported from Bengal has again increased largely, the quantity being 208,318 tons against 137,560, an increase of 70,758 tons. With a view to encourage this trade the Board has decided to allow importers to make their own arrangements

for porterage, and on the above tonnage this represents a loss to the Trust of about Rs. 16,000 per annum with a corresponding gain to importers, presuming that they can handle the coal at the same rate as paid to the contractor by the Board, viz., 2 annas 9 pies per ton, against 4 annas, the schedule rate paid by consignees.

13. *Provident Fund.*—The opening balance was: cash Rs. 6,837 and Government 3½ per cent. securities Rs. 75,000 *par* value, equal at 95½ per cent. the current rate on 1st April 1898 to Rs. 71,625; total Rs. 78,462.

Contributions from employés and from the Trust have added Rs. 13,709 and Rs. 2,836 have been realized from interest on investments.

Government securities have been purchased to the extent of Rs. 12,000 at a cost of Rs. 11,384.

The sum of Rs. 3,558 has been disbursed, of which Rs. 885 have been paid for premia on policies of assurance and Rs. 500 have been advanced under rule 21 and is repayable. The market value of Government paper having risen during the year, the increased value of investments amounts to Rs. 3,991. Total investments have increased to Rs. 87,000 *par* value which has been taken as the market value of 3½ per cent. paper on the 31st March and cash Rs. 8,440. Total assets Rs. 95,440 against Rs. 78,462, an increase during the year of Rs. 16,978.

14. *Coolies' Provident Fund.*—The opening balance on 31st March 1898 was Rs. 5,000 invested in Government securities valued at Rs. 4,548, cash Rs. 297, total Rs. 4,845. Receipts have amounted to Rs. 3,331. The total assets on the 31st March were: investments in Government paper, market value Rs. 5,800 and cash in the Bank of Madras Rs. 1,229, total Rs. 7,029. Disbursements have amounted to Rs. 1,477 and compare with previous years as follows:—

—	1896-97.	1897-98.	1898-99.
	Rs.	Rs.	Rs.
Pensions	178	186	218
Allowances to wounded coolies	331	349	172
Marriages	507	534	456
Births	158	129	170
Deaths	314	228	461
Total ..	1,488	1,426	1,477

It is to be observed from the above that pensions have increased, and it is pleasing to note that the fund can well afford to pay them. It is also satisfactory that allowances for wounded coolies have decreased by one-half. The total disbursements are within a few rupees the same as in the two previous years, and on this occasion are less than the coolies themselves contributed to the fund. The coolies have, as hitherto, enquired into and made their recommendations in all cases of claims, and the position of the fund, which is year by year becoming increasingly prosperous, is very satisfactory. It will in the future, it is hoped, be able to pay small pensions to a large number of coolies unable any longer to work for their living.

Disabled Boatmen's Fund.—There is no vitality about this fund as the boatmen have long since ceased to contribute, and it is unable to meet the necessities of many deserving disabled boatmen. An attempt is now being made to revivify this fund on lines somewhat similar to the coolies' fund.

The Biden Home for seamen has been closed as such, there being no longer any necessity to maintain it under the altered conditions of the shipping trade of Madras. Arrangements have been made, with the approval of Government, to board distressed seamen at a respectable hotel, and the Biden Home will in future be used exclusively for the accommodation of the Harbour Masters, who will be compelled to reside there in the interests of the shipping visiting the port.

The report of the Deputy Conservator of the Port is appended.

MADRAS,
23rd June 1899.

HERBERT BRADLEY,
Chairman.

C. PINSENT,
Secretary.

THE following statement compares in detail the Receipts and Charges of the past year with 1897–98.

Items.	Actuals of 1897–98.	Actuals of 1898–99.	Plus or minus.
	Rs.	Rs.	Rs.
Revenue Account.			
Opening balance	8,35,381	8,23,559	— 11,822
Receipts.			
I. Contributions from Port Funds			
II. Beach Imports	82,618	..	— 82,618
Pier do.	2,41,926	2,76,398	+ 34,472
Beach Exports	89,769	77,455	— 12,314
Pier do.	22,893	20,852	— 2,041
Wharfage	38,480	40,097	+ 1,617
Cranage	7,141	8,929	+ 1,788
Storage	48,307	42,860	— 5,447
Demurrage	1,235	1,296	+ 61
Dues for entry of Vehicles	409	718	+ 309
Provisions :—Dues on—	12,542	18,704	+ 6,162
Rent of Properties	586	631	+ 45
Water :—Charge for—delivered at Pier head	639	691	+ 52
Penalties under Section 84	6,816	9,615	+ 2,799
Sundries	16	35	+ 19
III. Porterage—	862	680	— 182
Beach	83,440	97,202	+ 13,762
Pier	47,614	37,920	— 9,694
Miscellaneous	25	..	— 25
IV. Interest on Govt. of India 3½ per cent. pro-notes	22,989	20,236	— 2,753
V. Refunds from construction account	11,405	..	— 11,405
Credit balance of the Chairman's construction account transferred to Revenue	..	45,446	+ 45,446
Unexpended balance to the credit of the Engineer's drawing account on the 31st March 1898 out of advances made to him for expenditure during that month refunded	..	2,707	+ 2,707
Amount paid to the Presidency Port Officer on the 12th March 1898 on account of the upkeep of the Dredger *Wenlock* recovered from the Engineer	..	799	+ 799
Sale-proceeds of Tools and Plant	..	2,441	+ 2,441
Net increase in Government paper	..	33,619	+ 33,619
Total, Receipts ..	7,19,712	7,39,331	..
Total ..	15,55,093	15,62,800	..
Charges.			
I. Interest (under Section 30)	2,24,065	2,19,565	— 4,500
II. Repayment of Loan for construction of Harbour under Section 31 ..	1,00,000	1,00,000	..
III. Rent of Custom House Godowns	..	..	..
IV. Refunds	2,124	6,882	+ 4,758
V. Engine Haulage	9,140	4,968	— 4,172
VI. Steam Crane Charges	2,476	2,131	— 345
VII. Fees to Trustees	5,730	6,030	+ 300
VIII. Chairman's Allowance	4,800	4,800	..
IX. Local Consulting Engineer's Allowance	600	1,200	+ 600
X. Consulting Engineer's Fees	..	..	..
XI. Establishment—			
1. Secretary's Salary	11,800	12,000	+ 200
2. Correspondence Department	3,971	3,954	— 17
3. Accounts Department	7,350	7,285	— 65
4. Cash Department	5,658	5,790	+ 132
5. Traffic Department (Shore Staff)	24,224	25,935	+ 1,711
6. Preventive Service	8,154	8,151	— 3
7. Do. Boatmen	1,326	1,320	— 6
8. Tidal Observatory	475	480	+ 5
9. Exchange Compensation Allowance	3,219	2,174	— 1,045
10. Contribution to Government for Pensions	788	710	— 78
11. Do. to Provident Fund	4,669	4,786	+ 117
12. Engineer's Department	23,559	22,752	— 807
Consulting Engineer's Allowance	10,428	..	— 10,428
XII. Contingencies—			
Postage	79	86	+ 7
Receipt Stamps	253	238	— 15
Telegrams	34	33	— 1
Furniture	214	207	— 7
Fees for Audit	5,800	..	— 5,800
Law Charges	3,773	26,970	+ 23,197
Stationery and Printing	4,318	4,541	+ 223
Advertisement Charges	326	398	+ 72
Lighting Pier and Yards	1,627	1,411	— 216
Uniform for Preventive Service, &c.	1,674	1,414	— 260
Overtime Fees to Establishment	4,855	4,399	— 456
Do. to Preventive Service and Boatmen	2,577	2,233	— 344
Miscellaneous	27,846	5,933	— 21,913

The following statement compares in detail the Receipts and Charges of the past year with 1897–98—*cont.*

Items.	Actuals of 1897–98.	Actuals of 1898–99.	Plus or minus.
	Rs.	Rs.	Rs.
Charges—cont.			
XIII. Petty Construction and Repairs—			
New works	14,568	19,899	+ 5,331
Repairs	35,319	96,403	+ 61,084
Tools and Plant	531	10,738	+ 10,207
XIV. Porterage—			
1. Establishment	12,157	12,411	+ 254
Extra Tally clerks	..	317	+ 317
2. Coolies, Beach	59,158	66,561	+ 7,403
3. Do. Pier	20,522	18,620	— 1,902
4. Do. Custom House	15,624	13,839	— 1,785
5. Coasting cargo	1,889	1,400	— 489
6. Cart-hire	841	754	— 87
7. Refunds	6,610	16,824	+ 10,214
8. Claims for Losses and Damage of Cargo	1,870	1,236	— 634
9. Contribution to Government for Pensions	23	23	..
10. Do. Provident Fund	617	578	— 39
11. Provident Fund Deductions from Coolies' wages ..	1,452	1,571	+ 119
12. Do. Contributions by the Trust	1,452	1,571	+ 119
Contingencies—			
Postage	..	..	..
Receipt Stamps	..	..	..
Furniture	14	..	— 14
Tarpaulins	1,475	1,360	— 115
Law Charges	53	..	— 53
Stationery and Printing	1,062	573	— 489
Overtime Fees to Establishment	2,745	2,291	— 454
Twine and Coir	..	135	+ 135
Miscellaneous	1,240	1,117	— 123
XV. Capital Account—			
Major Works—			
(*a*) Harbour Improvements	..	..	..
(*b*) Moorings	1	..	— 1
(*c*) Other new works	4,895	368	— 4,527
(*d*) Other debit transactions—			
(i) Acquisition of Land	25	1,263	+ 1,238
(ii) Protective Works	..	..	..
(*e*) Tools and Plant	..	37,785	+ 37,785
(*f*) Contingencies	..	..	..
Amount paid in excess by Messrs. Murray & Co. on account of Government pro-notes sold through them refunded ..	..	12	+ 12
XVI. Advances to Engineer	..	12,211	+ 12,211
Net depreciation	39,459	..	— 39,459
Total, Expenditure ..	7,31,534	8,08,636	..
Closing balance ..	8,23,559	7,54,254	..
Total ..	15,55,093	15,62,890	..

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

Madras Harbour Trust Statement of Receipts and Charges from 1st April 1898 to 31st March 1899.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening Balance.			
Government Securities (*Par* value Rs. 4,65,000)			4,44,075 0 0
Do. purchased (*Par* value)			at 95½ per cent.
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	2,76,397 13 1		
Pier do.	77,454 13 11		
Beach Exports	20,851 14 11		
Pier do.	40,097 6 9		
Wharfage	8,928 14 7		
Cranage	42,860 3 5		
Storage	1,296 1 2		
Demurrage	718 5 9		
Dues for entry of Vehicles	18,704 5 9		
Provisions :—Dues on—	630 9 0		
Rent of Properties	690 10 11		
Water :—Charge for—delivered at Pier head ..	9,615 4 0		
Penalties under Section 84	35 0 0		
Sundries	679 11 0		
III. Porterage—		4,98,961 2 3	
Beach	97,202 8 9		
Pier	37,919 8 7		
Miscellaneous	0 6 4		
		1,35,122 7 8	
IV. Interest on Government of India 3½ per cent. pro-notes ..	..	20,235 8 7	
Credit balance of the Chairman's construction account transferred to Revenue	..	45,446 0 4	
Unexpended balance to the credit of the Engineer's drawing account on the 31st March 1898 out of advances made to him for expenditure during that month, refunded	..	2,707 3 1	
Amount paid to the Presidency Port Officer on the 12th March 1898, on account of upkeep of dredger *Wenlock* recovered from the Engineer	..	799 6 8	
Sale-proceeds of Tools and Plant	..	2,441 4 6	
Cost of Government Securities purchased	..	37,623 0 0	2,89,929 4 0
Proceeds of Government Securities sold	..	..	33,618 12 0
Net increase in Government paper	..	11,22,820 5 1	7,67,623 0 0
Total, Receipts ..	..		
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	..	..	
V. Engine Haulage	6,881 9 0		
VI. Steam Crane Charges	4,967 11 7		
VII. Fees to Trustees	2,130 10 3		
VIII. Chairman's Allowance	6,030 0 0		
IX. Local Consulting Engineer's Allowance	4,800 0 0		
X. Consulting Engineer's Fees	1,200 0 0		
XI. Establishment—	..		
1. Secretary's Salary	12,000 0 0	26,009 14 10	
2. Correspondence Department	3,953 14 8		
3. Accounts Department	7,284 10 8		
4. Cash Department	5,790 8 2		
5. Traffic Department (Shore Staff)	25,934 15 11		
6. Preventive Service	8,151 4 4		
7. Do. Boatmen	1,319 9 4		
8. Tidal Observatory	480 0 0		
9. Exchange Compensation Allowance	2,173 5 9		
10. Contribution to Government for Pensions ..	709 11 2		
11. Do. to Provident Fund ..	4,785 12 0		
12. Engineers' Department	22,752 8 7		
XII. Contingencies—		95,336 4 7	
Postage	85 15 2		
Receipt Stamps	238 1 0		
Telegrams	32 11 0		
Furniture	207 1 7		
Fees for Audit	..		
Law Charges	26,969 12 1		
Stationery and Printing	4,540 12 9		
Advertisement Charges	398 11 0		
Lighting Pier and Yards	1,411 1 9		
Uniform for Preventive Service, &c.	1,413 10 0		
Overtime Fees to Establishment	4,399 8 8	35,297 12 4	} 47,863 3 2
Do. to Preventive Service and Boatmen ..	2,232 7 11		
Miscellaneous	5,933 6 3		
		12,565 6 10	
Carried over ..		4,88,774 9 6	

Madras Harbour Trust Statement of Receipts and Charges from 1st April 1898 to 31st March 1898—*cont.*

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Charges—cont.			
Brought forward ..	..	4,88,774 9 6	
XIII. Petty Construction and Repairs—			
New works	19,899 2 10		
Repairs	90,402 10 7		
Tools and Plant	10,737 14 6		
		1,27,039 11 11	
XIV. Porterage—			
1. Establishment	12,411 3 3		
Extra Tally clerk	317 4 0		
2. Coolies, Beach	66,560 12 11		
3. Do. Pier	18,620 2 7		
4. Do. Custom House	13,839 5 10		
5. Coasting Cargo	1,399 12 1		
6. Cart-hire	754 6 9		
7. Refunds	16,824 14 7		
8. Claims for Losses and Damage of Cargo	1,235 14 6		
9. Contribution to Government for Pensions ..	22 12 8		
10. Contribution to Provident Fund	578 7 4		
11. Provident Fund Deductions from Coolies' wages. ..	1,571 7 0		
12. Do. Cntributions by the Trust ..	1,571 7 0		
		1,35,707 14 6	
Contingencies—			
Postage	..		
Receipt Stamps	..		
Furniture	..		
Tarpaulins	1,360 2 0		
Law Charges	....		
Stationery and Printing	573 8 6		
		1,933 10 6	
Overtime Fees to Establishment	2,290 11 11		
Twine and Coir	134 12 6		
Miscellaneous	1,116 11 10		
		3,542 4 3	
XV. Capital Account—			
Major Works—			
(*a*) Harbour Improvements	..		
(*b*) Moorings	..		
(*c*) Other new works	368 9 1		
(*d*) Other debit transactions—	..		
(i) Acquisition of Land	1,262 14 2		
(ii) Protective Works	..		
(*e*) Tools and Plant	37,784 10 6		
(*f*) Contingencies	..		
		39,416 1 9	
Amount paid in excess by Messrs. Murray & Co.on account of Government pro-notes sold through them refunded ..	..	11 11 8	
XVI. Advances to Engineer	..	12,210 7 3	
XVII. Government Securities purchased (3,05,000) ..	..	2,89,929 4 0	
Do. sold (Rs. 40,000)	..	..	37,623 0 0
Total, Expenditure ..		10,98,565 11 4	37,623 0 0
Closing balance on the 31st March 1899.			
XVIII. Government Securities (*par* value 7,30,000)	..	..	7,30,000 0 0
Do. purchased (*par* value) ..	..		
Cash in the Bank of Madras	22,767 0 1		
General Cash in office	987 9 8		
Advance for Contingencies	500 0 0		
		24,254 9 9	
Total ..	..	11,22,820 5 1	7,67,623 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 of receipt stamps.

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, for the time being "Revenue Account" amounted to Rs. 22,826-4-10 (twenty-two thousand eight hundred and twenty-six, annas four and pies ten).

Madras,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

Memorandum.

	Rs. A. P.
Cash in the Bank of Madras	22,826 4 10
Add—Amount of bill against the Collector of Sea Customs remitted on the 28th March 1899 but not credited till the 4th April 1899 ...	82 15 9
	22,909 4 7
Deduct—Cheque No. 998 cashed 5th April 1899	142 4 6
Balance as per cash book ...	22,767 0 1

MADRAS HARBOUR TRUST DEPOSIT ACCOUNT.

STATEMENT of Receipts and Charges from 1st April 1898 to 31st March 1899.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.			
Government securities *par* value		11,800 0 0	
Cash in the Bank of Madras		1,150 0 0	
Cash in the Post Office Savings Bank		500 0 0	
			13,450 0 0
Receipts.			
Deposit in Government securities *par* value		2,000 0 0	
Do. in cash		19,630 11 9	
Cash in the Post Office Savings Bank		250 0 0	
Interest realised on Government securities		380 8 1	
Miscellaneous		3,296 10 10	
			25,557 14 8
Total ..		..	39,007 14 8
Charges.			
Refund of deposits in Government securities		1,500 0 0	
Do. in cash		4,032 8 10	
Amount credited to Revenue on account of cash deposits for Harbour dues, &c.		13,214 4 1	
Interest paid to depositors		380 8 1	
Miscellaneous		2,207 0 9	
			21,334 5 9
Closing balance.			
Government securities deposited *par* value—			
Messrs. Arbuthnot & Co.	1,000 0 0		
,, Binny & Co.	1,000 0 0		
,, Walker & Co.	1,000 0 0		
,, Dymes & Co.	1,000 0 0		
South Indian Export Company (Limited)	1,000 0 0		
Messrs. McDowell & Co. (Limited)	1,000 0 0		
,, G. W. Deane & Co.	500 0 0		
,, Gordon, Woodroffe & Co.	500 0 0		
,, Parry & Co.	500 0 0		
,, Wilson & Co.	500 0 0		
,, Spencer & Co. (Limited)	500 0 0		
,, Schonlank, Engel & Co.	500 0 0		
,, Mahomed Abdoolla Sahib & Co.	500 0 0		
,, Oakes & Co. (Limited)	300 0 0		
		9,800 0 0	
Government securities deposited by contractors—			
V. Nummalwar Chetty	500 0 0		
Messrs. Krishnasawmi & Co.	500 0 0		
		1,500 0 0	
Government securities deposited by officials—			12,300 0
Mr. J. G. Conran, Cashier	1,000 0 0		
A. Vencatakristna Pillay, Shroff, (Porterage department).	500 0 0		
		1,500 0 0	
Cash deposited by officials—			
S. Appathoray Moodely, Assistant Cashier (in the Post Office Savings Bank)	500 0 0		
T. Cunniappa Moodely, Shroff (in the Post Office Savings Bank)	250 0 0		
		750 0 0	
Cash deposited—			
Messrs. Mooroogasam & Co.	219 9 1		
,, Alfred Young & Co.	250 0 0		
,, Volkart Brothers	200 0 0		
,, Carl Simon Sohene	200 0 0		
Balance of late Cashier's security after meeting deficit ..	433 13 4		
Amount of proceeds of coal recovered from the bed of the Harbour from September to December 1898	3,320 2 6		
		4,623 8 11	
			5,373 8 11
Total ..	..	..	39,007 14 8

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, "Deposit Account" amounted to Rs. 4,627-2-3 (four thousand six hundred and twenty-seven, annas two and pies three).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

Memorandum.

	Rs. A. P.
Cash in the Bank of Madras	4,627 2 3
Deduct—Cheque uncashed No. 29 of 1896-97	3 9 4
Balance as per cash book ...	4,623 8 11

COOLIES' PROVIDENT FUND.

STATEMENT of Receipts and Charges from 1st April 1898 to 31st March 1899.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.			
Government Securities (*par* 3½ per cent. Rs. 1,500 at 95½ per cent.)	..	..	1,432 8 0
Do. (*par* 3 ,, ,, 3,500 at 89 ,, .)	..	..	3,115 0 0
Cash in the Bank of Madras	..	296 11 10	
Receipts.			
Deduction from coolies' wages	1,571 7 0		
Contribution by the Trust	1,571 7 0		
Amount of undisbursed wages credited under Chairman's Order No. 2605, dated 9th January 1893	20 1 5		
Interest on Government investment	167 9 0		
		3,330 8 5	
Cost of Government Securities purchased	..	..	921 4 0
Net increase in Government paper	..	..	331 4 0
Total ..	..	3,627 4 3	5,800 0 0
Charges.			
Pensions to widows of coolies who died from effect of accidents ..	104 2 11		
Pensions to coolies permanently invalided	113 6 11		
Allowance to wounded coolies while under treatment in the Hospital at 4 annas per diem	172 4 0		
Allowance for 62 marriages amongst the families of coolies ..	456 0 0		
Do. for 78 births do. do. ..	170 8 0		
Do. for 130 deaths do. do. ..	460 8 0		
		1,476 13 10	
Government Securities purchased (3½ per cent. Rs. 500 and 3 per cent. Rs. 500)	..	921 4 0	
Closing balance.			
Government Securities (*par* 3½ per cent. Rs. 2,000)	..	..	2,000 0 0
Government Securities (*par* 3 ,, ,, 4,000) at 95 per cent.	..	..	3,800 0 0
Cash in the Bank of Madras	..	1,229 2 5	
Total ..	..	3,627 4 3	5,800 0 0

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, "Cooly Provident Fund Account" amounted to Rs. 1,229-2-5 (one thousand two hundred and twenty-nine, annas two and pies five).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

PROVIDENT FUND.

STATEMENT of Receipts and Charges from 1st April 1898 to 31st March 1899.

		Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.				
Government Securities (*par* value Rs. 75,000) at 95½ per cent.		..	..	71,625 0 0
Cash in the Bank of Madras		6,837 5 11		
Cash in office		..		
			6,837 5 11	
Receipts.				
Revenue Department collection		3,681 9 9		
Do. Trust contribution		3,681 9 9		
Porterage Department collection		580 15 4		
Do. Trust contribution		580 15 4		
Harbour Works collection		1,100 4 11		
Do. Trust contribution		1,100 4 11		
Harbour Masters' collection		1,281 0 5		
Do. Trust contribution		1,281 0 5		
Instalments of refund of loan granted to employés		300 8 0		
Miscellaneous		120 8 2		
			13,708 13 0	
Interest realized on Government promissory note		..	2,836 5 4	
Cost of Government Securities purchased		..	..	11,384 6 0
Net increase in Government paper		..	..	3,990 10 0
	Total ..	..	23,382 8 3	87,000 0 0
Charges.				
Paid to employés who have left Trust service subscriptions and Trust contribution—				
Revenue Department		586 9 6		
Porterage do.		629 4 4		
Harbour Works Department		572 5 4		
Do. Masters' do.		291 11 4		
Paid to employés their own subscriptions only—				
Revenue Department		57 7 6		
Porterage do.		30 7 11		
Harbour Works Department		..		
Do. Masters' do.		5 10 4		
Premia on Policies of Life Assurance		884 12 8		
Amount of Loan granted to employés		500 0 0		
			3,558 4 11	
Government Securities purchased (Rs. 12,000)		..	11,384 6 0	
Closing balance.				
Government Securities *par* value Rs. 87,000		..	..	87,000 0 0
Cash in the Bank of Madras		7,172 11 2		
Cash in office		1,267 2 2	8,439 13 4	
	Total ..	..	23,382 8 3	87,000 0 0

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, for the time being "Provident Fund Account" amounted to Rs. 7,172-11-2 (seven thousand one hundred and seventy-two, annas eleven and pies two).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

BIDEN HOME.

STATEMENT OF Receipts and Charges from 1st April 1898 to 31st March 1899.

		Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.				
Government Securities		1,000 0 0		
Cash in the Bank of Madras		1,189 12 0		
Cash with the Superintendent		50 0 0		
			2,239 12 0	
Receipts.				
Interest on investments		34 14 8		
Rent from Harbour Masters		1,065 0 0		
Profits realized on boarding seamen		44 9 8		
Miscellaneous		..		
			1,144 8 4	
				3,384 4 4
Charges.				
Establishment		558 0 0		
Exchange compensation allowance		19 9 0		
Contingencies		73 15 10		
Municipal tax		366 0 0		
Repairs		5 12 6		
			1,023 5 4	
Closing balance.				
Government Securities		1,000 0 0		
Cash in the Bank of Madras		1,310 15 0		
Cash with the Superintendent		50 0 0		
			2,360 15 0	
				3,384 4 4

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, for the time being "Biden Home Account" amounted to Rs. 1,310-15-0 (one thousand three hundred and ten and annas fifteen only).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

PILOTAGE FUND RECEIPTS.

	Pilotage fees.	Stern-fast boat hire.	Fees for shifting berths.	Harbour Master's fees.	Miscellaneous.	Total.
1897-98.	Rs.	Rs.		Rs.	Rs. A. P.	Rs. A. P.
April	1,448	159	..	550	90 11 0	2,247 11 0
May	2,018	204	..	870	..	3,092 0 0
June	1,355	144	..	540	1 9 10	2,040 9 10
July	1,529	147	..	690	..	2,366 0 0
August	1,613	159	..	590	..	2,362 0 0
September	1,466	150	..	630	3 5 4	2,249 5 4
October	1,744	186	..	530	3 4 6	2,463 4 6
November	1,802	177	..	710	..	2,689 0 0
December	1,219	123	..	480	..	1,822 0 0
January	2,042	198	..	740	..	2,980 0 0
February	1,277	123	..	460	..	1,860 0 0
March	1,851	180	..	700	..	2,731 0 0
Total ..	19,364	1,950	..	7,490	98 14 8	28,902 14 8
1898-99.						
April	1,359	129	..	470	..	1,958 0 0
May	1,617	156	..	600	46 14 0	2,419 14 0
June	1,541	159	..	610	..	2,310 0 0
July	1,857	177	..	580	..	2,614 0 0
August	1,478	144	..	440	1 9 10	2,063 9 10
September	1,453	141	..	480	1 10 8	2,075 10 8
October	1,649	156	..	520	..	2,325 0 0
November	1,575	165	..	550	..	2,290 0 0
December	1,361	138	..	440	..	1,939 0 0
January	1,996	192	..	680	..	2,868 0 0
February	1,514	147	..	610	..	2,271 0 0
March	1,240	120	..	400	..	1,760 0 0
Total ..	18,640	1,824	..	6,380	50 2 6	26,894 2 6

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

THE following statement compares the Budget Estimate for 1898–99 and the Revised Estimate with Actuals.

Items.	Sanctioned budget estimate for 1898–99.	Sanctioned revised budget estimate for 1898–99.	Actuals of 1898–99.	Plus or minus.
Revenue Account.	RS.	RS.	RS.	RS.
Opening balance	7,96,007	8,49,420	8,23,559	— 25,861
Receipts.				
I. Contribution from Port Funds	..	..	..	..
II. Beach Imports	2,30,000	2,90,000	2,76,398	— 13,602
Pier do.	80,000	75,000	77,455	+ 2,455
Beach Exports:	25,000	19,000	20,852	+ 1,852
Pier do.	40,000	38,000	40,097	+ 2,097
Wharfage	7,000	9,000	8,929	— 71
Cranage	45,000	42,000	42,860	+ 860
Storage	20,000	1,000	1,296	+ 296
Demurrage	400	700	718	+ 18
Dues for entry of Vehicles	12,000	18,000	18,704	+ 704
Provisions:—Dues on—	600	600	631	+ 31
Rent of Properties	600	700	691	— 9
Water:—Charge for—delivered at Pier head	6,000	9,000	9,615	+ 615
Penalties under Section 84	50	50	35	— 15
Sundries	100	700	680	— 20
III. Porterage—				
Beach	41,250	1,00,000	97,202	— 2,798
Pier	45,000	39,000	37,920	— 1,080
Miscellaneous	100	..	..	..
IV. Interest on Government of India 3½ per cent. pro-notes ..	23,500	23,500	20,236	— 3,264
Credit balance of the Chairman's construction account transferred to Revenue	..	..	45,446	+ 45,446
Unexpended balance to the credit of the Engineer's drawing account on the 31st March 1898 out of advances made to him for expenditure during that month refunded	..	..	2,707	+ 2,707
Amount paid to the Presidency Port Officer on the 12th March 1898 on account of the upkeep of the dredger *Wenlock* recovered from the Engineer	..	..	799	+ 799
Sale-proceeds of Tools and Plant	..	..	2,441	+ 2,441
Net increase in Government paper	..	..	33,619	+ 33,619
Total, Receipts ..	5,76,600	6,66,250	7,39,331	..
Total ..	13,72,607	15,15,670	15,62,890	..
Charges.				
I. Interest (under Section 30)	2,19,566	2,19,565	2,19,565	..
II. Repayment of Loan for construction of Harbour under Section 31	1,00,000	1,00,000	1,00,000	..
III. Rent of Custom House Godowns	8,400	..	..	..
IV. Refunds	2,000	6,500	6,882	+ 382
V. Engine Haulage	6,000	4,000	4,968	+ 968
VI. Steam Crane Charges	2,000	1,500	2,131	+ 631
VII. Fees to Trustees	7,000	6,000	6,030	+ 30
VIII. Chairman's Allowance	4,800	4,800	4,800	..
IX. Local Consulting Engineer's Allowance	1,200	1,200	1,200	..
X. Consulting Engineer's Fees	1,000	..	..	..
XI. Establishment—				
1. Secretary's Salary	12,000	12,000	12,000	..
2. Correspondence Department	4,068	4,000	3,954	— 46
3. Accounts Department	7,498	7,400	7,285	— 115
4. Cash Department	5,928	5,800	5,790	— 10
5. Traffic Department (Shore Staff)	26,486	26,000	25,935	— 65
6. Preventive Service	8,160	8,160	8,151	— 9
7. Preventive Service Boatmen	1,368	1,300	1,320	+ 20
8. Tidal Observatory	480	480	480	..
9. Exchange Compensation Allowance	3,500	2,174	2,174	..
10. Contribution to Government for Pensions ..	788	720	710	— 10
11. Do to Provident Fund	5,000	5,000	4,786	— 214
12. Engineers' Department	23,400	23,000	22,752	— 248
XII. Contingencies—				
Postage	100	100	86	— 14
Receipt Stamps	200	250	238	— 12
Telegrams	50	50	33	— 17
Furniture	500	200	207	+ 7
Fees for Audit	3,400	3,400	..	— 3,400
Law Charges	5,000	27,000	26,970	— 30
Stationery and Printing	4,000	5,000	4,541	— 459
Advertisement Charges	500	500	398	— 102
Lighting Pier and Yards	1,800	1,800	1,411	— 389
Uniform for Preventive Service, &c.	1,500	1,500	1,414	— 86
Overtime Fees to Establishment	4,000	4,500	4,399	— 101
Do. to Preventive Service and Boatmen ..	3,000	2,500	2,233	— 267
Miscellaneous	10,000	6,000	5,933	— 67

The following statement compares the Budget Estimate for 1898–99 and the Revised Estimate with Actuals—*cont.*

Items.	Sanctioned budget estimate for 1898–99.	Sanctioned revised budget estimate for 1898–99.	Actuals of 1898–99.	Plus or minus.
Charges—cont.	RS.	RS.	RS.	RS.
XIII. Petty Construction and Repairs—				
New works	5,000	20,461	19,899	— 562
Repairs	40,000	1,08,000	96,403	— 11,597
Tools and Plant	10,000	10,000	10,738	+ 738
XIV. Porterage—				
1. Establishment	12,500	12,500	12,411	— 89
Extra Tally clerks	..	500	317	— 183
2. Coolies, Beach	55,000	64,000	66,561	+ 2,561
3. Do. Pier	20,000	18,500	18,620	+ 120
4. Do. Custom House	15,000	14,000	13,839	— 161
5. Coasting Cargo	2,000	1,500	1,400	— 100
6. Cart-hire	800	700	754	+ 54
7. Refunds	1,000	17,000	16,824	— 176
8. Claims for Losses and Damage of Cargo ..	2,000	1,000	1,236	+ 236
9. Contribution to Government for Pensions ..	23	23	23	..
10. Contribution to Provident Fund	700	700	578	— 122
11. Provident Fund Deductions from Coolies' wages ..	1,300	1,500	1,571	+ 71
12. Do. Contributions by the Trust ..	1,300	1,500	1,571	+ 71
Contingencies—				
Postage	10	..	..	..
Receipt Stamps	10	..	..	..
Furniture	100	..	..	..
Tarpaulins	2,000	1,360	1,360	..
Law Charges	100	..	..	..
Stationery and Printing	1,000	800	573	— 227
Overtime Fees to Establishment	2,500	2,500	2,291	— 209
Twine and Coir	..	300	135	— 165
Miscellaneous	1,500	1,200	1,117	— 83
XV. Capital Account—				
Major Works—				
(*a*) Harbour Improvements	..	..	..	..
(*b*) Moorings	..	..	..	..
(*c*) Other new works	25,500	1,229	368	— 861
(*d*) Other debit transactions—				
(i) Acquisition of Land	5,000	1,261	1,263	+ 2
(ii) Protective Works	63,000	..	..	..
(*e*) Tools and Plant	71,200	44,455	37,785	— 6,670
(*f*) Contingencies	..	..	..	..
Amount paid in excess by Messrs. Murray & Co. on account of Government pro-notes sold through them refunded; ..	..	..	12	+ 12
XVI. Advances to Engineer	..	..	12,211	+ 12,211
Total, Expenditure ..	8,23,235	8,17,388	8,08,636	..
Closing balance ..	5,49,372	6,98,282	7,54,254	..
Total ..	13,72,607	15,15,670	15,62,890	..

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

Capital Account.

STATEMENT showing balance due to Government on the 31st March 1899.

Receipts.	RS.	*Charges.*	RS.
Loans from Government for the construction of harbour prior to the formation of the Trust.	21,10,231	Repayment of loan in 1887	1,00,000
Do. do. during the year 1887–88.	4,37,000	Do. do. 1888	1,00,000
Do. do. 1888–89.	6,20,000	Do. do. 1889	1,00,000
Do. do. 1889–90.	7,40,000	Do. do. 1890	1,00,000
Do. do. 1890–91.	7,47,011	Do. do. 1891	1,00,000
Do. do. 1891–92.	8,00,000	Do. do. 1892	1,00,000
Do. do. 1892–93.	1,50,000	Do. do. 1893	1,00,000
Do. do. 1893–94.	2,70,000	Do. do. 1894	6,00,000
Do. do. 1894–95.	1,50,000	Do. do. 1895	1,00,000
Do. do. 1895–96.	4,54,985	Do. do. 1896	1,00,000
		Do. do. 1897	1,00,000
		Do. do. 1898	1,00,000
		Balance due to Government, 31st March 1899	47,79,227
Total ..	64,79,227	Total ..	64,79,227

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

Capital Account.

STATEMENT showing the total outlay incurred against sanctioned estimates.

	RS.	RS.		RS.	RS.
1875, original estimate	57,45,165		Expenditure on harbour construction up to 31st December 1884 ..	..	65,54,490
1884, excess on estimate	8,09,325	65,54,490	Expenditure on harbour reconstruction	60,66,722	
1886, reconstruction estimate ..	45,90,051		Probable recoveries due to sale of tools and plant	2,80,664	
1892, additional estimate ..	12,38,845				63,47,386
1895, completion estimate ..	3,69,122		Net saving on the completion estimate	1,31,296	
	61,98,018		Unexpended cash balance ..	954	
Tools and Plant.					1,32,250
Estimated recoveries	2,80,664				
Add—Amount of estimate sanctioned in excess by Government (*vide* G.O., No. 909, Financial, dated 20th November 1895)	545	64,78,682			
Amount spent by the Engineer from his miscellaneous receipts ..	409	954			
Total		1,30,34,126	Total ..		1,30,34,126

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

MADRAS HARBOUR TRUST
TRAFFIC DEPARTMENT,
9th May 1899.

No. 147 T.

To

THE SECRETARY,
HARBOUR TRUST BOARD,
Madras.

SIR,

I have the honour to submit the following report on the working of the Board's Traffic Department during the year 1898–99, as compared with previous years.

2. The revenue collected by the Traffic Department during the year amounted to Rs. 6,34,083–9–11 as compared with Rs. 6,02,699–6–4 during 1897–98, showing an increase of Rs. 31,384–3–7 for the year under review. The details of receipts are as follows:—

	1897–98.			1898–99.		
	RS.	A.	P.	RS.	A.	P.
Imports	3,31,694	14	0	3,53,852	11	0
Exports	61,372	15	1	60,949	5	8
Cranage	48,307	0	2	42,860	3	5
Porterage	1,31,078	11	7	1,35,122	7	8
Entry of vehicles	12,542	7	9	18,704	5	9
Wharfage	7,141	2	1	8,928	14	7
Storage	1,234	11	9	1,296	1	2
Demurrage	408	8	3	718	5	9
Water supplied	6,816	4	0	9,615	4	0
Rent	639	5	0	690	10	11
Sundries	1,463	6	8	1,345	4	0
Total ...	6,02,699	6	4	6,34,083	9	11

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

Years.	Estimate revised.	Actuals.
	RS.	RS.
1898–99	6,42,750	6,34,084
1897–98	5,65,650	6,02,699
1896–97	5,30,020	5,68,774
1895–96	4,71,900	4,94,347
1894–95	4,37,200	4,51,309
1893–94	4,23,000	4,52,137
1892–93	3,83,000	4,22,938
1891–92	4,48,500	4,96,749
1890–91	* 2,99,000	4,81,916
1889–90	† 3,06,200	3,26,747
1888–89	† 2,73,350	2,66,966

* 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 realized, and for ready comparison with former years, the sums collected as cranage have been apportioned to the two items where it was formerly shown, viz., imports and exports :—

Receipts.	Years.										
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
(*a*) Harbour Dues, Imports ..	1,72,481	2,00,099	2,41,441	2,35,071	2,26,678	2,39,872	2,37,163	2,77,441	3,32,121	3,67,175	3,83,347
(*b*) Harbour Dues, Exports ..	78,568	1,00,945	92,290	80,716	78,332	88,723	97,676	88,880	91,278	74,200	73,315
(*c*) Wharfage ..	8,574	10,225	12,470	7,971	6,466	6,775	5,105	6,957	6,095	7,141	8,929
(*d*) Storage and Demurrage ..	2,773	2,836	3,444	2,923	2,753	2,235	1,988	1,764	1,126	1,643	2,114
(*e*) Rent of Trust Properties ..	3,246	2,946	2,186	1,774	1,249	1,137	685	686	823	639	691
(*f*) Water Collections ..	..	..	..	3,091	3,736	4,126	4,497	4,885	5,532	6,816	9,615
(*g*) Porterage ..	..	..	1,22,533	1,08,323	1,02,151	93,047	91,544	1,00,892	1,18,317	1,31,079	1,35,123
(*h*) Entry of vehicles ..	..	..	..	..	..	13,288	11,869	12,235	12,617	12,543	18,704
(*i*) Miscellaneous.	1,324	2,966	7,562	6,870	1,753	2,934	780	608	864	1,463	1,345
Total ..	2,66,967	3,26,747	4,81,916	4,96,749	4,22,938	4,52,137	4,52,307	4,94,348	5,68,774	6,02,699	6,33,083

(*a*) There has been a large increase under this head on coal landed in excess of last year's imports ; but this has been largely reduced by a falling off in imports of piece-goods and twist, kerosine-oil, and Bezwada-Madras Railway stores. The net increase being Rs. 16,172.

(*b*) Exports have fallen slightly short of last year and less tonnage was shipped than during any of the previous ten years.

(*c*) Increase of Rs. 1,788 due to increased tonnage of coal stacked during the year.

(*f*) There is a steadily increasing demand for water, and the 6-inch pipe fitted, cannot supply sufficient through the day, but has to be often used through the night, to meet demands.

(*g*) The large increase of porterage received on coal has been nearly absorbed by the falling off in tonnage of other goods imported, leaving a net increase of Rs. 4,044.

(*h*) Increase of Rs. 6,161 due chiefly to increased tonnage of coal despatched by rail.

There has been an increase of 29,313 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 twelve 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	132,395	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	249,414	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	429,771
1896-97	114,665	66,285	180,950	270,940	36,656	307,596	488,546
1897-98	119,358	51,306	170,664	322,568	30,524	353,092	523,756
1898-99	103,273	53,462	156,735	368,531	27,803	396,334	553,069

6. *Coal, Coke and Patent Fuel.*—The quantity of these goods imported during the year again shows a large increase, amounting to 50,257 tons, as shown by the following statement which covers a period of twelve years.

This increase appears to be due to a general increase in the consumption of sea-borne coal both by the railways, gold mines and factories.

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	131,621	2,781	50	134,452
1896-97	148,607	2,052	..	150,659
1897-98	173,431	4,201	..	177,632
1898-99	222,505	3,876	1,508	227,889

Kerosine-oil.—There has been a falling off in case oil imported, amounting to 75,180 cases, which has been partly covered by an increase of 951 *tons* of bulk oil imported.

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 twelve 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
1896-97	1,19,915 11 7	63,785 2 10	1,83,700 14 5
1897-98	1,25,249 8 0	51,306 10 1	1,76,556 2 1
1898-99	1,03,029 5 4 *	53,463 2 9	1,56,492 8 1

* Exclusive of Rs. 3,920 levied on 392 horses landed on the north break water pier.

Overtime work.—The tonnage of goods landed and shipped on Sundays, holidays, and after 6 P.M., has again been larger than on any previous year. The following statement shows briefly what work has been done out of regular working hours, from which it will be seen that, practically, one-fifth of the total tonnage of the year has been landed or shipped under conditions entailing expenditure for overtime fees to the employés of this department :—

	Tonnage of goods landed and shipped.	Number of packages delivered to consignees.
	TONS.	
Sundays	52,412	54,672
Holidays	34,493	40,223
At night after 6 P. M.	16,258	...
Total ...	103,163	94,895

Porterage work.—This has been very heavy during the year owing to the very large tonnage of coal imported. It has, however, been well carried out and a good supply of coolies has been always available. This work was undertaken by the Board in 1890, and during the nine years it has been done by the Board some 4 lakhs of rupees have been saved and added to the Board's funds, while by the reductions in porterage rates made from time to time since the Board undertook the work, the trade of the port of Madras has gained during the year under review some 75 to 80,000 rupees.

The porterage work as now shown in the Board's estimates does not show any profit, but I would point out that there are two large items of expenditure debited to Porterage funds which would have to be borne by the Board entirely apart from porterage operations, viz., a large portion of the staff now debited to Porterage accounts, such as tally clerks, watchmen, overseers, &c. This amounts to about Rs. 9,000 per annum. Another large charge is the cost of working cargo on the pier, viz., hoisting cargo from, and lowering into lighters, conveying goods up or down the pier, loading and unloading trucks, and stacking. This properly forms a charge against cranage, and prior to 1890–91 was paid from the general revenues; but on the Board taking over the porterage work, it was met from porterage receipts, leaving the whole of the cranage dues to go intact into the revenue accounts. During the year under review, the tonnage landed at and shipped from the pier was 156,735 tons, which at the rate of As. 2-4 per ton, the rates previously paid to contractors, would amount to Rs. 22,857 for the year's work. These two items show a saving, through the porterage of goods, of nearly Rs. 32,000 per annum.

There is also another item, viz., dues on entry of vehicles Rs. 18,704, during 1898–99. The work connected with these vehicles is supervised by staff paid from Porterage funds, viz., the reception, allotting, placing in position, loading or unloading, weighing, despatch, &c., and it is but reasonable that a portion of these receipts should be credited to Porterage funds, where in fact all were previously credited. If this be done it will be seen that the savings effected by porterage operations during the year will be at least Rs. 40,000.

The Cooly Provident fund has met all claims and added considerably to its balance during the year.

Claims for loss and damage.—These claims have amounted to Rs. 1,236 during the year as against Rs. 1,870 during the previous year.

Staff.—The staff of the Traffic department has worked hard and well during the year, and have given satisfaction in the discharge of their duties.

Appended are nine 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.
,, II. Stores imported by the Madras Railway Company.
,, III. Stores imported by the South Indian Railway Company.
,, IV. Stores imported by the Bezwada-Madras Railway.
,, V. Goods imported from Coast ports.
,, VI. Goods exported to Foreign ports.
,, VII. Goods exported to Coast ports.
,, VIII. Stores, &c., imported by Government.
,, IX. Stores, &c., exported by Government.

I have the honour to be,

Sir,

Your obedient Servant,

S. HUTCHENCE,
Traffic Manager.

I.—Statement of Goods imported from Foreign Ports.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Apparel and effects.	Packages ..	985	989	935	865	1,074	+ 209
Alum	Barrels ..	773	1,326	827	1,937	884	— 1,053
Asphalte, tar and pitch	Casks ..	2,493	2,878	2,562	3,254	2,793	— 461
Acids	Cases ..	2,151	1,817	2,349	2,817	3,428	+ 611
Arms and guns ..	,, ..	93	74	75	100	80	— 20
Arrack	Casks ..	1,218	1,388	1,171	1,429	898	— 531
Blankets ..	Bales ..	55	47	55	28	50	+ 22
Beef and pork ..	Cases ..	..	..	..	..	..	..
Bricks	100 ..	900	600	1,223	1,034	1,000	— 34
Beer	Cases ..	5,408	6,944	6,442	6,011	5,692	— 319
	Barrels ..	1,800	1,311	988	1,513	778	— 735
	Hogsheads ..	6,743	8,946	9,155	7,757	7,332	— 425
Boilers	No. ..	25	34	40	37	42	+ 5
Corks	Bundles ..	60	57	101	61	80	+ 19
Canvas	Bales ..	148	136	135	187	181	— 6
Candles	Cases ..	28,458	36,399	34,994	45,113	38,673	— 6,440
Colours	,, ..	3,999	3,170	4,542	5,660	4,445	— 1,215
Confectionery, provisions and oilmanstores ..	,, ..	16,508	21,045	24,102	25,548	27,311	+ 1,763
Crockery and glassware	Crates and casks ..	3,627	5,479	4,839	6,134	6,368	+ 234
Chalk ..	Barrels ..	366	1,165	446	1,246	729	— 517
	Tons ..	30	..	..	..	..	..
Cement	Casks ..	10,235	10,212	15,981	19,398	15,277	— 4,121
Cast-iron pipes and tubes	Tons ..	1,472	5,164	2,625	1,810	1,537	— 273
Camphor ..	Tubs ..	5,523	4,017	4,850	6,091	5,811	— 280
Coal	Tons ..	76,851	101,025	69,246	35,771	14,187	— 21,584
Coke	,, ..	896	1,219	961	385	612	+ 227
Fuel liquid ..	,, ..	..	50	..	..	1,329	+ 1,329
Crackers	Cases ..	975	1,028	1,431	1,177	1,131	— 46
Copper-plates and tiles	No. ..	4,096	7,960	11,524	5,873	2,095	— 3,778
Corrugated iron ..	Packages ..	3,234	7,306	7,815	11,684	10,554	— 1,130
Dynamite ..	Cases ..	9,426	14,832	11,643	14,297	17,913	+ 3,616
Earthenware ..	Crates ..	1,492	3,983	1,845	2,127	1,116	— 1,011
Fire clay ..	Casks ..	454	133	1,413	1,098	722	— 376
Flour	Bags and barrels ..	1,348	1,018	886	926	1,286	+ 360
Flannel	Bales ..	23	44	8	26	37	+ 11
Gunpowder ..	Packages ..	3,384	1,537	1,449	2,920	3,147	+ 227
Hardware ..	Cases and casks ..	11,532	8,423	14,594	13,308	14,660	+ 1,352
Hops	Packages ..	287	323	219	123	109	— 14
Iron	Tons ..	10,863	17,384	18,607	18,713	13,100	— 5,613
Iron safes ..	No. ..	56	69	16	39	17	— 22
Kerosine-oil	Cases ..	343,365	8	97,016	223,344	148,164	— 75,180
	Tons ..	7,899	13,156	9,065	16,191	17,142	+ 951
Malt	Bags ..	56	2	14	17	11	— 6
Millinery and haberdashery ..	Cases ..	1,881	1,855	1,891	2,347	2,213	— 134
Matches ..	,, ..	8,140	7,956	7,463	7,061	6,344	— 717
Machinery ..	Tons ..	3,603	3,941	4,616	4,472	2,874	— 1,598
Nails	Kegs ..	11,948	15,652	20,913	16,614	10,644	— 5,970
Oil and turpentine.	Drums ..	4,021	4,677	8,411	8,678	8,382	— 296
Piece-goods	Cases ..	78,435	25,406	27,168	29,219	20,722	— 8,497
	Bales ..		18,346	23,883	29,241	21,352	— 7,889
Twist	,, ..	29,432	21,594	30,636	31,266	25,618	— 5,648
Paper	,, ..	4,435	4,415	4,937	5,176	4,370	— 806
Piano	No. ..	49	103	68	82	73	— 9
Printing type ..	Cases ..	231	262	156	244	291	+ 47
Pig lead ..	No. ..	629	1,261	2,369	894	1,263	+ 369
Paint	Kegs ..	8,436	8,879	11,530	12,585	13,798	+ 1,213
Rattan	Bundles ..	4,519	1,704	3,818	3,598	3,191	— 407
Rails	No. ..	..	5,243	4,070	8,591	15,018	+ 6,427
Soap	Cases ..	1,050	1,366	1,839	1,645	2,250	+ 605
Salt	Bags ..	458	370	590	222	348	+ 126
Steel	Cases and casks ..	395	277	1,013	1,602	1,605	+ 3
Steel bundles and bars	No. ..	8,905	21,676	25,379	27,384	21,361	— 6,023
Steel hoop ..	Bundles ..	2,439	7,137	12,268	3,904	6,687	+ 2,783
Sodawater bottles ..	Crates ..	2,155	2,125	2,410	3,215	9,363	+ 6,148
Sulphur	Casks ..	10	467	205	529	115	— 414
Shot	Kegs ..	130	185	209	157	108	— 49
Sundries	Packages ..	53,125	54,814	59,748	63,344	65,252	+ 1,908
Specie	No. ..	612	644	807	462	612	+ 150
Sugar	Bags ..	1,527	1,266	2,083	4,147	3,830	— 317

I.—Statement of Goods imported from Foreign Ports—*cont.*

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stationery	Cases	2,939	4,426	4,935	3,537	4,068	+ 531
Spelter	Cakes	4,013	7,726	2,288	9,013	3,945	— 5,068
Saws	Cases	36	46	67	33	38	+ 5
Twine and rope	Bales and coils	862	218	325	453	545	+ 92
Tin plates	Boxes	4,389	5,060	6,514	7,353	13,003	+ 5,650
Tin slabs	No.	2,496	5,015	3,370	4,309	2,182	— 2,127
Tin ingots	,,	..	..	..	10	204	+ 194
Timber	Tons	..	3,367	30	..	..	..
Tramway material.	Packages	5,370	2,326	144	76	47	— 29
	Tons	202	..	1	28	282	+ 254
Wines and spirits.	Cases	36,519	37,818	41,544	36,802	38,143	+ 1,341
	Casks	713	1,346	1,602	430	1,033	+ 603
	Puncheons	139	109	244	279	573	+ 294
Window glasses	Cases	8,053	5,939	14,140	6,356	12,384	+ 6,028
White and red lead.	Kegs	715	779	1,049	1,406	1,109	— 297
Yellow metal	Cases	3,275	2,904	3,481	6,654	2,484	— 4,170
Zinc sheets	Packages	1,342	299	779	1,030	990	— 40
Horses and ponies	No.	917	1,061	1,147	758	970	+ 212
Cows	,,	7	9	11	..	..	..
Elephants	,,	4	6	1	1	..	..
Carriages	,,	9	28	9	25	8	— 17
C. I. Sleepers	,,	..	..	..	10	1,507	+ 1,497
Animals	,,	..	..	..	19	..	— 19
Fish-plates	Bundles	..	..	..	..	1,251	+ 1,251

II.—Statement of Stores imported by the Madras Railway Company.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stores	Packages	8,915	8,852	23,158	5,909	6,384	+ 475
	Tons	1,173	371	1,901	459	895	+ 436
Wooden sleepers	,,	..	3,847	..	51	154	+ 103
Fuel	,,	..	..	..	..	1,508	+ 1,508
Coke	,,	703	1,562	..	1,073	623	— 450
Coal	,,	2,948	3,048	..	100	..	— 100
Timber	,,	1,364	2,399	2,105	990	142	— 848
Fire bricks	100	75	50	44	..	92	+ 92
Boilers	No.	6	10	..	1	..	— 1
Rails	,,	..	10,441	9,000	9,813	14,452	+ 4,639
Fish-plates	Bundles	..	..	24,675	13,914	8,130	— 5,784
Pot sleepers	No.	..	..	..	24,618	35,951	+ 11,333

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

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stores	Packages	13,933	6,556	4,046	1,980	3,371	+ 1,391
	Tons	113	596	178	1,498	892	— 606
Coke	,,	..	..	..	..	125	+ 125
Coal	,,	..	..	..	..	..	..
Timber	,,	..	..	..	..	..	..
Boilers	No.	1	..	..	5	5	..
Fire bricks	100	190	200	100	50	..	— 50
C.I. Sleepers	No.	..	..	..	..	14,000	+ 14,000
Rails	,,	..	..	..	..	4,213	+ 4,213

IV.—Statement of Stores imported by the Bezwada-Madras Railway.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stores	Packages	..	..	3,083	1,827	1,444	— 383
	Tons	..	..	1,422	1,788	161	— 1,627
Sleepers	,,	..	..	6,199	512	..	— 512
Fish-plates	Bundles	..	..	18,685	10,602	..	— 10,602
Rails	No.	..	..	35,413	20,152	..	— 20,152
Boilers	,,	..	..	6	1	15	+ 14

V.—Statement of Goods imported from Coast Ports.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Apparel and effects.	Packages	520	517	430	648	499	— 149
Alum	Barrels	149	12	16	7	3	— 4
Acids	Cases	305	180	284	73	168	+ 95
Animals	No.	9	..	8	..	..	..
Arms and guns	Cases	10	5	8	4	9	+ 5
Boilers	No.	..	..	1	..	..	..
Bricks and tiles	100	852	1,177	731	3,695	33	— 3,662
Coffee	Bags	476	454	901	600	460	— 140
Candles	Cases	1	13	3	750	1,955	+ 1,205
Colours	,,	1,244	1,133	1,289	1,676	1,637	— 39
Crockery and glassware	,,	1,233	614	720	973	1,093	+ 120
Coal	Tons	17,556	27,548	79,361	137,560	208,318	+ 70,758
Coke	,,	..	..	1,091	2,426	2,354	— 72
Carpets	Bales	95	62	38	49	30	— 19
Camphor and benjamin	Tubs	1,060	799	460	401	253	— 148
Copra	Bags	68	253	..	..	26	+ 26
Crackers	Cases	2	..	60	..	..	..
Copper	,,	10	433	68	13	1	— 12
Do.	Tiles and ingots	3,755	1,951	305	1,535	568	— 967
Cutch and lac	Packages	5,208	4,611	4,098	2,530	2,579	+ 49
Cast-iron tubes and pipes	Tons	61	224	110	251	141	— 110
Earthenware	Crates	271	1,492	58	12	54	+ 42
	Pipes	182	5,663	1,114	34,660	9,781	— 24,879
Firewood	Tons	..	1,524	6,586	5,740	3,576	— 2,164
Flour	Bags and barrels	18,641	19,405	19,640	25,587	20,233	— 5,354
Gunnies	Bales	11,341	10,249	13,976	16,994	6,414	— 10,580
Gram and peas, &c.	Bags	264,890	319,788	388,393	268,709	357,468	+ 88,759
Garlic	,,	7,495	4,278	2,103	5,902	7,706	+ 1,804
Hardware	Cases	2,920	2,151	2,919	2,595	2,549	— 46
Horns	Bundles	856	628	629	342	199	— 143
Hides	Bales	6,896	6,732	7,154	7,990	6,363	— 1,627
Iron	Tons	202	359	329	1,109	326	— 783
Iron safes	No.	18	15	9	5	11	+ 6
Kerosine-oil	Cases	..	2,643	57,819	13,078	10,863	— 2,215
Leaves	Bundles	4,393	5,332	5,612	2,390	3,892	+ 1,502
Liquor	Cases	2,071	3,136	2,733	3,869	3,231	— 638
Machinery	Tons	202	76	181	67	104	+ 37
Millinery and haberdashery	Cases	371	261	409	335	334	— 1
Oil and turpentine.	Drums	5,829	6,265	4,004	2,999	3,428	+ 429
Paddy	Bags	19,988	29,776	25,095	76,739	118,259	+ 41,520
Piece-goods	Cases	4,814	2,040	1,343	1,309	812	— 497
	Bales	..	1,442	1,374	2,054	1,058	— 996
Paper	,,	7,962	8,428	10,273	10,418	11,066	+ 648
Paint	Kegs	277	592	102	73	581	+ 508
Rice	Bags	111,384	95,765	74,401	322,450	285,940	— 36,510
Rose-water	Cases	1,594	2,367	1,649	1,608	1,913	+ 305
Rails	No.	..	28	1,600	..	1,305	+ 1,305
Seeds	Bags	12,061	19,766	28,681	22,474	40,608	+ 18,134
Skins	Bales	7,108	5,745	3,669	2,541	2,576	+ 35
Silk	,,	488	729	741	356	216	— 140
Sandalwood	Bundles	265	118	86	38	553	+ 515
Sugar	Bags	2,686	1,826	973	1,244	2,564	+ 1,320
Specie	No.	124	47	65	106	160	+ 54
Sundries	Packages	52,303	51,726	54,631	134,277	72,098	— 62,179
Sleepers	Tons	..	1,586	6,345	3,719	6,781	+ 3,062
Soap	Cases	863	789	608	729	763	+ 34
Sulphur	Casks	295	772	254	345	445	+ 100
Spice	Packages	944	1,275	3,149	1,209	1,187	— 22
Stationery	,,	184	300	233	276	380	+ 104
Sodawater bottles	Crates	1,651	8	867	1,242	1,087	— 155
Twine and rope	Bales and coils	1,309	608	1,626	1,128	960	— 168
Tin plates	Boxes	1,248	658	466	1,105	1,082	— 23
	Slabs	78	233	2	..	77	+ 77
Twist	Bales	1,187	1,501	1,617	1,623	1,368	— 255
Turmeric	Bags	5,185	3,702	3,487	5,088	4,971	— 117
Timber	Tons	14,154	18,196	18,972	18,840	15,284	— 3,556
Tea	Cases	205	300	615	891	1,168	+ 277
Tamarind	Bundles	86	12	293	..	69	+ 69
Yellow metal	Cases	281	194	918	245	287	+ 42
Horses and ponies.	No.	..	27	93	95	43	— 52
Carriages	,,	14	16	13	14	13	— 1
Tramway materials	Tons	13	..	..	..	..	..

VI.—Statement of Goods exported to Foreign Ports.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Bone-meal ..	Bags ..	5,448	11,235	22,191	33,666	25,824	— 7,842
Beer and ale ..	Cases ..	..	1	1	12	2	— 10
	Casks ..	..	3	..	..	..	..
	Hogsheads.	..	..	1	70	10	— 60
Cinchona bark ..	Bales ..	123	..	91	282	207	— 75
Chillies	Bags and bundles ..	883	816	2,049	2,113	1,058	— 1,055
Cigars	Cases ..	613	721	661	1,012	954	— 58
Coffee	Bags ..	27,864	26,283	15,934	10,692	12,478	+ 1,786
Cotton	Bales ..	39,607	44,245	46,276	17,021	39,626	+ 22,605
Do. twist ..	,, ..	1,664	463	287	905	2,301	+ 1,396
Coriander and omum seeds	Bags ..	10,473	6,662	6,485	10,188	6,670	— 3,518
Carpets	Bales ..	239	410	428	515	587	+ 72
Coal (*Ship's use*) ..	Tons ..	152	330	865	1,400	1,520	+ 120
Deer horns ..	Packages ..	1,477	943	1,057	420	650	+ 230
Explosives ..	Cases ..	2	..	..	..	..	..
Firewood ..	Tons ..	..	..	..	..	..	..
Carriages ..	No. ..	7	16	10	15	22	+ 7
Ground-nuts ..	Bags ..	110,328	67,776	49,336	6,961	2,637	— 4,324
Gram, peas, &c. ..	,, ..	489	253	30	803	362	— 441
Horns, cow and buffalo ..	Tons ..	71	154	290	207	302	+ 195
Hides, tanned ..	Bales and bundles ..	18,519	24,922	23,929	28,680	21,416	— 7,264
Hardware ..	Cases and casks ..	522	702	860	1,314	883	— 431
Indigo	Cases and chests ..	27,416	32,046	26,205	31,604	30,063	— 1,541
Iron	Tons ..	3	16	24	12	3	— 9
Jaggery	Bags ..	17,809	42,378	190,557	2	5	+ 3
Myrabolams ..	,, ..	237	2	32	296	381	+ 85
Miscellaneous ..	Packages ..	17,763	24,825	25,401	27,548	36,639	+ 9,091
	Tons ..	..	50	..	24	19	— 5
Onions	Bags and baskets ..	16,094	19,367	17,657	30,355	26,792	— 3,563
Oil	Casks ..	451	257	376	524	1,293	+ 769
Provisions ..	Packages ..	4,417	5,360	5,445	6,236	6,212	— 24
Piece-goods ..	Bales ..	7,788	10,035	7,018	3,267	4,092	+ 825
	Cases ..		2,202	3,962	2,705	3,388	+ 683
Potatoes ..	Bags and baskets ..	1,648	1,575	917	1,703	302	— 1,401
Poonac	Bags ..	47,253	65,892	60,464	61,918	67,039	+ 5,121
Piano	No. ..	5	10	4	10	3	— 7
Paddy	Bags ..	..	..	..	..	..	..
Rice	,, ..	44,694	3,023	26,053	32,695	2,569	— 30,126
Redwood ..	Tons ..	1,113	1,194	802	652	725	+ 73
Salt	Bags ..	7	13	..	..	..	..
Seeds, gingelly and castor	,, ..	90,571	12,877	9,758	38,718	3,665	— 35,053
Skins, sheep and goat, tanned ..	Bales ..	38,649	37,344	35,038	33,153	29,079	— 4,074
Sandalwood ..	Bundles ..	288	664	1,439	1,954	5	— 1,949
Spirits and wine.	Cases ..	22	276	108	343	39	— 304
	Casks ..	9	15	1	2	..	— 2
	Puncheons ..	..	..	..	10	..	— 10
Sugar	Bags ..	1,762	3,727	10,264	2,024	2,339	+ 315
Specie	Boxes ..	104	76	70	53	234	+ 181
Tamarind ..	Bundles ..	4,737	3,562	3,547	3,839	6,934	+ 3,095
Turmeric ..	Bags ..	3,651	6,744	1,300	883	853	— 30
Tea	Cases ..	2,156	1,658	1,104	1,527	1,258	— 269
Timber	Tons ..	..	9	8	40	..	— 40
Wool	Bales ..	2,049	2,426	2,119	1,141	1,296	+ 155
Yellow metal ..	Tons ..	7	5	..	3	15	+ 12
Horses	No. ..	24	28	103	5	19	+ 14
Ponies	,, ..	9	21	3			
Elephant ..	,, ..	2	1	..	..	..	..
Lion	,, ..	1	..	..	..	..	..
Tiger	,, ..	1	..	..	..	..	..
Leopards ..	,, ..	6	..	..	..	..	..
Bear	,, ..	1	..	..	..	..	..
Sheep	,, ..	79	20	20	52	..	..
Animals	,, ..	..	9	3	2	..	..

VII.—Statement of Goods exported to Coast Ports.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Beer and ale ..	Cases ..	354	300	171	293	59	— 234
	Casks ..	166	76	15	14	48	+ 34
	Hogsheads ..	107	195	238	120	17	— 103
Boiler	No. ..	..	..	..	1	..	— 1
Bricks	100 ..	..	5	..	200	281	+ 81
Cinchona bark ..	Bales ..	..	376	296	660	539	— 121
Chillies ..	Bags and bundles ..	2,444	684	3,310	1,704	458	— 1,246
Cigars	Cases ..	732	810	735	757	1,090	+ 333
Coffee	Bags ..	449	672	400	799	658	— 141
Cotton	Bales ..	5,295	7,393	6,244	1,384	14,657	+ 13,273
Do. twist ..	,, ..	3,034	4,355	2,844	3,327	2,333	— 994
Coriander and omum seeds ..	Bags ..	2,067	2,531	1,897	810	2,907	+ 2,097
Cement	Casks ..	195	324	1,433	1,013	2,250	+ 1,237
Carpets	Bales ..	27	41	49	21	25	+ 4
Coal (*Ship's use*) ..	Tons ..	480	632	1,126	300	695	+ 395
Deer horns ..	Packages ..	..	1	..	..	..	..
Explosives ..	Cases ..	46	17	5	2	..	— 2
Eggs	Pots ..	1,263	1,006	1,624	2,396	1,446	— 950
Firewood ..	Tons ..	..	..	..	..	..	..
Carriages ..	No. ..	35	42	49	52	43	— 9
Ground-nuts ..	Bags ..	63,700	31,918	17,041	15,970	9,661	— 6,309
Gram, peas, &c. ..	,, ..	372	544	33,724	39,264	1,082	— 38,182
Horns, cow and buffalo ..	Tons ..	106	387	701	425	293	— 132
Hides	Bales and bundles ..	252	285	245	277	228	— 49
Hardware ..	Cases and casks ..	800	2,828	1,928	4,486	5,014	+ 528
Indigo	Cases and chests ..	264	164	104	80	252	+ 172
Iron	Tons ..	695	534	614	874	1,964	+ 1,090
Old iron ..	,, ..	165	1,693	401	13	..	— 13
Jaggery	Bags ..	488	2,099	353	204	286	+ 82
Kerosine-oil ..	Cases ..	11,005	9,993	5,979	8,536	5,727	— 2,809
Myrabolams ..	Bags ..	131	78	..	21	25	+ 4
Miscellaneous ..	Packages ..	18,312	31,686	37,353	28,966	47,115	+ 18,149
Onions ..	Bags and baskets ..	94,737	57,420	43,039	36,161	103,417	+ 67,256
Oil	Casks ..	641	357	305	783	992	+ 209
Piece-goods	Cases ..	8,852	1,160	2,403	1,302	2,006	+ 704
	Bales ..		7,709	8,714	10,606	12,462	+ 1,856
Potatoes ..	Bags and baskets ..	20,068	18,238	10,775	4,796	2,289	— 2,507
Poonac	Bags ..	396	2,666	3,848	1,566	1,939	+ 373
Piano	No. ..	11	32	11	7	10	+ 3
Paddy	Bags ..	4,123	3,031	..	2,013	881	— 1,132
Provisions ..	Packages ..	1,565	2,260	2,943	2,706	7,426	+ 4,720
Rice	Bags ..	8,196	8,369	13,569	30,387	11,452	— 18,935
Redwood ..	Tons ..	134	88	106	109	118	+ 9
Seeds, gingelly and castor	Bags ..	68,201	77,404	35,458	8,487	28,046	+ 19,559
Skins, sheep and goat, tanned ..	Bales ..	1,706	531	618	632	664	+ 32
Sandalwood ..	Bundles ..	373	39	10	34	46	+ 12
Spirits and wines.	Cases ..	2,534	2,434	2,416	2,416	2,983	+ 567
	Casks ..	409	253	241	82	34	— 48
	Puncheons ..	..	..	1	2	4	+ 2
Sugar	Bags ..	1,725	3,708	3,919	4,159	26,672	+ 22,513
Specie	Boxes ..	75	28	17	10	9	— 1
Salt	Bags ..	4,001	1,040	9,605	33,729	7,552	— 26,177
Tamarind ..	Bundles ..	3,028	2,982	3,623	10,851	13,681	+ 2,830
Turmeric ..	Bags ..	53,374	41,679	12,583	15,647	23,480	+ 7,833
Tea	Cases ..	114	109	29	41	121	+ 80
Timber	Tons ..	..	18	49	..	..	..
Wool	Bales ..	478	1,361	1,806	610	344	— 266
Yellow metal ..	Tons ..	31	69	18	55	391	+ 336
Horses ..	No. ..	..	33	130	28	75	+ 40
Ponies ..			39	20	7		
Old rails ..	Tons ..	..	..	450	..	..	..
Old fish-plates ..	,, ..	..	..	300	..	..	..

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

Department.	Description.	Class.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Accountant-General.	Specie, silver.	Boxes.	489	167	20	..	..	..
	,, copper.	,,	480	150	300	3,347	100	— 3,247
	Notes ..	,,	..	..	27	25	24	— 1
	Packages ..	No.	..	13	2	15	7	— 8
Public Works Department.	Boilers ..	,,	1	..	1	1	..	— 1
	Coal ..	Tons.	..	..	..	..	..	..
	Coke ..	,,	64	18	..	207	177	— 30
	Iron ..	,,	151	3	120	145	124	— 21
	Bricks ..	100	1,875	..	..	..	3,570	+ 3,570
	Stores .	Pkgs.	..	491	3,294	5,312	21,364	+ 16,052
Ordnance ..	,, ..	Tons.	..	..	..	391	195	— 196
	Coal ..	,,	145	..	..	..	..	..
	Coke ..	,,	..	..	..	110	..	— 110
	Iron ..	,,	..	7	62	176	66	— 110
	Ammunition.	Boxes.	13,465	10,570	6,043	3,279	4,858	+ 1,579
	Boilers ..	No.	..	2	..	..	..	..
	Stores ..	Pkgs.	16,390	9,901	7,426	10,887	20,128	+ 9,241
	,, ..	Tons.	..	..	..	51	208	+ 157
	Timber ..	,,	..	77	1,176	180	641	+ 461
	Bricks ..	100	50	34	60	..	..	..
Madras Harbour Works.	Gunpowder.	Pkgs.	..	53	421	311	120	— 191
	Cement ..	Casks.	14,000	15,600	3,580	..	..	..
	Stores ..	Pkgs.	40	8	..	8	52	+ 44
	Coal ..	Tons.	..	..	..	..	..	..
Clothing ..	Packages ..	No.	1,900	2,048	1,975	1,824	2,332	+ 508
Police	,, ..	,,	131	166	141	91	209	+ 118
Salt Revenue ..	,, ..	,,	79	33	61	46	29	— 17
Post Office ..	,, ..	,,	2,886	2,021	2,596	1,641	2,214	+ 573
Medical	,, ..	,,	1,012	350	655	763	1,187	+ 424
Telegraphs ..	,, ..	,,	10,770	11,552	6,191	20,105	12,277	— 7,828
Stationery ..	,, ..	,,	1,115	707	925	1,463	1,339	— 124
Stamps	,, ..	,,	1,611	2,497	1,757	2,036	2,485	+ 449
Commissariat ..	,, ..	,,	3,611	2,814	1,452	2,075	2,220	+ 145
Gazette Press ..	,, ..	,,	249	344	74	118	86	— 32
Marine	,, ..	,,	317	157	380	234	150	— 84
Revenue Survey ..	,, ..	,,	37	43	20	24	13	— 11
Agriculture ..	,, ..	,,	6	3	6	4	6	+ 2
Government Central Museum ..	,, ..	,,	6	4	10	9	6	— 3
Under Secretary to Government ..	,, ..	,,	68	53	44	54	72	+ 18
Superintendent of Prisons ..	,, ..	,,	16	..	10	44	3	— 41
Revenue Board ..	,, ..	,,	13	13	40	213	15	— 198
Forests	,, ..	,,	1	..	2	..	..	..
Presidency College.	,, ..	,,	4	17	8	..	..	..
Chemical Examiner.	,, ..	,,	35	23	13	24	28	+ 4
Medical College ..	,, ..	,,	31	16	41	75	40	— 35
Deputy Collectors.	,, ..	,,	..	15	..	4	..	— 4
Astronomer ..	,, ..	,,	7	9	8	17	15	— 2
Presidency Paymaster ..	,, ..	,,	..	..	..	..	..	..
Registration ..	,, ..	,,	..	5	..	..	..	..
Registrar of High Court	,, ..	,,	2	12	4	5	3	— 2
Civil Engineering College ..	,, ..	,,	21	10	8	14	4	— 10
Examiner of Accounts, Bezwada-Madras Railway.	,, ..	,,	..	11	9	35	13	— 22
Revenue Settlement.	,, ..	,,	1	4	1	2	8	+ 6
Executive Engineer, Military Works.	,, ..	,,	2,003	879	260	3,500	389	— 3,111
	Bricks ..	100	45	..	..	..	..	..
Collectors ..	Packages ..	No.	4	4	14	14	24	+ 10
Deputy Port Conservator ..	,, ..	,,	..	60	47	5	12	+ 7
Comptroller, Military Accounts ..	,, ..	,,	2	3	13	1	..	— 1
Agent for Government Consignments ..	,, ..	,,	501	303	257	412	301	— 111
Government Botanical Gardens ..	,, ..	,,	282	199	278	103	666	+ 563
Commissioner of Paper Currency..	,, ..	,,	13	9	13	..	..	..
Inspector of Salt ..	,, ..	,,	..	1	30	160	1	— 159
Engineer-in-Chief, Bezwada-Madras Railway ..	,, ..	,,	..	77	..	..	..	..

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

Department.	Description.	Class.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Officer in charge, Pensioners, Madras	Packages ..	No.	1	1	..	..	..	..
Superintendent of Central Jail ..	,, ..	,,	..	7	28	5	87	+ 82
Meteorological Reporter ..	,, ..	,,	..	3	1	4	2	— 2
Pay Examiner ..	,, ..	,,	1	14	15	10	..	— 10
Miscellaneous Department ..	,, ..	,,	24	319	92	189	92	— 97
Director of Public Instruction ..	,, ..	,,	..	..	..	2	5	+ 3

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

Department.	Description.	Class.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Accountant-General ..	Specie, silver.	Boxes.	17	865	9	..	..	..
	,, copper.	,,	180	95	55	..	..	..
	,, notes.	,,	6	..	1	1	..	— 1
	,, packages.	No.	5	7	1	3	..	— 3
Bank of Madras	,, silver.	Boxes.	..	..	..	..	..	..
	,, copper.	,,	..	..	..	..	..	..
	Gunpowder.	,,	..	584	54	883	98	— 785
Ordnance	Packages and pieces ..	No.	8,819	6,871	6,491	10,658	11,218	+ 560
	Ammunition.	Boxes.	..	36	2,389	3,070	14	— 3,056
Public Works Department	Packages and pieces ..	,,	1,173	1,500	2,481	1,644	2,459	+ 815
	Tons ..	,,	..	7	76	12	3	— 9
Clothing	Packages and pieces ..	,,	1,160	1,257	1,828	852	1,092	+ 240
Police	,,	,,	933	493	492	541	521	— 20
Salt Revenue	,,	,,	960	591	499	354	303	— 51
Medical	,,	,,	1,027	734	983	646	560	— 86
Telegraph	,,	,,	3,045	11,432	1,782	1,743	5,921	+ 4,178
Stationery	,,	,,	680	1,010	689	726	629	— 97
Stamps	,,	,,	221	385	262	270	310	+ 40
Commissariat	,,	,,	6,030	6,263	4,032	3,260	3,022	— 238
Gazette Press	,,	,,	618	496	341	187	597	+ 410
Marine	,,	,,	98	51	67	81	194	+ 113
Revenue Board	,,	,,	105	11	81	40	52	+ 12
Do. Settlement ..	,,	,,	35	44	26	279	42	— 237
Do. Survey ..	,,	,,	138	54	119	57	19	— 38
Superintendent of Prisons ..	,,	,,	58	24	23	18	11	— 7
Registration	,,	,,	62	92	20	75	63	— 12
Conservator of Forests ..	,,	,,	5	30	..	..	24	+ 24
Government Central Museum	,,	,,	..	7	8	5	3	— 2
Government Astronomer ..	,,	,,	21	3	2	..	1	+ 1
Government Botanist ..	Packages ..	No.	48	24	..	92	2	— 90
Inspector of Salt	,, ..	,,	..	102	7	..	..	..
Chemical Examiner ..	,, ..	,,	1	4	..	..	3	+ 3
Collectors	,, ..	,,	..	5	5	2	..	— 2
Meteorological Reporter ..	,, ..	,,	..	19	11	14	13	— 1
Salt Revenue	,, ..	,,	..	527	16	..	..	..
Miscellaneous Department ..	,, ..	,,	59	40	46	52	288	+ 236
Civil Engineering College ..	,, ..	,,	..	3	..	..	..	..
Under Secretary to Government	,, ..	,,	..	5	..	..	..	..
Post Office	,, ..	,,	..	295	..	..	..	..
Medical College	,, ..	,,	..	18	5	..	..	..
Registrar of High Court ..	,, ..	,,	31	38	35	49	6	— 43
Examiner of Accounts, Bezwada-Madras Railway.	,, ..	,,	..	10	..	..	38	+ 38
Executive Engineer, Military Works	,, ..	,,	..	172	33	2	4	+ 2
Agent for Government Consignments ..	,, ..	,,	..	..	..	73	5	— 68
Chief Storekeeper, Bezwada-Madras Railway ..	,, ..	,,	..	..	..	..	116	+ 116

S. HUTCHENCE,
Traffic Manager,
Harbour Trust.

To

The Secretary, Harbour Trust Board, Madras.

ENCLOSURE.

ADMINISTRATION Report of the Deputy Conservator of the Port of Madras for the year 1898–99.

The number and tonnage of vessels entering and leaving the port of Madras during the year is shown in the following statement and shows decrease in number and tonnage as compared with the preceding year :—

Vessels entered.

	1897–98.		1898–99.	
	NO.	TONS.	NO.	TONS.
Steam ships, mercantile	614	1,236,600	573	1,125,688
Sailing „ „	1	995	3	6,010
„ Native craft	98	11,721	67	8,212
Men-of-war, Government ships and transport	...	...	...	...
Total ...	713	1,249,316	643	1,139,910

Vessels left.

	NO.	TONS.
Steam ships, mercantile	568	1,117,566
Sailing „ „	3	6,010
„ Native craft	67	8,212
Total ...	638	1,131,788

Of the above vessels 241 were foreign going * and 402 coasting.

* Including { 23 German. 17 Austro-Hungarian. 23 French. 12 Dutch.

Total, Foreign .. 55

The revenue amounted to Rs. 1,46,530 for 1898–99 and was obtained from the following sources :—

	RS.	RS.
Port Fund	1,16,372	
Salvage	620	
Divers' services	312	
Sale of unserviceable articles	135	
Raft hire	1,230	
Boat licenses	1,290	
Shipping office fees and fines	1,594	
Office fees for overtime	1,185	
		1,22,738
Pilotage fees and boat charges connected	20,562	
Moiety of Harbour Master's allowance	3,230	
		23,792
		1,46,530

Artificial Harbour.—Shipping operations have been carried on throughout the year without intermission except on five days, viz., 5th, 6th, 29th and 30th November and 26th December 1898, on account of bad weather.

The berths in the harbour have been equal to requirements except on two occasions, the number of vessels having had to wait outside for a few hours being three.

Nos. 4 and 5 berths have been considerably shallowed by coal dropped overboard from coal cargo ships.

Coal ships are now therefore accommodated at Nos. 6 and 7 berths in preference where there is more water to spare.

Nos. 1 and 9 berths continue to be encroached upon by the sand bank which has been forming there for years.

No. 1 berth is only suitable for short and light draft ships, but in case their stern lines parted they would tail on to the bank.

The berth is not therefore a safe one except in fine weather.

The sand pump dredger *Wenlock*, was received from Calcutta on the 6th March and it is to be hoped that she will soon remove the sand bank ; but as she cannot pump up coal, some other means will have to be resorted to to deepen Nos. 4 and 5 berths ; and this should no longer be delayed as the berths will not safely accommodate deep draft vessels.

The entrance of the harbour is shallowing very gradually, as may be seen from the monthly surveys made by the Engineer, Harbour Trust Board.

Quarantine.—A certain amount of inconvenience has necessarily been caused to shipping operation, owing to the quarantine regulation against plague, but it has been the minimum possible consistent with the regulations. Fees for overtime work and for second bill of health have been abolished. A boat and crew has been sanctioned for the Port Health officer whilst quarantine regulations are in force.

The jetty from the north groyne to facilitate horse ships landing horses on to the groyne which was sanctioned by the Board in 1897, has since been cancelled.

The Engineer, Harbour Trust Board, has been ordered to draw up a plan and estimate for an improved stage.

Horse ships.—Out of three horse ships arrived, two discharged their horses on to the groyne, the third being unable to go alongside as the berth was occupied by another steamer and she would not wait.

Moorings.—All moorings have been thoroughly overhauled and examined twice during the year, necessary repairs being carried out by the Engineer, Harbour Trust Board.

As the 2¼ inch mooring cables were found to have worn in places by ¼ inch, thereby making them smaller than the cables of some of the ships visiting the port, the Deputy Port Conservator recommended in November last that 3¼ inch cables should be obtained to replace all the bow moorings at an estimated cost of Rs. 1,30,850, and that, pending their arrival, they should be replaced by the new 2¼ inch cables in stock as a temporary measure ; none have yet been replaced.

On one occasion the 3½ inch spindle of one of the mooring buoys snapped in two owing to a ship's cable taking a round turn over it and bringing a heavy strain upon it at right angles. The iron appeared to have had a flaw in it. It is not known if these spindles were ever subjected to the usual test.

The stern-fast moorings outside the harbour off Cassimode wear very quickly and require renewing every year at the part where they dangle on the ground.

Mooring Boats.—The two mooring boats have been constantly in use and have proved very satisfactory, both in facilitating despatch in mooring vessels and in reducing the undue wear and tear to the Harbour Master's boats.

Harbour Master's Boats have been kept in an efficient state ; another new one will shortly be required to replace one which is very old.

Steam Launch has been constantly in use when not under repairs. Her boiler was examined on the 26th June by the Government Inspector and passed for another year.

The weather has been fine enough throughout the year to admit of shipping operations being carried on except on the following occasions, 5th and 6th November, 29th and 30th November and 26th December 1898.

Cyclone Code.—Storm warning signal was hoisted on 9th, 10th and 11th October by advice from Calcutta, but no bad weather was experienced at Madras.

On 5th and 6th November storm warning and great danger signals were hoisted and very bad weather was experienced and ships ordered to sea. Centre of cyclonic storm passed close to Madras. Advice from Calcutta received eight hours after signal was hoisted.

On 29th and 30th November danger signal was hoisted and ships ordered to sea, very rough sea and bad weather experienced, centre of cyclonic storm passed inland few miles south of Madras. No advice was received from Calcutta.

On 26th December danger signal was hoisted on account of small cyclonic storm which lasted for a few hours, passing inland just south of Madras. No advice received from Calcutta.

Entrance lights.—The harbour head entrance lights, as also the two leading lights on the pier have given every satisfaction. They have never become extinguished at night.

Accidents and Casualties to shipping.—On June 3rd, at 1–30 A.M., the S.S. *Claverley* and *Pandua* parted their stern lines during a heavy squall from the north-west. No damage was done.

On July 19th, at 5–20 P.M., the S.S. *Argus* parted her stern lines during a heavy squall from the westward. No damage was done.

On August 6th, at 6 P.M., the S.S. *Secundra* parted her stern lines during a squall from westward. No damage was done.

The S.S. *Cam* parted her stern lines at the Cassimode moorings owing to strong breeze and swell.

Whilst the S.S. *Clan Macdonald* was being moored, a heavy squall from south-east caused her to go over the buoy, taking a round turn with her cable over the spindle, causing it to snap.

Further accident was avoided by the prompt judgment and action of the Harbour Master in charge. The piece of spindle recovered was found to have signs of a flaw in it.

Casualties to cargo boats—

12 Masulah boats were broken by the surf at various times.

7 Lighters do. do. by being driven ashore.

2 Lighters have capsized or sunk.

Infringement of Port Rules.—The Master of the S.S. *Goodwin* was prosecuted by the Deputy Port Conservator for entering the harbour without a pilot on board on the morning of 4th September. He was fined Rs. 50 by the Magistrate. He was a total stranger to the port, or he would have been fined more heavily.

Harbour Masters and Establishment have performed their duties very satisfactorily and without mis-hap, whilst the Senior Harbour Master was absent in England on three months' leave, the Junior Harbour Master fell sick with fever through over-exposure to the sun ; and during his absence from duty for a fortnight all the piloting duties were carried out by the Second Harbour Master.

The Deputy Conservator again represented to the Board, the risk to the port in the event of the one man left also falling sick through over-exposure and work and again advised the entertainment of a fourth Harbour Master as a reserve, but the Board did not approve of the recommendation.

On the representation by the Deputy Conservator of the necessity of the Harbour Masters residing near the harbour and that they should be given free quarters in the Biden Home and be required to live there, the Board has agreed to the same, and the whole building to be set aside for their accommodation. Arrangements for the very few distressed seamen to be made with a respectable hotel.

Leave.—Commander W. Aves, R.I.M., Deputy Port Conservator, availed himself of the privilege leave granted by Government from 15th May to 5th July, his duties being performed by Mr. Baddeley, Agent for Government Consignments and Personal Assistant to the Presidency Port Officer.

Mr. Corfield, Senior Harbour Master, availed himself of the three months' privilege leave granted to him by the Chairman, Harbour Trust Board, from the 24th August. He returned to duty on the 20th November. He also enjoyed his 22 days in lieu of Chamber of Commerce holidays and 4 days' casual leave.

Mr. Taylor, Second Harbour Master, availed himself of 22 days' leave in lieu of Chamber of Commerce holidays and 10 days' casual leave.

Mr. Evans, Third Harbour Master, availed himself of 21 days' leave in lieu of Chamber of Commerce holidays and 5 days' casual leave.

Sunday and holiday work.—The Deputy Port Conservator's office was opened for business on 23 sundays and 20 holidays. Before and after hours on eleven occasions.

The Port Diver.—Mr. Deacon has been well and constantly employed as usual and has performed his duties very satisfactorily, so also has his assistant Mr. Jeffries.

The Port Diver's boat was hauled up and thoroughly repaired and re-coppered at a cost of Rs. 734-3-3. This had not been done for seven years.

The Port Signallers have performed their duties satisfactorily.

The Port Flagstaff has been kept in an efficient state. It has been placed on top of the Deputy Port Conservator's office, which is a great improvement as the signals can be more clearly seen and the signallers have a clearer view. The flags and gear have been kept effcient and in good order.

The time signal semaphore has worked well and given every satisfaction.

Life-saving apparatus.—Half-yearly practice has been carried out by the Harbour Master's establishment. The men are efficient and the apparatus is in good order.

Salvage gear is efficient and in good order.

Port Fire-engine is in fair order, but is of a very obsolete pattern.

Combustible room.—A separate special room has been built in the marine store-yard for safe storage of combustibles.

Harbour Master's office has been kept in good order and condition.

Harbour Master's store account.—The account of receipts and expenditure has been kept in order up to date by the Senior Harbour Master. The yearly inventory was made at end of the year as usual and the books were submitted to the Board for inspection.

Cargo boats.—The number of lighters on the register is 90. Masulah boats 121, jolly boats 52, water boats 10, small catamarans 6, fishing boats 35.

All licensed boats have been inspected for seaworthiness every month by the Boat Overseer and necessary repairs ordered and executed.

Port Raft is still the only means for landing heavy weights and made 73 trips during the year earning Rs. 1,230.

Lamp and oil room.—A new masonry room has been provided in the Port office-yard for the purpose of trimming kerosine oil lamps and keeping oil stored therein in lieu of former arrangement which was dangerous in the event of fire.

Shipping office.—The number of native seamen engaged and discharged at this port shows a considerable increase on last year's figure—

European seamen	engaged	9
,,	discharged	15
,,	sent to jail	*Nil.*
,,	sent to hospital	5
Native seamen	engaged	28
,,	discharged	1,315
,,	sent to jail	9
,,	sent to hospital	3
Distressed seamen sent Home		*Nil.*

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

MADRAS,
12th May 1899.

(Signed) W. AVES, Comdr., R.I.M.,
Dy. Conservator of the Port.

Marine DEPARTMENT.

READ the following:—

From the Chairman, Harbour Trust Board, Madras, dated 23rd June 1899 submitting the Administration Report of the Trustees of the Madras Harbour for the official year 1898-99.

Administration Report of the Madras Harbour Trust Board.

Circulated to

H.E. the Governor.

ORDER. No 748 dated 8-8-99.

The Trustees submit their report on the administration of the Madras Harbour during the year 1898-99.

2. The Board consisted of 10 members as in the previous year. It held 27 ordinary meetings and one special meeting to consider the Budget. The average attendance of members was 7.5 as against 7.3 in 1897-98. The Chairman was present at all the meetings except one.

3. The following is an abstract of the Receipts and Charges of the year as compared with those of the previous year, with explanations of differences where these can be gathered from the report :—

F.S.H. 7.8.99

[P. W. 42-A.. 1,900—2-8-99.]

HE 21/7

Item No.	Head	1897-98	1898-99	Difference + or −	Explanation
		Rs	Rs	Rs	
	Receipts				
I	Contribution from Port Funds	82,618	"	−82618	The balance of Port Dues at credit of Madras Port was diverted for lighthouse purposes.
II	Harbour dues &c	4,71,621	4,98,961	+27,340	Chiefly caused by increased imports of coal from Calcutta
III	Porterage Dues	1,31,079	1,35,122	+4043	
IV	Interest on Govt. Paper	22,989	20,236	−2753	
V	Refunds, Construction account	11,405	45,446	+34,041	
VI	Miscellaneous	"	39,566	+39,566	Includes sale proceeds of boats and plant and increase in Govt. Paper.
	Total	7,19,712	7,39,331	+19619	
	Charges				
I	Interest	2,24,065	2,19,565	−4500	due to the reduction of the capital debt by 1 Lakh. No advances were received from Government.
II	Repayment of Loan	100,000	100,000	"	
III	Refunds	2,124	6,882	+4758	Caused by the practice of paying dues on quantities invoiced, — refunds being claimed after weighment.
IV	Engine Haulage	9,140	4,968	−4172	In 1897-98, bills were paid 12 months in arrears.
V	Steam Crane Charges	2,476	2,131	−345	Only one crane was at work upon the pier for the greater part of the year.
VI	Fees to Trustees	5,730	6,030	+300	
VII	Chairman's fees	4,800	4,800	"	
IX	Local Consulting Engineer's fees	600	1,200	+600	
X	Establishments	1,05,621	95,336	−10,285	Due to amount paid in 1897-98 to Sir A. Rendel.
XI	Contingencies	51,749	47,863	−3,886	There was an increase in law charges and decrease in audit fees.
XII	Petty Construction & Repairs	50,418	1,27,040	+76,622	Due partly to the protective revetment work of the harbour having been repaired at a cost of Rs 64,000.
XIII	Porterage	1,32,907	141,184	+8,277	Due to the much larger quantity of Coal handled.
XIV	Capital account	44,380	39,428	−4952	a Sum of Rs 37,785 was paid in 1898-99 for plant received for the Conversion of the "Wenlock".
XV	Miscellaneous (advances to Engineer)	"	12,211	+12,211	
	Total	7,31,534	8,08,638	+77,104	

3 16/2 5 5 6 18 4

* Rs 64,000

It would be more satisfactory if the charges were debited correctly in future years

In addition to the defects noticed in the Report under review attention is also drawn to the following

4. It thus appears that the receipts fell short of the charges by Rs 69,307 notwithstanding that receipts from dues (Harbour and Porterage) exceeded those of the previous year by Rs 31,383. This result is chiefly owing to the heavy* outlay involved in the repairs to the revetment to the north of the Harbour. The charges on account of porterage exceed the receipts by Rs 6062. This is explained by the Traffic Manager to be due to the porterage account being debited with items which should properly be charged to other heads of expenditure. If readjustments were made the porterage charges would be reduced by about Rs 40,000.

5. The dredger "Wenlock", which was taken over by the Trust in the previous year after conversion and repair at the Government Dockyard at Calcutta was on its return found to be incapable of holding the dredging owing to the ill-fitting of working order, and it has since been proposed to send the vessel back to Calcutta to have defects rectified; there being no means of doing this locally, as the vessel will have to be docked. This delay

due to carelessness in the Govt. Dockyard at Calcutta & to much delay is unfortunate as the much needed dredging inside the harbour will have to be deferred.

6. The following statement shows the total tonnage of the port during the past ten years:—

Years	Imports	Exports	Total.
	Tons	Tons	Tons
1889–90	246,659	112,525	359,184
1890–91	288,537	103,435	391,972
1891–92	347,401	88,939	436,340.
1892–93	277,843	85,938	363,781
1893–94	285,251	98,660	383,911
1894–95	285,276	104,188	389,464
1895–96	330,697	99,074	429,771
1896–97	385,605	102,941	488,546
1897–98	441,926	81,830	523,756
1898–99	471,804	81,265	553,069.

7. The steady rise in the total of imports noticed in the previous report has continued, but there has been no corresponding improvement as regards exports. Coal imported from Bengal shows an increase of 70,758 tons and that from Foreign ports a decrease of 21,584 tons as compared with the figures of the past year. The increased consumption of indigenous coal noticed in the previous report has thus been maintained during the year under review. There has been a falling off in Kerosine oil imported in cases, but this has been counteracted by an increase of oil imported in bulk. The import of piece goods and twist as well as cement from foreign countries has gone down. There has been greater activity in the import trade of paddy, gram, peas and seeds, as compared with the previous year, but there has been a fall in rice, both as regards import and export. Cotton has been more extensively exported both to foreign countries and other Indian ports. The consumption of Indian twist in foreign countries is also steadily increasing. There has been a considerable decline in the export of ground-nuts, oil seeds, tanned skins and jaggery, during the last few years. The export of Indian sugar

sugar and tamarind has increased largely; about 27,000 bags of the former having been exported to Coast ports as against 3,000 to 4,000 bags in the previous three years; while, as regards tamarind, the rise in this year has been 2,800 bundles to Coast ports and 3000 to foreign ports.

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

Description of vessels.	1897—98		1898—99.	
	Number	Tons	Number	Tons.
Vessels Arrived				
Steam Ships, Mercantile	614	1,236,600	573	1,125,688
Sailing Ships, Mercantile	1	995	3	6,010
Sailing Native Crafts	98	11,721	67	8,212
Men of war, Government Ships & Transports	"	"	"	"
Total	713	1,249,316	643	1,139,910
Vessels left				
Steam Ships, Mercantile	613	1,232,870	568	1,117,566
Sailing Ships, Mercantile	1	995	3	6,010
Sailing Native Crafts	99	12,016	67	8,212
Men of war, Government Ships & Transports	"	"	"	"
Total	713	1,245,881	638	1,131,788

There was thus a fall in the number and tonnage of vessels both inwards and outwards.

9. The Provident Funds are in a prosperous condition and seem to be working satisfactorily.

10. Judging from the report of the Deputy Conservator, the storm warning signals do not seem to have been satisfactorily worked on all occasions by the Meteorological Department. The matter will be brought to the notice of the proper authorities by the Presidency Port Officer, if this has not already been done.

11. The question of the improvement and extension of the Harbour is still under the consideration of the Home authorities. The Government notices with satisfaction the testimony borne by the Board to the work done in this connection by its late Chairman, Mr. Atkinson and its local Consulting Engineer, Mr. Wilson.

48

To The Chairman, H.T. Bd.
" D.O.
" Financial dept.
" Rev. dept.
" Chairman, Chamber of Commerce, Madras
" Chairman, Madras Trades Assocn.
" Secretary to the Port Trust, Bombay

D. 30/6/99.

Endorsement

(Endorsement No. 748 A dated 8th August 1899)

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

R.S.

L Bell 11.7.99

XC

7.8.99

P 35 1007

Marine (1899) Department.

CURRENT No. 869.

From The Chairman
Harbour Court Board

No.

Dated 23.6.99.

Received } 29.6.99
Registered }

Enclosures

Spare copies 3

SUBJECT.

Submitting the Administration Report of the Madras Harbour Board for the official year 1898-99.

[F. W. 29.
2,000—15-39-9.]

27. 8. 03

634-95
16-8-95

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Copy

ADMINISTRATION REPORT OF THE TRUSTEES

OF

THE MADRAS HARBOUR,

FOR THE OFFICIAL YEAR 1898–99.

The Trustees have the honour to submit their report on the Administration of the Madras Harbour Board for the official year 1898–99.

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

Elected by the Chamber of Commerce.

(1) Mr. R. J. Black.
(2) „ C. B. Simpson.
(3) „ A. J. Yorke.

Elected by the Trades' Association.

(4) Mr. R. Harper.

Officials.

Nominated by Government.

(5) Mr. J. N. Atkinson, I.C.S., Chairman, proceeded on furlough in February 1899 and was succeeded by Mr. Herbert Bradley, I.C.S.
(6) Commander H. A. Street, R.I.M.
(7) Mr. F. J. Wilson, A.M.I.C.E.

Non-Officials.

(8) Mr. Cowasjee Eduljee Panday.
(9) „ Mirza Mehdy Ispahani.
(10) M.R.Ry. T. Namberumal Chetty Garu.

3. The Board held 27 regular meetings, and in February the usual special meeting under section 37 of the Harbour Trust Act to consider the budget estimate of receipts and charges for the year 1899–1900.

The average attendance, exclusive of the Chairman who attended all the meetings of the Board, except one, has been 7·5 against 7·3 in 1897–98.

4. The opening balance of the Revenue account on the 1st April 1898 was as follows :—

	Rs.
Government securities, 3½ *per cent. par* value, Rs. 4,65,000, at 95½ *per cent.*	4,44,075
Cash in the Bank of Madras	3,77,941
Cash in office	1,043
Cash advance for contingencies	500
Total	8,23,559
The corresponding amount in 1897 was	8,35,381

5. Cash receipts have been as follows :—

	Rs.
Contributions from Port Funds	*Nil.*
Landing, shipping, cranage and other dues	4,98,961
Porterage dues	1,35,122
Interest on Government securities	20,236
Total	6,54,319

The corresponding figures were in 1897–98—

	Rs.
Landing, shipping, cranage and other dues	4,71,621
Porterage dues	1,31,079
Interest on Government securities	22,989
	6,25,689
Contribution from Port Funds	82,618
Total	7,08,307

The differences between these items are—

	Rs.
Contribution from Port Funds	— 82,618
Dues on goods landed and shipped	+ 27,340
Porterage dues	+ 4,043
Interest on Government securities	— 2,753

The reduction in the contribution from Port Funds is due to the balance at credit of Madras Port having been diverted for lighthouse purposes.

The increase in dues upon goods landed and shipped and in Porterage dues is again caused by the increased quantity of coal imported from Calcutta.

6. The closing balance on the 31st March 1899 was as follows :—

	Rs.
Government securities (*par* value)	7,30,000
Cash in the Bank of Madras	22,767
Cash in office	988
Cash advance for contingencies	500
Total	24,255

It is usual to have a large cash balance in the Bank of Madras on the 31st March in each year to meet the payment due to Government for interest on Capital advances and the annual refund of the sum of one lakh of rupees, and this is provided by the sale of Government paper to the required amount. On this occasion the 31st March fell within the Easter holidays, and the proceeds of the sale of securities was not received until the 4th April.

The closing balance may be compared with that of the previous year as follows :—

	1898. Rs.	1899. Rs.
Government paper, market value	4,44,075	7,30,000
Cash	3,79,484	24,255
Total	8,23,559	7,54,255
Balance due by Construction (capital) account	66,399	1,22,947
Total	8,89,958	8,77,202

The decrease is due to the expenditure upon the protective revetment north of the harbour having been met from the Revenue account.

7. The receipts and charges are compared in the statement printed on pages 6 and 7. As, in 1897–98, dues on imports have again increased and on exports decreased but only slightly. The increase is again mainly due to the large coal trade from Calcutta.

Imports have paid landing dues Rs. 3,53,853 as against Rs. 3,31,695, an increase of Rs. 22,158 ; *exports* Rs. 60,949 against Rs. 61,373, a decrease of only Rs. 424.

8. *Wharfage* has increased from Rs. 7,141 to Rs. 8,929 due to the larger quantities of coal stored.

Cranage shows a reduction, Rs. 42,860 as against Rs. 48,307, and is again due to smaller imports of railway material.

Entry of Railway Vehicles.—Receipts have advanced from Rs. 12,542 to Rupees 18,704, the addition of Rs. 6,162 being caused by the increased quantity of coal railed away.

Water supplied to shipping has realised Rs 9,615 against Rs. 6,816. The provision of a new 6-inch pipe from the municipal main to the pier head, from which a plentiful supply can now be obtained, has resulted in steamers taking a steadily increasing quantity.

9. *Charges* vary from the previous year in the following particulars :—

Interest is less by Rs. 4,500, being 4½ *per cent.* upon one lakh of rupees refunded, no advances having been received from Government for Capital expenditure during the year.

Refunds Rs. 6,882 against Rs. 2,124. This increase is caused by the practice which has arisen of paying dues upon the invoice or bill of lading quantities of coal landed and claiming refund after weighment.

Engine haulage Rs. 4,968 against Rs. 9,140 in the previous year, when the account was swollen by bills being twelve months in arrears. They have during the period under review been paid up to date.

Steam Cranes, Rs. 2,131. These charges have hitherto been debited to porterage. They are now shown under Revenue and are for expenses incurred in working the steam cranes upon the pier and elsewhere. The charge has been so debited because dues received for cranage are credited to that head. The charge last year was Rs. 2,476, the reduction is due to only one crane having been at work upon the pier for the greater part of the year.

Establishment charges have been reduced from Rs. 1,05,621 to Rs. 95,336. This reduction is due to the amount paid last year, Rs. 10,428 as an allowance to the Consulting Engineer Sir Alexander Rendel ; other items are practically unaltered as will be seen from the details given.

Contingencies have increased from Rs. 16,471 to Rs. 35,298. The difference is due to (1) an increase in law charges from Rs. 3,773 to Rs. 26,970 incurred in the claim made against the Trust for shortage of coal per S.S. *Graffoe* in 1896, which up to date has gone against the Board, though the Trustees are advised by the Advocate-General that an appeal to the Privy Council would in his opinion be

successful; the question as to whether this shall be made is still under consideration, combined with (2) a decrease of Rs. 5,800, audit fees paid last year against *nil* in the period under review. Other items call for no comment.

Petty Construction and Repairs have increased from Rs. 50,418 to Rs. 1,27,040. The protective revetment north of the harbour has been strengthened throughout at a cost of about Rs. 64,000. This charge should perhaps have been debited to Capital, but having Revenue funds available the Trustees decided to pay the cost from that source instead of borrowing further from Government. This charge against Revenue is the item which has principally tended to reduce the closing balance.

Porterage.—The charges have increased from Rs. 1,32,906 to Rs. 1,41,184, a difference of Rs. 8,278, and would have been more by Rs. 2,131 had not steam crane charges been debited to the cranage to which that item more properly appertains. This increase is entirely due to the much larger quantity of coal handled.

It is to be observed that the receipts and charges under this head show an apparent loss, but this is not actually the case as is explained by the Traffic Manager in his remarks under the head *Porterage work* in his report which is annexed.

The Board has never sought to make a profit out of the porterage of cargo but has aimed at giving an improved service to the public at reduced rates. The saving on the year's work alluded by the Traffic Manager of Rs. 22,857 on cargo landed at and shipped from the pier is an advantage to the trade of the port generally realised by the departmental handling of cargo as against the old method of employing contractors.

Capital Account.—The item Rs. 37,785 is the amount paid during the course of the year for plant received from the Secretary of State for the conversion of the "Wenlock" from a bucket to a suction pump dredger. The alteration has been effected in the Royal Indian Marine Dockyard, Calcutta, and the vessel arrived at Madras in March last. Various defects were found in her equipment, and these have since been made good at a cost of about Rs. 2,000. Up to 31st March experimental dredging only has been carried out.

10. The Board has again devoted much time and consideration to the question of harbour improvements, and the Trustees have pleasure in placing on record the obligation they feel to their Chairman Mr. Atkinson and their local Consulting Engineer Mr. Wilson in connection with this subject. The Chamber of Commerce and the Trades' Association were consulted as to the form they would wish improvements to take. The Association was practically unanimous in favour of an inner harbour or ship dock in the accretion of sand to the south of the present harbour. The Chamber came to the same conclusion by a narrow majority, and the matter has been referred to the Secretary of State for the advice of Sir Alexander Rendel, with a view to this long-debated question being decided and action taken.

11. The survey of the harbour and roadstead has been regularly compared with periodical surveys carried out by the Board's Engineer up to date. The charts have as received been submitted to Government. The result appears to be that within the harbour there has been little, if any, change in the sea bottom, except in the north-western portion where the accumulation of coal lost overboard in course of discharge has undoubtedly shallowed the water there, and in the south-west corner where sand blowing over and finding its way through the south arm is still gradually encroaching. It is expected that the "Wenlock" will be able to recover this coal by means of a grab from her bow derrick. The suction pumps cannot raise the coal, and it must first be removed before they can operate upon the underlying sand and deepen the berths in that portion of the harbour. The depth at the entrance is practically unchanged, but the accretion of sand outside of the harbour to the south still continues.

12. The variation in the quantities of goods imported and exported has been reported quarterly.

Coal imported from Bengal has again increased largely, the quantity being 208,318 tons against 137,560, an increase of 70,758 tons. With a view to encourage this trade the Board has decided to allow importers to make their own arrangements

for porterage, and on the above tonnage this represents a loss to the Trust of about Rs. 16,000 per annum with a corresponding gain to importers, presuming that they can handle the coal at the same rate as paid to the contractor by the Board, viz., 2 annas 9 pies per ton, against 4 annas, the schedule rate paid by consignees.

13. *Provident Fund.*—The opening balance was: cash Rs. 6,837 and Government 3½ per cent securities Rs. 75,000 *par* value, equal at 95½ per cent. the current rate on 1st April 1898 to Rs. 71,625; total Rs. 78,462.

Contributions from employés and from the Trust have added Rs. 13,709 and Rs. 2,836 have been realized from interest on investments.

Government securities have been purchased to the extent of Rs 12,000 at a cost of Rs. 11,384.

The sum of Rs 3,558 has been disbursed, of which Rs. 885 have been paid for premia on policies of assurance and Rs. 500 have been advanced under rule 21 and is repayable. The market value of Government paper having risen during the year the increased value of investments amounts to Rs. 3,991. Total investments have increased to Rs. 87,000 *par* value which has been taken as the market value of 3½ per cent. paper on the 31st March and cash Rs. 8,440. Total assets Rs. 95,440 against Rs. 78,462, an increase during the year of Rs. 16,978.

14. *Coolies' Provident Fund.*—The opening balance on 31st March 1898 was Rs. 5,000 invested in Government securities valued at Rs. 4,548, cash Rs. 297, total Rs. 4,845. Receipts have amounted to Rs. 3,331. The total assets on the 31st March were: investments in Government paper, market value Rs 5,800 and cash in the Bank of Madras Rs. 1,229, total Rs. 7,029. Disbursements have amounted to Rs. 1,477 and compare with previous years as follows:—

—	1896-97.	1897-98.	1898-99.
	Rs.	Rs.	Rs.
Pensions	178	186	218
Allowances to wounded coolies ..	331	349	172
Marriages	507	534	456
Births	158	129	170
Deaths	314	228	461
Total ..	1,488	1,126	1,477

It is to be observed from the above that pensions have increased, and it is pleasing to note that the fund can well afford to pay them. It is also satisfactory that allowances for wounded coolies have decreased by one-half The total disbursements are within a few rupees the same as in the two previous years, and on this occasion are less than the coolies themselves contributed to the fund. The coolies have, as hitherto, enquired into and made their recommendations in all cases of claims, and the position of the fund, which is year by year becoming increasingly prosperous, is very satisfactory. It will in the future, it is hoped, be able to pay small pensions to a large number of coolies unable any longer to work for their living.

Disabled Boatmen's Fund—There is no vitality about this fund as the boatmen have long since ceased to contribute, and it is unable to meet the necessities of many deserving disabled boatmen. An attempt is now being made to revivify this fund on lines somewhat similar to the coolies' fund.

The Biden Home for seamen has been closed as such, there being no longer any necessity to maintain it under the altered conditions of the shipping trade of Madras. Arrangements have been made, with the approval of Government, to board distressed seamen at a respectable hotel, and the Biden Home will in future be used exclusively for the accommodation of the Harbour Masters, who will be compelled to reside there in the interests of the shipping visiting the port.

The report of the Deputy Conservator of the Port is appended.

Chairman.

MADRAS,
23rd June 1899.

Secretary.

THE following statement compares in detail the Receipts and Charges of the past year with 1897-98.

Items.	Actuals of 1897-98.	Actuals of 1898-99.	Plus or minus.
Revenue Account.			
Opening balance	Rs. 8,35,381	Rs. 8,23,559	Rs. — 11,822
Receipts.			
I. Contributions from Port Funds ..	82,618	..	— 82,618
II. Beach Imports:	2,41,926	2,76,398	+ 34,472
Pier do.	89,769	77,455	— 12,314
Beach Exports	22,893	20,852	— 2,041
Pier do.	3 ,480	40,097	+ 1,617
Wharfage	7,141	8,929	+ 1,788
Cranage	48,307	42,860	— 5,447
Storage	1,235	1,296	+ 61
Demurrage	409	718	+ 309
Dues for entry of Vehicles	12,542	18,704	+ 6,162
Provisions: —Dues on—	586	631	+ 45
Rent of Properties	639	691	+ 52
Water: —Charge for—delivered at Pier head	6,816	9,615	+ 2,799
Penalties under section 84	16	35	+ 19
Sundries	862	680	— 182
III. Porterage—			
Beach	83,446	97,202	+ 13,762
Pier	47,614	37,920	— 9,694
Miscellaneous	25	..	— 25
IV. Interest on Govt. of India 3½ per cent. pro-notes	22,989	20,236	— 2,753
V. Refunds from construction account	11,405	..	— 11,405
Credit balance of the Chairman's construction account transferred to Revenue	..	45,446	+ 45,446
Unexpended balance to the credit of the Engineer's drawing account on the 31st March 1898 out of advances made to him for expenditure during that month refunded	..	2,707	+ 2,707
Amount paid to the Presidency Port Officer on the 12th March 1898 on account of the upkeep of the Dredger *Wenlock* recovered from the Engineer	..	799	+ 799
Sale-proceeds of Tools and Plant	..	2,441	+ 2,441
Net increase in Government paper	..	33,619	+ 33,619
Total, Receipts ..	7,19,712	7,39,331	..
Total ..	15,55,093	15,62,890	..
Charges.			
I. Interest (under section 30)	2,24,065	2,19,565	— 4,500
II. Repayment of loan for construction of Harbour under section 31 ..	1,00,000	1,00,000	..
III. Rent of Custom House Godowns	..	..	..
IV. Refunds	2,124	6,882	+ 4,758
V. Engine Haulage	9,140	4,968	— 4,172
VI. Steam Crane Charges	2,476	2,131	— 345
VII. Fees to Trustees	5,730	6,030	+ 300
VIII. Chairman's Allowance	4,800	4,800	..
IX. Local Consulting Engineer's Allowance	600	1,200	+ 600
X. Consulting Engineer's Fees	..	..	..
XI. Establishment—			
1. Secretary's Salary	11,800	12,000	+ 200
2. Correspondence Department	3,971	3,954	— 17
3. Accounts Department	7,350	7,285	— 65
4. Cash Department	5,658	5,790	+ 132
5. Traffic Department (Shore Staff)	24,224	25,935	+ 1,711
6. Preventive Service	8,154	8,151	— 3
7. Do. Boatmen	1,326	1,320	— 6
8. Tidal Observatory	475	480	+ 5
9. Exchange Compensation Allowance	3,219	2,174	— 1,045
10. Contribution to Government for Pensions	788	710	— 78
11. Do. to Provident Fund	4,669	4,786	+ 117
12. Engineers' Department	23,559	22,752	— 807
Consulting Engineer's Allowance	10,428	..	— 10,428
XII. Contingencies—			
Postage	79	86	+ 7
Receipt Stamps	253	238	— 15
Telegrams	34	33	— 1
Furniture	214	207	— 7
Fees for Audit	5,800	..	— 5,800
Law Charges	3,773	26,970	+ 23,197
Stationery and Printing	4,318	4,541	+ 223
Advertisement Charges	326	398	+ 72
Lighting Pier and Yards	1,627	1,411	— 216
Uniform for Preventive Service, &c.	1,674	1,414	— 260
Overtime Fees to Establishment	4,855	4,399	— 456
Do. Preventive Service and Boatmen	2,577	2,233	— 344
Miscellaneous	27,846	5,933	— 21,913

The following statement compares in detail the Receipts and Charges of the past year with 1897-98—*cont.*

Items.	Actuals of 1897-98.	Actuals of 1898-99.	Plus or minus.
	Rs.	Rs.	Rs.
Charges—cont.			
XIII. Petty Construction and Repairs—			
New works	14,568	19,899	+ 5,331
Repairs	35,319	96,403	+ 61,084
Tools and Plant	531	10,738	+ 10,207
XIV. Porterage—			
1. Establishment	12,157	12,411	+ 254
Extra Tally clerks	..	317	+ 317
2. Coolies, Beach	59,158	66,561	+ 7,403
3. Do. Pier	20,522	18,620	— 1,902
4. Do. Custom House	15,624	13,839	— 1,785
5. Coasting Cargo	1,889	1,400	— 489
6. Cart-hire	841	754	— 87
7. Refunds	6,610	16,824	+ 10,214
8. Claims for Losses and Damage of Cargo	1,870	1,236	— 634
9 Contribution to Government for Pensions	23	23	..
10. Do. Provident Fund	617	578	— 39
11. Provident Fund Deductions from Coolies' wages ..	1,452	1,571	+ 119
12. Do. Contributions by the Trust	1,452	1,571	+ 119
Contingencies—			
Postage	..	..	..
Receipt Stamps	..	..	..
Furniture	14	..	— 14
Tarpaulins	1,475	1,360	— 115
Law Charges	53	..	— 53
Stationery and Printing	1,062	573	— 489
Overtime Fees to Establishment	2,745	2,291	— 454
Twine and Coir	..	135	+ 135
Miscellaneous	1,240	1,117	— 123
XV. Capital Account—			
Major Works—			
(*a*) Harbour Improvements	..	..	..
(*b*) Moorings	1	..	— 1
(*c*) Other new works	4,895	368	— 4,527
(*d*) Other debit transactions—			
(i) Acquisition of Land	25	1,263	+ 1,238
(ii) Protective Works	..	..	..
(*e*) Tools and Plant	..	37,785	+ 37,785
(*f*) Contingencies	..	..	..
Amount paid in excess by Messrs. Murray & Co. on account of Government pro-notes sold through them refunded ..	..	12	+ 12
XVI. Advances to Engineer	..	12,211	+ 12,211
Net depreciation	39,459	..	— 39,459
Total, Expenditure ..	7,31,534	8,08,636	..
Closing Balance ..	8,23,559	7,54,254	..
Total ..	15,55,093	15,62,890	..

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

Madras Harbour Trust statement of Receipts and Charges from 1st April 1898 to 31st March 1899.

		Rs. A. P.	Rs. A. P.	Rs A. P.
Opening Balance.				
Government securities (par value, Rs. 4,65,000)				4,44,075 0 0
Do. purchased (par value)				at 95½ per cent.
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		2,76,397 13 1		
Pier do.		77,454 13 11		
Beach Exports		20,851 14 11		
Pier do.		40,097 6 9		
Wharfage		8,928 14 7		
Cranage		42,860 3 5		
Storage		1,296 1 2		
Demurrage		718 5 9		
Dues for entry of Vehicles		18,704 5 9		
Provisions:—Dues on—		630 9 0		
Rent of Properties		690 10 11		
Water:—Charge for—delivered at Pier head		9,615 4 0		
Penalties under section 84		35 0 0		
Sundries		679 11 0		
			4,98,961 2 3	
III. Porterage—				
Beach		97,202 8 9		
Pier		37,919 8 7		
Miscellaneous		0 6 4		
			1,35,122 7 8	
IV. Interest on Government of India, 3½ per cent. pro-notes		..	20,235 8 7	
Credit balance of the Chairman's construction account transferred to Revenue		..	45,446 0 4	
Unexpended balance to the credit of the Engineer's drawing account on the 31st March 1898 out of advances made to him for expenditure during that month refunded		..	2,707 3 1	
Amount paid to the Presidency Port Officer on the 12th March 1898 on account of upkeep of Dredger *Wenlock* recovered from the Engineer		..	799 6 8	
Sale-proceeds of Tools and Plant		..	2,441 4 6	
Cost of Government Securities purchased		..	37,623 0 0	2,89,929 4 0
Proceeds of Government Securities sold		..	..	33,618 12 0
Net increase in Government paper		..	..	7,67,623 0 0
Total, Receipts		..	11,22,820 5 1	
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		..	..	
V. Engine Haulage		6,881 9 0		
VI. Steam Crane Charges		4,967 11 7		
VII. Fees to Trustees		2,130 10 3		
VIII. Chairman's Allowance		6,030 0 0		
IX. Local Consulting Engineer's Allowance		4,800 0 0		
X. Consulting Engineer's Fees		1,200 0 0		
XI. Establishment—		..	26,009 14 10	
1. Secretary's Salary		12,000 0 0		
2. Correspondence Department		3,953 14 8		
3. Accounts Department		7,284 10 8		
4. Cash Department		5,790 8 2		
5. Traffic Department (Shore Staff)		25,934 15 11		
6. Preventive Service		8,151 4 4		
7. Do. Boatmen		1,319 9 4		
8. Tidal Observatory		480 0 0		
9. Exchange Compensation Allowance		2,173 5 9		
10. Contribution to Government for Pensions		709 11 2		
11. Do. to Provident Fund		4,785 12 0		
12. Engineers' Department		22,752 8 7		
			95,336 4 7	
XII. Contingencies—				
Postage		85 15 2		
Receipt Stamps		238 1 0		
Telegrams		32 11 0		
Furniture		207 1 7		
Fees for Audit		..		
Law Charges		26,969 12 1		
Stationery and Printing		4,540 12 9		
Advertisement Charges		398 11 0		
Lighting Pier and Yards		1,411 1 9		
Uniform for Preventive Service, &c.		1,413 10 0		
			35,297 12 4	
Overtime Fees to Establishment		4,399 8 8		
Do. Preventive Service and Boatmen		2,232 7 11		
Miscellaneous		5,933 6 3		
			12,565 6 10	
Carried over			4,88,774 9 6	

Madras Harbour Trust statement of Receipts and Charges from 1st April 1898 to 31st March 1899—*cont.*

Charges—cont.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Brought forward	..	4,88,774 9 6	
XIII. Petty Construction and Repairs—			
New Works	19,899 2 10		
Repairs	96,402 10 7		
Tools and Plant	10,737 14 6		
		1,27,039 11 11	
XIV. Porterage—			
1. Establishment	12,411 3 3		
Extra Tally clerk	317 4 0		
2. Coolies, Beach	66,560 12 11		
3. Do. Pier	18,620 2 7		
4. Do. Custom House	13,839 5 10		
5. Coasting Cargo	1,399 12 1		
6. Cart-hire	754 6 9		
7. Refunds	16,824 14 7		
8. Claims for Losses and Damage of Cargo	1,235 14 6		
9. Contribution to Government for Pensions	22 12 8		
10. Contribution to Provident Fund	578 7 4		
11. Provident Fund Deductions from Coolies' wages	1,571 7 0		
12. Do. Contributions by the Trust	1,571 7 0		
		1,35,707 14 6	
Contingencies—			
Postage	..		
Receipts Stamps	..		
Furniture	..		
Tarpaulins	..		
Law Charges	1,360 2 0		
Stationery and Printing	..		
	573 8 6		
		1,933 10 6	
Overtime Fees to Establishment	2,290 11 11		
Twine and Coir	134 12 6		
Miscellaneous	1,116 11 10		
		3,542 4 3	
XV. Capital Account—			
Major Works—			
(*a*) Harbour Improvements	..		
(*b*) Moorings	..		
(*c*) Other new works	..		
(*d*) Other debit transactions—	368 9 1		
(i) Acquisition of Land	..		
(ii) Protective Works	1,262 14 2		
(*e*) Tools and Plant	..		
(*f*) Contingencies	37,784 10 6		
	..		
		39,416 1 9	
Amount paid in excess by Messrs. Murray & Co. on account of Government pro-notes sold through them refunded	..	11 11 8	
XVI. Advances to Engineer	..	12,210 7 3	
XVII. Government Securities purchased (3,05,000)	..	2,89,929 4 0	
Do. sold (40,000)	..	..	37,623 0 0
Total, Expenditure	..	10,98,565 11 4	37,623 0 0
Closing balance on the 31st March 1899.			
XVIII. Government Securities (par value, 7,30,000)	..	..	7,30,000 0 0
Do. purchased (par value)	..		
Cash in the Bank of Madras	22,767 0 1		
General cash in office	987 9 8		
Advance for Contingencies	500 0 0		
		24,254 9 9	
Total	..	11,22,820 5 1	7,67,623 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 of receipt stamps.

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, for the time being "Revenue Account" amounted to Rs. 22,826-4-10 (twenty-two thousand eight hundred and twenty-six, annas four and pies ten).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

Memorandum.

	Rs.	A.	P.
Cash in the Bank of Madras	22,826	4	10
Add—Amount of bill against the Collector of Sea Customs remitted on the 28th March 1899 but not credited till the 4th April 1899.	82	15	9
	22,909	4	7
Deduct—Cheque No. 998 cashed 5th April 1899	142	4	6
Balance as per cash book	22,767	0	1

MADRAS HARBOUR TRUST DEPOSIT ACCOUNT.

STATEMENT of Receipts and Charges from 1st April 1898 to 31st March 1899.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening Balance.			
Government securities par value		11,800 0 0	
Cash in the Bank of Madras		1,150 0 0	
Cash in the Post Office Savings Bank		500 0 0	
Receipts.			
Deposit in Government securities par value			13,450 0 0
Do. in cash		2,000 0 0	
Cash in the Post Office Savings Bank		19,630 11 9	
Interest realised on Government securities		250 0 0	
Miscellaneous		380 8 1	
		3,296 10 10	
			25,557 14 8
Total ..		..	39,007 14 8
Charges.			
Refund of deposits in Government securities			
Do. in cash		1,500 0 0	
Amount credited to Revenue on account of cash deposits for Harbour dues, &c.		4,032 8 10	
Interest paid to depositors			
Miscellaneous		13,214 4 1	
		380 8 1	
		2,207 0 9	
			21,334 5 9
Closing Balance.			
Government securities deposited par value—			
Messrs. Arbuthnot & Co.	1,000 0 0		
,, Binny & Co.	1,000 0 0		
,, Walker & Co.	1,000 0 0		
,, Dymes & Co.	1,000 0 0		
South Indian Export Company (Limited)	1,000 0 0		
Messrs. McDowell & Co. (Limited)	1,000 0 0		
,, G. W. Deane & Co.	1,000 0 0		
,, Gordon, Woodroffe & Co.	500 0 0		
,, Parry & Co.	500 0 0		
,, Wilson & Co.	500 0 0		
,, Spencer & Co. (Limited)	500 0 0		
,, Schonlank, Engel & Co.	500 0 0		
,, Mahomed Abdoolla Sahib & Co.	500 0 0		
,, Oakes & Co. (Limited)	500 0 0		
	300 0 0		
		9,800 0 0	
Government securities deposited by contractors—			
V. Nummalwar Chetty	500 0 0		
Messrs. Krishnasawmi & Co.	500 0 0		
		1,000 0 0	
Government securities deposited by officials—			
Mr. J. G. Conran, Cashier	1,000 0 0		
A. Vencatakristna Pillay, Shroff, (Porterage department).	500 0 0		
		1,500 0 0	
Cash deposited by officials—			12,300 0 0
S. Appathoray Moodely, Assistant Cashier (in the Post Office Savings Bank)	500 0 0		
T. Cunniappa Moodelly, Shroff (in the Post Office Savings Bank)	250 0 0		
		750 0 0	
Cash deposited—			
Messrs. Mooroogasam & Co.	219 9 1		
,, Alfred Young & Co.	250 0 0		
,, Volkart Brothers	200 0 0		
,, Carl Simon Sohene	200 0 0		
Balance of late Cashier's security after meeting deficit ..	433 13 4		
Amount of proceeds of coal recovered from the bed of the Harbour from September to December 1898	3,320 2 6		
		4,623 8 11	
			5,373 8 11
Total ..	..	..	39,007 14 8

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's books on 31st March 1899 at credit of Chairman, Madras Harbour Trust "Deposit Account" amounted to Rs. 4,627-2-3 (four thousand six hundred and twenty-seven, annas two and pies three).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

Memorandum.

	Rs.	A.	P.
Cash in the Bank of Madras	4,627	2	3
Deduct—Cheque uncashed No. 29 of 1896-97	3	9	4
Balance as per cash book ...	4,623	8	11

COOLIE'S PROVIDENT FUND.

STATEMENT of Receipts and Charges from 1st April 1898 to 31st March 1899.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.			
Government Securities (par 3½ per cent. Rs. 1,500 at 95½ per cent.)	..	..	1,432 8 0
Do. (par 3 ,, ,, 3,500 at 89 ,, .)	..	..	3,115 0 0
Cash in the Bank of Madras	..	296 11 10	
Receipts.			
Deduction from coolies' wages	1,571 7 0		
Contribution by the trust	1,571 7 0		
Amount of undisbursed wages credited under Chairman's Order No. 2605, dated 9th January 1893	20 1 5		
Interest on Government investment	167 9 0		
		3,330 8 5	
Cost of Government Securities purchased	..	..	921 4 0
Net increase in Government paper	..	..	331 4 0
Total ..	..	3,627 4 3	5,800 0 0
Charges.			
Pensions to widows of coolies who died from effect of accidents ..	104 2 11		
Pensions to coolies permanently invalided	113 6 11		
Allowance to wounded coolies while under treatment in the Hospital at 4 annas per diem	172 4 0		
Allowance for 62 marriages amongst the families of coolies ..	456 0 0		
Do. for 78 births do. do. ..	170 8 0		
Do. for 130 deaths do. do. ..	460 8 0		
		1,476 13 10	
Government Securities purchased (3½ per cent. Rs. 500 and 3 per cent. Rs. 500)	..	921 4 0	
Closing balance.			
Government Securities (par 3½ per cent. Rs. 2,000)	..	..	2,000 0 0
Government Securities (par 3 ,, ,, 4,000) at 95 per cent.	..	..	3,800 0 0
Cash in the Bank of Madras	..	1,229 2 5	
Total ..	..	3,627 4 3	5,800 0 0

(Signed) H. E. HOPE ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's Books on 31st March 1899 at credit of Chairman, Madras Harbour Trust "Cooly Provident Fund Account" amounted to Rs. 1,229-2-5 (one thousand two hundred and twenty-nine, annas two and pies five).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

PROVIDENT FUND.

STATEMENT of Receipts and Charges from 1st April 1898 to 31st March 1899.

		Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.				
Government Securities (par value Rs. 75,000) at 95½ per cent.	..	..	..	71,625 0 0
Cash in the Bank of Madras		6,837 5 11	..	
Cash in office		..		
			6,837 5 11	
Receipts.				
Revenue Department collection		3,681 9 9		
Do. Trust contribution		3,681 9 9		
Porterage Department collection		580 15 4		
Do. Trust contribution		580 15 4		
Harbour Works collection		1,100 4 11		
Do. Trust contribution		1,100 4 11		
Harbour Master's collection		1,281 0 5		
Do. Trust contribution		1,281 0 5		
Instalments of refund of loan granted to employés		300 8 0		
Miscellaneous		120 8 2		
			13,708 13 0	
Interest realized on Government promissory note		..	2,836 5 4	
Cost of Government Securities purchased		..	..	11,384 6 0
Net increase in Government paper		..	..	3,990 10 0
	Total ..	..	23,382 8 3	87,000 0 0
Charges.				
Paid to employés who have left trust service subscriptions and trust contribution—				
Revenue Department		586 9 6		
Porterage do.		629 4 4		
Harbour Works Department		572 5 4		
Do. Masters' do.		291 11 4		
Paid to employés there own subscriptions only—				
Revenue Department		57 7 6		
Porterage do.		30 7 11		
Harbour Works Department		..		
Do. Masters' do.		5 10 4		
Premia on Policies of Life Assurance		884 12 8		
Amount of Loan granted to employés		500 0 0		
			3,558 4 11	
Government Securities purchased (Rs. 12,000)		..	11,384 6 0	
Closing balance.				
Government Securities par value Rs. 87,000		..	..	87,000 0 0
Cash in the Bank of Madras		7,172 11 2	..	
Cash in office		1,267 2 2	8,439 13 4	
	Total ..	..	23,382 8 3	87,000 0 0

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's Books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, for the time being "Provident Fund Account" amounted to Rs. 7,172-11-2 (seven thousand one hundred and seventy-two, annas eleven and pies two).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

BIDEN HOME.

STATEMENT OF Receipts and Charges from 1st April 1898 to 31st March 1899.

	Rs. A. P.	Rs. A. P.	Rs. A. P.
Opening balance.			
Government Securities	1,000 0 0		
Cash in the Bank of Madras	1,189 12 0		
Cash with the Superintendent	50 0 0		
		2,239 12 0	
Receipts.			
Interest on investments	34 14 8		
Rent from Harbour Masters	1,065 0 0		
Profits realized on boarding seamen	44 9 8		
Miscellaneous	..		
		1,144 8 4	
			3,384 4 4
Charges.			
Establishment	558 0 0		
Exchange compensation allowance	19 9 0		
Contingencies	73 15 10		
Municipal tax	366 0 0		
Repairs	5 12 6		
		1,023 5 4	
Closing balance.			
Government Securities	1,000 0 0		
Cash in the Bank of Madras	1,310 15 0		
Cash with the Superintendent	50 0 0		
		2,360 15 0	
			3,384 4 4

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

BANK OF MADRAS.

Certified that the balance standing in the Bank's Books on 31st March 1899 at credit of Chairman, Madras Harbour Trust, for the time being "Biden Home Account" amounted to Rs. 1,310-15-0 (one thousand three hundred and ten and annas fifteen only).

MADRAS,
12th June 1899.

(Signed) J. A. MACKENZIE,
for Accountant.

PILOTAGE FUND RECEIPTS.

	Pilotage fees.	Stern-fast boat hire.	Fees for shifting berths.	Harbour Master's fees.	Miscellaneous	Total.
1897-98.	Rs.	Rs.		Rs.	Rs. A. P.	Rs. A. P.
April	1,448	159	..	559	90 11 0	2,247 11 0
May	2,018	204	..	870	..	3,092 0 0
June	1,355	144	..	540	1 9 10	2,040 9 10
July	1,529	147	..	690	..	2,366 0 0
August	1,613	159	..	590	..	2,362 0 0
September	1,466	150	..	630	3 5 4	2,249 5 4
October	1,744	186	..	530	3 4 6	2,463 4 6
November	1,802	177	..	710	..	2,689 0 0
December	1,219	123	..	480	..	1,822 0 0
January	2,042	198	..	740	..	2,980 0 0
February	1,277	123	..	460	..	1,860 0 0
March	1,851	180	..	700	..	2,731 0 0
Total ..	19,364	1,950	..	7,490	98 14 8	28,902 14 8
1898-99.						
April	1,359	129	..	470	..	1,958 0 0
May	1,617	156	..	600	46 14 0	2,419 14 0
June	1,541	159	..	610	..	2,310 0 0
July	1,857	177	..	580	..	2,614 0 0
August	1,478	144	..	440	1 9 10	2,063 9 10
September	1,453	141	..	480	1 10 8	2,075 10 8
October	1,649	156	..	520	..	2,325 0 0
November	1,575	165	..	550	..	2,290 0 0
December	1,361	138	..	440	..	1,939 0 0
January	1,996	192	..	680	..	2,868 0 0
February	1,514	147	..	610	..	2,271 0 0
March	1,240	120	..	400	..	1,760 0 0
Total ..	18,640	1,824	..	6,380	50 2 6	26,894 2 6

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

THE following statement compares the Budget Estimate for 1898–99 and the Revised Estimate with Actuals.

Items.	Sanctioned budget estimate for 1898–99.	Sanctioned revised budget estimate for 1898–99.	Actuals of 1898–99.	Plus or minus.
Revenue Account.				
	Rs.	Rs.	Rs.	Rs.
Opening balance	7,96,007	8,49,420	8,23,559	— 25,861
Receipts.				
I. Contribution from Port Funds	..	..	..	..
II. Beach Imports	2,30,000	2,90,000	2,76,398	— 13,602
Pier do.	80,000	75,000	77,455	+ 2,455
Beach Exports:	25,000	19,000	20,852	+ 1,852
Pier do.	40,000	38,000	40,097	+ 2,097
Wharfage	7,000	9,000	8,929	— 71
Cranage	45,000	42,000	42,860	+ 860
Storage	20,000	1,000	1,296	+ 296
Demurrage	400	700	718	+ 18
Dues for entry of Vehicles	12,000	18,000	18,704	+ 704
Provisions:—Dues on—	600	600	631	+ 31
Rent of Properties	600	700	691	— 9
Water:—Charge for—delivered at Pier head	6,000	9,000	9,615	+ 615
Penalties under Section 84	50	50	35	— 15
Sundries	100	700	680	— 20
III. Porterage—				
Beach	41,250	1,00,000	97,202	— 2,798
Pier	45,000	39,000	37,920	— 1,080
Miscellaneous	100	..	..	..
IV. Interest on Government of India, 3½ per cent. pro notes.	23,500	23,500	20,236	— 3,264
Credit balance of the Chairman's construction account transferred to Revenue	..	..	45,446	+ 45,446
Unexpended balance to the credit of the Engineer's drawing account on the 31st March 1898 out of advances made to him for expenditure during that month refunded	..	..	2,707	+ 2,707
Amount paid to the Presidency Port Officer on the 12th March 1898 on account of the upkeep of the Dredger Wenlock recovered from the Engineer	..	..	799	+ 799
Sale-proceeds of Tools and Plant	..	..	2,441	+ 2,441
Net increase in Government paper	..	..	33,619	+ 33,619
Total, Receipts ..	5,76,600	6,66,250	7,39,331	..
Total ..	13,72,607	15,15,670	15,62,890	..
Charges.				
I. Interest (under Section 30)	2,19,566	2,19,565	2,19,565	..
II. Repayment of Loan for Construction of Harbour under Section 31	1,00,000	1,00,000	1,00,000	..
III. Rent of Custom House Godowns	8,400	..	..	..
IV. Refunds	2,000	6,500	6,882	+ 382
V. Engine Haulage	6,000	4,000	4,968	+ 968
VI. Steam Crane Charges	2,000	1,500	2,131	+ 631
VII. Fees to Trustees	7,000	6,000	6,030	+ 30
VIII. Chairman's Allowance	4,800	4,800	4,800	..
IX. Local Consulting Engineer's Allowance	1,200	1,200	1,200	..
X. Consulting Engineer's Fees	1,000	..	..	..
XI. Establishment—				
1. Secretary's Salary	12,000	12,000	12,000	..
2. Correspondence Department	4,068	4,000	3,954	— 46
3. Accounts Department	7,498	7,400	7,285	— 115
4. Cash Department	5,928	5,800	5,790	— 10
5. Traffic Department (Shore Staff)	26,486	26,000	25,935	— 65
6. Preventive Service	8,160	8,160	8,151	— 9
7. Preventive Service Boatmen	1,368	1,300	1,320	+ 20
8. Tidal Observatory	480	480	480	..
9. Exchange Compensation Allowance	3,500	2,174	2,174	..
10. Contribution to Government for Pensions ..	788	720	710	— 10
11. Do to Provident Fund	5,000	5,000	4,786	— 214
12. Engineers' Department	23,400	23,000	22,752	— 248
XII. Contingencies—				
Postage	100	100	86	— 14
Receipt Stamps	200	250	238	— 12
Telegrams	50	50	33	— 17
Furniture	500	200	207	+ 7
Fees for Audit	3,400	3,400	..	— 3,400
Law Charges	5,000	27,000	26,970	— 30
Stationery and Printing	4,000	5,000	4,541	— 459
Advertisement Charges	500	500	398	— 102
Lighting Pier and Yards	1,800	1,800	1,411	— 389
Uniform for Preventive Service, &c.	1,500	1,500	1,414	— 86
Overtime Fees to Establishment	4,000	4,500	4,399	— 101
Do. to Preventive Service and Boatmen ..	3,000	2,500	2,233	— 267
Miscellaneous	10,000	6,000	5,933	— 67

The following statement compares the Budget Estimate for 1898–99 and the Revised Estimate with Actuals—*cont.*

Items.	Sanctioned budget estimate for 1898–99.	Sanctioned revised budget estimate for 1898–99.	Actuals of 1898–99.	Plus or minus.
Charges—cont.	Rs.	Rs.	Rs.	Rs.
XIII. Petty Construction and Repairs—				
New works	5,000	20,461	19,899	— 562
Repairs	40,000	1,08,000	96,403	— 11,597
Tools and Plant	10,000	10,000	10,738	+ 738
XIV. Porterage—				
1. Establishment	12,500	12,500	12,411	— 89
Extra Tally clerks	..	500	317	— 183
2. Coolies, Bench	55,000	64,000	66,561	+ 2,561
3. Do. Pier	20,000	18,500	18,620	+ 120
4. Do. Custom House	15,000	14,000	13,839	— 161
5. Coasting Cargo	2,000	1,500	1,400	— 100
6. Cart Hire	800	700	754	+ 54
7. Refunds	1,000	17,000	16,824	— 176
8. Claims for Losses and Damage of Cargo ..	2,000	1,000	1,236	+ 236
9. Contribution to Government for Pensions ..	23	23	23	..
10. Contribution to Provident Fund	700	700	578	— 122
11. Provident Fund Deductions from Coolies' wages ..	1,300	1,500	1,571	+ 71
12. Do. Contributions by the Trust ..	1,300	1,500	1,571	+ 71
Contingencies—				
Postage	10	..	..	..
Receipt Stamps	10	..	..	..
Furniture	100	..	..	..
Tarpaulins	2,000	1,360	1,360	..
Law Charges	100	..	..	..
Stationery and Printing	1,000	800	573	— 227
Overtime Fees to Establishment	2,500	2,500	2,291	— 209
Twine and Coir	..	300	135	— 165
Miscellaneous	1,500	1,200	1,117	— 83
XV. Capital Account—				
Major Works—				
(*a*) Harbour Improvements	..	..	..	..
(*b*) Moorings	..	..	..	..
(*c*) Other new Works	25,500	1,229	368	— 861
(*d*) Other debit transactions—				
(i) Acquisition of Land	5,000	1,261	1,263	+ 2
(ii) Protective Works	63,000	..	..	..
(*e*) Tools and Plant	71,200	44,455	37,785	— 6,670
(*f*) Contingencies	..	..	..	..
Amount paid in excess by Messrs. Murray & Co., on account of Government pro-note sold through them refunded ..	..	..	12	+ 12
XVI. Advances to Engineer	..	..	12,211	+ 12,211
Total Expenditure ..	8,23,235	8,17,388	8,08,636	..
Closing Balance ..	5,49,372	6,98,282	7,54,254	..
Total ..	13,72,607	15,15,670	15,62,890	..

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

Capital Account.

STATEMENT showing balance due to Government on the 31st March 1899.

Receipts.	Rs.	*Charges.*	Rs.
Loans from Government for the construction of harbour prior to the formation of the Trust.	21,10,231	Repayment of loan in 1887	1,00,000
Do. do. during the year 1887–88.	4,37,000	Do. do. 1888	1,00,000
Do. do. 1888–89.	6,20,000	Do. do. 1889	1,00,000
Do. do. 1889–90.	7,40,000	Do. do. 1890	1,00,000
Do. do. 1890–91.	7,47,011	Do. do. 1891	1,00,000
Do. do. 1891–92.	8,00,000	Do. do. 1892	1,00,000
Do. do. 1892–93.	1,50,000	Do. do. 1893	1,00,000
Do. do. 1893–94.	2,70,000	Do. do. 1894	6,00,000
Do. do. 1894–95.	1,50,000	Do. do. 1895	1,00,000
Do. do. 1895–96.	4,54,985	Do. do. 1896	1,00,000
		Do. do. 1897	1,00,000
		Do. do. 1898	1,00,000
		Balance due to Government, 31st March 1899	47,79,227
Total ..	64,79,227	Total ..	64,79,227

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

Capital Account.

STATEMENT showing the total outlay incurred against sanctioned estimates.

	Rs.	Rs.		Rs.	Rs.
1875, original estimate	57,45,165		Expenditure on harbour construction up to 31st December 1884 ..	..	65,54,490
1884, excess on estimate	8,09,325	65,54,490	Expenditure on harbour reconstruction	60,66,722	
1886, reconstruction estimate ..	45,90,051		Probable recoveries due to sale of tools and plant	2,80,664	
1892, additional estimate ..	12,38,845				63,47,386
1895, completion estimate ..	3,69,122		Net saving on the completion estimate	1,31,296	
	61,98,018		Unexpended cash balance ..	954	
Tools and Plant.					1,32,250
Estimated recoveries	2,80,664				
Add—Amount of estimate sanctioned in excess by Government (*vide* G.O., No. 909, Financial, dated 20th November 1895)	545	64,78,682			
Amount spent by the Engineer from his miscellaneous receipts ..	409	954			
Total ..	..	1,30,34,126	Total ..		1,30,34,126

(Signed) H. E. HOPE-ROSS,
Chief Accountant, Harbour Trust.

MADRAS HARBOUR TRUST
TRAFFIC DEPARTMENT,
9th May 1899.

No. 147 T.

To

THE SECRETARY,
HARBOUR TRUST BOARD,
Madras.

SIR,

I have the honour to submit the following report on the working of the Board's Traffic Department during the year 1898–99, as compared with previous years.

2. The revenue collected by the Traffic Department during the year amounted to Rs. 6,34,08[illegible]–9–11 as compared with Rs. 6,02,699–6–4 during 1897–98, showing an increase of Rs. 31,384–3–7 for the year under review. The details of receipts are as follows :—

	1897-98. Rs.	A.	P.	1898-99. Rs.	A.	P.
Imports	3,31,694	14	0	3,53,852	11	0
Exports	61,372	15	1	60,949	5	8
Cranage	48,307	0	2	42,860	3	5
Porterage	1,31,078	11	7	1,35,122	7	8
Entry of vehicles	12,542	7	9	18,704	5	9
Wharfage	7,141	2	1	8,928	14	7
Storage	1,234	11	9	1,296	1	2
Demurrage	408	8	3	718	5	9
Water supplied	6,816	4	0	9,615	4	0
Rent	639	5	0	690	10	11
Sundries	1,463	6	8	1,345	4	0
Total ...	6,02,699	6	4	6,34,083	9	11

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

Years.	Estimate revised. Rs.	Actuals. Rs.
1898–99	6,42,750	6,34,084
1897–98	5,65,650	6,02,699
1896–97	5,30,020	5,68,774
1895–96	4,71,900	4,94,347
1894–95	4,37,200	4,51,309
1893–94	4,23,000	4,52,137
1892–93	3,83,000	4,22,938
1891–92	4,48,500	4,96,749
1890–91	* 2,99,000	4,81,916
1889–90	† 3,06,200	3,26,747
1888–89	† 2,73,350	2,66,966

* 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 realized, and for ready comparison with former years, the sums collected as cranage have been apportioned to the two items where it was formerly shown, viz., imports and exports:—

Receipts.	Years.										
	1888-89.	1889-90.	890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(a) Harbour Dues, Imports ..	1,72,481	2,00,099	2,41,441	2,85,071	2,26,678	2,39,872	2,37,163	2,77,441	3,32,121	3,67,175	3,83,347
(b) Harbour Dues, Exports ..	78,568	1,00,945	92,290	80,716	78,332	88,723	97,676	88,880	91,278	74,200	73,315
(c) Wharfage ..	8,574	10,225	12,470	7,971	6,466	6,775	5,105	6,957	6,095	7,141	8,929
(d) Storage and Demurrage .	2,773	2,836	3,444	2,923	2,753	2,235	1,988	1,764	1.126	1,643	2,114
(e) Rent of Trust Properties ..	3,246	2,946	2,186	1,774	1,249	1,137	685	686	823	639	691
(f) Water Collections ..	..	..	..	3,091	3,736	4,126	4,497	4,785	5,532	6,816	9,615
(g) Porterage ..	..	..	1,22,533	1,08,323	1,02,151	93,047	91,544	1,00,892	1,18,317	1,31,079	1,35,123
(h) Entry of vehicles ..	..	..	..	..	..	13,288	11 869	12,235	12,617	12,543	18,704
(i) Miscellaneous.	1,324	2,966	7,562	6,870	1,753	2,934	780	608	864	1,463	1,345
Total ..	2,66,967	3,26,747	4,81,916	4,96,749	4,22,938	4,52,137	4,52 307	4,94,348	5,68.774	6,02,699	6,33,083

(a) There has been a large increase under this head, on coal landed in excess of last year's imports; but this has been largely reduced by a falling off in imports of piece-goods and twist, kerosine oil, and Bezwada-Madras Railway stores. The net increase being Rs. 16,172.

(b) Exports have fallen slightly short of last year and less tonnage was shipped than during any of the previous ten years.

(c) Increase of Rs 1,788 due to increased tonnage of coal stacked during the year.

(f) There is a steadily increasing demand for water, and the 6 inch pipe fitted, cannot supply sufficient through the day, but has to be often used through the night, to meet demands.

(g) The large increase of porterage received on coal has been nearly absorbed by the falling off in tonnage of other goods imported, leaving a net increase of Rs. 4,044.

(h) Increase of Rs. 6,161 due chiefly to increased tonnage of coal despatched by rail.

There has been an increase of 29,313 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 twelve 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	132,395	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	232,964	391,972
1891-92	97,987	56,046	154,033	249,414	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	429,771
1896-97	114,665	66,285	180,950	270,940	36,656	307,596	488,546
1897-98	119,358	51,306	170,664	322,568	30,524	353,092	523,756
1898-99	103,273	53,462	156,735	368,531	27,803	396,334	553,069

6. *Coal, Coke and Patent Fuel.*—The quantity of these goods imported during the year again shows a large increase, amounting to 50,257 tons, as shown by the following statement which covers a period of twelve years.

This increase appears to be due to a general increase in the consumption of sea-borne coal both by the railways, gold mines and factories.

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	1,666	..	99,166
1895-96	131,621	2,781	50	134,452
1896-97	148,607	2,052	..	150,659
1897-98	173,431	4,201	..	177,632
1898-99	222,505	3,876	1,508	227,889

Kerosine oil.—There has been a falling off in case oil imported, amounting to 75,180 cases, which has been partly covered by an increase of 951 *tons* of bulk oil imported.

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 twelve 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 1 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
1896-97	1,19,915 11 7	63,785 2 10	1,83,700 14 5
1897-98	1,25,249 8 0	51,306 10 1	1,76,556 2 1
1898-99	* 1,03,029 5 4	53,463 2 9	1,56,492 8 1

* Exclusive of Rs. 3,920 levied on 392 horses landed on the north break water pier.

Overtime work.—The tonnage of goods landed and shipped on Sundays, holidays, and after 6 P.M., has again been larger than on any previous year. The following statement shows briefly what work has been done out of regular working hours, from which it will be seen that, practically, one-fifth of the total tonnage of the year has been landed or shipped under conditions entailing expenditure for overtime fees, to the employés of this department:—

	Tonnage of goods landed and shipped.	Number of packages delivered to consignees.
	TONS.	
Sundays	52,412	54,672
Holidays	34,493	40,223
At night after 6 P.M.	16,258	...
Total ...	103,163	94,895

Porterage work.—This has been very heavy during the year owing to the very large tonnage of coal imported. It has, however, been well carried out and a good supply of coolies has been always available. This work was undertaken by the Board in 1890, and during the nine years it has been done by the Board some 4 lakhs of rupees have been saved and added to the Board's funds, while by the reductions in porterage rates made from time to time since the Board undertook the work, the trade of the port of Madras has gained during the year under review some 75 to 80,000 rupees.

The porterage work as now shown in the Board's estimates does not show any profit, but I would point out that there are two large items of expenditure debited to Porterage funds which would have to be borne by the Board entirely apart from porterage operations, viz., a large portion of the staff now debited to Porterage accounts, such as tally clerks, watchmen, overseers, &c. This amounts to about Rs. 9,000 per annum. Another large charge is the cost of working cargo on the pier, viz., hoisting cargo from, and lowering into lighters, conveying goods up or down the pier, loading and unloading trucks, and stacking. This properly forms a charge against cranage, and prior to 1890–91 was paid from the general revenues ; but on the Board taking over the porterage work, it was met from porterage receipts, leaving the whole of the cranage dues to go intact into the revenue accounts. During the year under review, the tonnage landed at and shipped from the pier was 156,735 tons, which at the rate of As. 2-4 per ton, the rates previously paid to contractors, would amount to Rs. 22,857, for the year's work. These two items show a saving, through the porterage of goods, of nearly Rs. 32,000 per annum.

There is also another item, viz., dues on entry of vehicles Rs. 18,704, during 1898–99. The work connected with these vehicles is supervised by staff paid from Porterage funds, viz., the reception, allotting, placing in position, loading or unloading, weighing, despatch, &c., and it is but reasonable that a portion of these receipts should be credited to Porterage funds, where in fact all were previously credited. If this be done it will be seen that the savings effected by porterage operations during the year will be at least Rs. 40,000.

The Cooly Provident fund has met all claims and added considerably to its balance during the year.

Claims for loss and damage.—These claims have amounted to Rs. 1,236 during the year as against Rs. 1,870 during the previous year.

Staff.—The staff of the Traffic department has worked hard and well during the year, and have given satisfaction in the discharge of their duties.

Appended are nine 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.
" II. Stores imported by the Madras Railway Company.
" III. Stores imported by the Bezwada-Madras State Railway.
" IV. Stores imported by the South Indian Railway.
" V. Goods imported from Coast ports.
" VI. Goods exported to Foreign ports.
" VII. Goods exported to Coast ports.
" VIII. Stores, &c., imported by Government.
" IX. Stores, &c., exported by Government.

I have the honour to be,

Sir,

Your obedient Servant,

S. HUTCHENCE,
Traffic Manager.

I.—STATEMENT of Goods imported from Foreign Ports.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Apparel and effects.	Packages ..	985	989	935	865	1,074	+ 209
Alum	Barrels ..	773	1,326	827	1,937	884	— 1,053
Asphalte, tar and pitch	Casks ..	2,493	2,878	2,562	3,254	2,793	— 461
Acids	Cases ..	2,151	1,817	2,349	2,817	3,428	+ 611
Arms and guns ..	,, ..	93	74	75	100	80	— 20
Arrack	Casks ..	1,218	1,388	1,171	1,429	898	— 531
Blankets ..	Bales ..	55	47	55	28	50	+ 22
Beef and pork ..	Cases ..	..	..	..	..	..	..
Bricks	100 ..	900	600	1,223	1,034	1,000	— 34
Beer	Cases ..	5,408	6,944	6,442	6,011	5,692	— 319
	Barrels ..	1,800	1,311	988	1,513	778	— 735
	Hogsheads ..	6,743	8,946	9,155	7,757	7,332	— 425
Boilers	No. ..	25	34	40	37	42	+ 5
Corks	Bundles ..	60	57	101	61	80	+ 19
Canvas	Bales ..	148	136	135	187	181	— 6
Candles	Cases ..	28,458	36,399	34,994	45,113	38,673	— 6,440
Colours	,, ..	3,999	3,170	4,542	5,660	4,445	— 1,215
Confectionery, provisions and oilmanstores ..	,, ..	16,508	21,045	24,102	25,548	27,311	+ 1,763
Crockery and glassware	Crates and casks ..	3,627	5,479	4,839	6,134	6,368	+ 234
Chalk ..	Barrels ..	366	1,165	446	1,246	729	— 517
	Tons ..	30	..	..	..	..	..
Cement	Casks ..	10,235	10,212	15,981	19,398	15,277	— 4,121
Cast-iron pipes and tubes	Tons ..	1,472	5,164	2,625	1,810	1,537	— 273
Camphor ..	Tubs ..	5,523	4,017	4,850	6,091	5,811	— 280
Coal	Tons ..	76,851	101,025	69,246	35,771	14,187	— 21,584
Coke	,, ..	896	1,219	961	385	612	+ 227
Fuel liquid ..	,, ..	..	50	..	..	1,329	+ 1,329
Crackers	Cases ..	975	1,028	1,431	1,177	1,131	— 46
Copper-plates and tiles	No. ..	4,096	7,960	11,524	5,873	2,095	— 3,778
Corrugated iron ..	Packages ..	3,234	7,306	7,815	11,684	10,554	— 1,130
Dynamite ..	Cases ..	9,426	14,832	11,643	14,297	17,913	+ 3,616
Earthenware ..	Crates ..	1,492	3,983	1,845	2,127	1,116	— 1,011
Fire clay ..	Casks ..	454	133	1,413	1,098	722	— 376
Flour	Bags and barrels ..	1,348	1,018	886	926	1,286	+ 360
Flannel	Bales ..	23	44	8	26	37	+ 11
Gunpowder ..	Packages ..	3,384	1,537	1,449	2,920	3,147	+ 227
Hardware ..	Cases and casks ..	11,532	8,423	14,594	13,308	14,660	+ 1,352
Hops	Packages ..	287	323	219	123	109	— 14
Iron	Tons ..	10,863	17,384	18,607	18,713	13,100	— 5,613
Iron safes ..	No. ..	56	69	16	39	17	— 22
Kerosine-oil	Cases ..	343,365	8	97,016	223,344	148,164	— 75,180
	Tons ..	7,899	13,156	9,065	16,191	17,142	+ 951
Malt	Bags ..	56	2	14	17	11	— 6
Millinery and haberdashery ..	Cases ..	1,881	1,855	1,891	2,347	2,213	— 134
Matches ..	,, ..	8,140	7,956	7,463	7,061	6,344	— 717
Machinery ..	Tons ..	3,603	3,941	4,616	4,472	2,874	— 1,598
Nails	Kegs ..	11,948	15,652	20,913	16,614	10,644	— 5,970
Oil and turpentine.	Drums ..	4,021	4,677	8,411	8,678	8,382	— 296
Piece-goods	Cases ..	78,435	25,406	27,168	29,219	20,722	— 8,497
	Bales ..		18,346	23,883	29,241	21,352	— 7,889
Twist	,, ..	29,432	21,594	30,636	31,266	25,618	— 5,648
Paper	,, ..	4,435	4,415	4,937	5,176	4,370	— 806
Piano	No. ..	49	103	68	82	73	— 9
Printing type ..	Cases ..	231	262	156	244	291	+ 47
Pig lead ..	No. ..	629	1,261	2,369	894	1,263	+ 369
Paint	Kegs ..	8,436	8,879	11,530	12,585	13,798	+ 1,213
Rattan	Bundles ..	4,519	1,704	3,818	3,598	3,191	— 407
Rails	No. ..	..	5,243	4,070	8,591	15,018	+ 6,427
Soap	Cases ..	1,050	1,366	1,839	1,645	2,250	+ 605
Salt	Bags ..	458	370	590	222	348	+ 126
Steel	Cases and casks ..	395	277	1,013	1,602	1,605	+ 3
Steel bundles and bars	No. ..	8,905	21,676	25,379	27,384	21,361	— 6,023
Steel hoop ..	Bundles ..	2,439	7,137	12,268	3,904	6,687	+ 2,783
Sodawater bottles ..	Crates ..	2,155	2,125	2,410	3,215	9,363	+ 6,148
Sulphur	Casks ..	10	467	205	529	115	— 414
Shot	Kegs ..	130	185	209	157	108	— 49
Sundries	Packages ..	53,125	54,314	59,748	63,344	65,252	+ 1,908
Specie	No. ..	612	644	807	462	612	+ 150
Sugar	Bags ..	1,527	1,266	2,083	4,147	3,830	— 317

I.—Statement of Goods imported from Foreign Ports—*cont.*

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stationery ..	Cases ..	2,939	4,426	4,935	3,537	4,068	+ 531
Spelter	Cakes ..	4,013	7,726	2,288	9,013	3,945	— 5,068
Saws	Cases ..	36	46	67	33	38	+ 5
Twine and rope ..	Bales and coils ..	862	218	325	453	545	+ 92
Tin plates ..	Boxes ..	4,389	5,060	6,514	7,353	13,003	+ 5,650
Tin slabs ..	No. ..	2,496	5,015	3,370	4,309	2,182	— 2,127
Tin ingots ..	,, ..	..	..	..	10	204	+ 194
Timber	Tons ..	..	3,367	30	..	..	..
Tramway material.	Packages ..	5,370	2,326	144	76	47	— 29
	Tons ..	202	..	1	28	282	+ 254
Wines and spirits.	Cases ..	36,519	37,818	41,544	36,802	38,143	+ 1,341
	Casks ..	713	1,346	1,602	430	1,033	+ 603
	Puncheons ..	139	109	244	279	573	+ 294
Window glasses ..	Cases ..	8,053	5,939	14,140	6,356	12,384	+ 6,028
White and red lead.	Kegs ..	715	779	1,049	1,406	1,109	— 297
Yellow metal ..	Cases ..	3,275	2,904	3,481	6,654	2,484	— 4,170
Zinc sheets ..	Packages ..	1,342	299	779	1,030	990	— 40
Horses and ponies..	No. ..	917	1,061	1,147	758	970	+ 212
Cows	,, ..	7	9	11	..	..	..
Elephants ..	,, ..	4	6	1	1	..	..
Carriages ..	,, ..	9	28	9	25	8	— 17
C. I. Sleepers ..	,, ..	..	..	..	10	1,507	+ 1,497
Animals	,, ..	..	..	..	19	..	— 19
Fish-plates ..	Bundles ..	..	..	..	..	1,251	+ 1,251

II.—Statement of Stores imported by the Madras Railway Company.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stores ..	Packages ..	8,915	8,852	23,158	5,909	6,384	+ 475
	Tons ..	1,173	371	1,901	459	895	+ 436
Wooden sleepers ..	,, ..	..	3,847	..	51	154	+ 103
Fuel	,, ..	..	..	..	..	1,508	+ 1,508
Coke	,, ..	703	1,562	..	1,073	623	— 450
Coal	,, ..	2,948	3,048	..	100	..	— 100
Timber ..	,, ..	1,364	2,399	2,105	990	142	— 848
Fire bricks ..	100 ..	75	50	44	..	92	+ 92
Boilers	No. ..	6	10	..	1	..	— 1
Rails	,, ..	..	10,441	9,000	9,813	14,452	+ 4,639
Fish plates ..	Bundles ..	..	..	24,675	13,914	8,130	— 5,784
Pot sleepers ..	No. ..	..	..	..	24,618	35,951	+ 11,333

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

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stores ..	Packages ..	13,933	6,556	4,046	1,980	3,371	+ 1,391
	Tons ..	113	596	178	1,498	892	— 606
Coke	,, ..	..	..	..	..	125	+ 125
Coal	,, ..	..	..	..	..	..	..
Timber	,, ..	..	..	..	..	..	..
Boiler	No. ..	1	..	.	5	5	..
Fire bricks ..	100 ..	190	200	100	50	..	— 50
C.I. Sleepers ..	No. ..	.	..	..	..	14,000	+ 14,000
Rails	,, ..	..	..	..	..	4,213	+ 4,213

IV.—Statement of Stores imported by the Bezwada-Madras Railway.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Stores ..	Packages ..	..	..	3,083	1,827	1,444	— 383
	Tons ..	..	..	1,422	1,788	161	— 1,627
Sleepers ..	,, ..	..	..	6,199	512	..	— 512
Fish plates ..	Bundles ..	..	..	18,685	10,602	..	— 10,602
Rails	No. ..	..	..	35,413	20,152	..	— 20,152
Boilers	,, ..	..	..	6	1	15	+ 14

V.—Statement of Goods imported from Coast Ports.

—	Packages.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Apparel and effects.	Packages ..	520	517	430	648	499	— 149
Alum	Barrels ..	149	12	16	7	3	— 4
Acids	Cases ..	305	180	284	73	168	+ 95
Animals	No. ..	9	..	8	..	..	..
Arms and guns ..	Cases ..	10	5	8	4	9	+ 5
Boilers	No. ..	..	..	1	..	..	..
Bricks and tiles ..	100 ..	852	1,177	731	3,695	33	— 3,662
Coffee	Bags ..	476	454	901	600	460	— 140
Candles	Cases ..	1	13	3	750	1,955	+ 1,205
Colours	,, ..	1,244	1,133	1,289	1,676	1,637	— 39
Crockery and glassware	,, ..	1,233	614	720	973	1,093	+ 120
Coal	Tons ..	17,556	27,548	79,361	137,560	208,318	+ 70,758
Coke	,, ..	..	..	1,091	2,426	2,354	— 72
Carpets	Bales ..	95	62	38	49	30	— 19
Camphor and benjamin	Tubs ..	1,060	799	460	401	253	— 148
Copra	Bags ..	68	253	..	..	26	+ 26
Crackers ..	Cases ..	2	..	60	..	..	..
Copper	,, ..	10	433	68	13	1	— 12
Do. ..	Tiles and ingots ..	3,755	1,951	305	1,535	568	— 967
Cutch and lac ..	Packages ..	5,208	4,611	4,098	2,530	2,579	+ 49
Cast-iron tubes and pipes ..	Tons ..	61	224	110	251	141	— 110
Earthenware	Crates ..	271	1,492	58	12	54	+ 42
	Pipes ..	182	5,663	1,114	34,660	9,781	— 24,879
Firewood ..	Tons ..	..	1,524	6,586	5,740	3,576	— 2,164
Flour	Bags and barrels ..	18,641	19,405	19,640	25,587	20,233	— 5,354
Gunnies ..	Bales ..	11,341	10,249	13,976	16,994	6,414	— 10,580
Gram and peas, &c.	Bags ..	264,890	319,788	388,393	268,709	357,468	+ 88,759
Garlic	,, ..	7,495	4,278	2,103	5,902	7,706	+ 1,804
Hardware ..	Cases ..	2,920	2,151	2,919	2,595	2,549	— 46
Horns	Bundles ..	856	628	629	342	199	— 143
Hides	Bales ..	6,896	6,732	7,154	7,990	6,363	— 1,627
Iron	Tons ..	202	359	329	1,109	326	— 783
Iron safes ..	No. ..	18	15	9	5	11	+ 6
Kerosine-oil ..	Cases ..	..	2,643	57,819	13,078	10,863	— 2,215
Leaves	Bundles ..	4,393	5,332	5,612	2,390	3,892	+ 1,502
Liquor	Cases ..	2,071	3,136	2,733	3,869	3,231	— 638
Machinery ..	Tons ..	202	76	151	67	104	+ 37
Millinery and haberdashery ..	Cases ..	371	261	409	335	334	— 1
Oil and turpentine.	Drums ..	5,829	6,265	4,004	2,999	3,428	+ 429
Paddy	Bags ..	19,988	29,776	25,095	76,739	118,259	+ 41,520
Piece-goods	Cases ..	4,814	2,040	1,343	1,309	812	— 497
	Bales ..	..	1,442	1,374	2,054	1,058	— 996
Paper	,, ..	7,962	8,428	10,273	10,418	11,066	+ 648
Paint	Kegs ..	277	592	102	73	581	+ 508
Rice	Bags ..	111,384	95,765	74,401	322,450	285,940	— 36,510
Rose-water ..	Cases ..	1,594	2,367	1,649	1,608	1,913	+ 305
Rails	No. ..	..	28	1,600	..	1,305	+ 1,305
Seeds	Bags ..	12,061	19,766	28,681	22,474	40,608	+ 18,134
Skins	Bales ..	7,108	5,745	3,669	2,541	2,576	+ 35
Silk	,, ..	488	729	741	356	216	— 140
Sandalwood ..	Bundles ..	265	118	86	38	553	+ 515
Sugar	Bags ..	2,686	1,826	973	1,244	2,564	+ 1,320
Specie	No. ..	124	47	65	106	160	+ 54
Sundries ..	Packages ..	52,303	51,726	54,631	134,277	72,098	— 62,179
Sleepers	Tons ..	..	1,586	6,345	3,719	6,781	+ 3,062
Soap	Cases ..	863	789	608	729	763	+ 34
Sulphur ..	Casks ..	295	772	254	345	445	+ 100
Spice	Packages ..	944	1,275	3,149	1,209	1,187	— 22
Stationery ..	,, ..	184	300	233	276	380	+ 104
Sodawater bottles..	Crates ..	1,651	8	867	1,242	1,087	— 155
Twine and rope ..	Bales and coils ..	1,309	608	1,626	1,128	960	— 168
Tin plates	Boxes ..	1,248	658	466	1,105	1,082	— 23
	Slabs ..	78	233	2	..	77	+ 77
Twist	Bales ..	1,187	1,501	1,617	1,623	1,368	— 255
Turmeric ..	Bags ..	5,185	3,702	3,487	5,088	4,971	— 117
Timber	Tons ..	14,154	18,196	18,972	18,840	15,284	— 3,556
Tea	Cases ..	205	300	615	891	1,168	+ 277
Tamarind ..	Bundles ..	86	12	293	..	69	+ 69
Yellow metal ..	Cases ..	281	194	918	245	287	+ 42
Horses and ponies.	No. ..	..	37	93	95	43	— 52
Carriages ..	,, ..	14	16	13	14	13	— 1
Tramway materials	Tons ..	13	..	..	..	..	..

VI.—Statement of Goods exported to Foreign Ports.

—	Packages.	1894–95.	1895–96.	1896–97.	1897–98.	1898–99.	Increase or decrease.
Bone-meal ..	Bags ..	5,448	11,235	22,191	33,666	25,824	— 7,842
Beer and ale ..	Cases ..	..	1	1	12	2	— 10
	Casks ..	..	3	..	..	..	..
	Hogsheads.	..	..	1	70	10	— 60
Cinchona bark ..	Bales ..	123	..	91	282	207	— 75
Chillies	Bags and bundles ..	883	816	2,049	2,113	1,058	— 1,055
Cigars	Cases ..	613	721	661	1,012	954	— 58
Coffee	Bags ..	27,864	26,283	15,934	10,692	12,478	+ 1,786
Cotton	Bales ..	39,607	44,245	46,276	17,021	39,626	+ 22,605
Do. twist ..	,, ..	1,664	463	287	905	2,301	+ 1,396
Coriander and omum seeds	Bags ..	10,473	6,662	6,485	10,188	6,670	— 3,518
Carpets	Bales ..	239	410	428	515	587	+ 72
Coal (*Ship's use*) ..	Tons ..	152	330	865	1,400	1,520	+ 120
Deer horns ..	Packages ..	1,477	943	1,057	420	650	+ 230
Explosives ..	Cases ..	2	..	..	..	..	..
Firewood ..	Tons ..	..	..	..	..	..	..
Carriages ..	No. ..	7	16	10	15	22	+ 7
Ground-nuts ..	Bags ..	119,328	67,776	49,336	6,961	2,637	— 4,324
Gram, peas, &c. ..	,, ..	489	253	30	803	362	— 441
Horns, cow and buffalo ..	Tons ..	71	154	290	207	302	+ 195
Hides, tanned ..	Bales and bundles ..	18,519	24,922	23,929	28,680	21,416	— 7,264
Hardware ..	Cases and casks ..	522	702	860	1,314	883	— 431
Indigo	Cases and chests ..	27,416	32,046	26,205	31,604	30,063	— 1,541
Iron	Tons ..	3	16	24	12	3	— 9
Jaggery	Bags ..	17,809	42,378	190,557	2	5	+ 3
Myrabolams ..	,, ..	237	2	32	296	381	+ 85
Miscellaneous ..	Packages ..	17,763	24,825	25,401	27,548	36,639	+ 9,091
	Tons ..	..	50	..	24	19	— 5
Onions	Bags and baskets ..	16,094	19,367	17,657	30,355	26,792	— 3,563
Oil	Casks ..	451	257	376	524	1,293	+ 769
Provisions ..	Packages ..	4,417	5,360	5,445	6,236	6,212	— 24
Piece-goods ..	Bales ..	7,788	10,035	7,018	3,267	4,092	+ 825
	Cases ..		2,202	3,962	2,705	3,388	+ 683
Potatoes ..	Bags and baskets ..	1,648	1,575	917	1,703	302	— 1,401
Poonac	Bags ..	47,253	65,892	60,464	61,918	67,039	+ 5,121
Piano	No. ..	5	10	4	10	3	— 7
Paddy	Bags ..	..	..	..	..	..	..
Rice	,, ..	44,694	3,023	26,053	32,695	2,569	— 30,126
Redwood ..	Tons ..	1,113	1,194	802	652	725	+ 73
Salt	Bags ..	7	13	..	..	..	..
Seeds, gingelly and castor	,, ..	90,571	12,877	9,758	38,718	3,665	— 35,053
Skins, sheep and goat, tanned ..	Bales ..	38,649	37,344	35,038	33,153	29,079	— 4,074
Sandalwood ..	Bundles ..	288	664	1,439	1,954	5	— 1,949
Spirits and wine.	Cases ..	22	276	108	343	39	— 304
	Casks ..	9	15	1	2	..	— 2
	Puncheons ..	..	..	..	10	..	— 10
Sugar	Bags ..	1,762	3,727	10,264	2,024	2,339	+ 315
Specie	Boxes ..	104	76	70	53	234	+ 181
Tamarind ..	Bundles ..	4,737	3,562	3,547	3,839	6,934	+ 3,095
Turmeric ..	Bags ..	3,651	6,744	1,300	883	853	— 30
Tea	Cases ..	2,156	1,658	1,104	1,527	1,258	— 269
Timber	Tons ..	..	9	8	40	..	— 40
Wool	Bales ..	2,049	2,426	2,119	1,141	1,296	+ 155
Yellow metal ..	Tons ..	7	5	..	3	15	+ 12
Horses	No. ..	24	28	103	5	19	+ 14
Ponies	,, ..	9	21	3			
Elephant ..	,, ..	2	1	..	..	..	..
Lion	,, ..	1	..	..	..	..	..
Tiger	,, ..	1	..	..	..	..	..
Leopards ..	,, ..	6	..	..	..	..	..
Bear	,, ..	1	..	..	..	..	..
Sheep	,, ..	79	20	20	52	..	..
Animals	,, ..	..	9	3	2	..	..

VII.—Statement of Goods exported to Coast Ports.

—	Packages.	1894–95.	1895–96.	1896–97.	1897–98.	1898–99.	Increase or decrease.
Beer and ale ..	Cases ..	354	300	171	293	59	— 234
	Casks ..	166	76	15	14	48	+ 34
	Hogsheads ..	107	195	238	120	17	— 103
Boiler	No. ..	..	..	..	1	..	— 1
Bricks	100 ..	..	5	..	200	281	+ 81
Cinchona bark ..	Bales ..	..	376	296	660	539	— 121
Chillies ..	Bags and bundles ..	2,444	684	3,310	1,704	458	— 1,246
Cigars	Cases ..	732	810	735	757	1,090	+ 333
Coffee	Bags ..	449	672	400	799	658	— 141
Cotton	Bales ..	5,295	7,393	6,244	1,384	14,657	+ 13,273
Do. twist ..	,, ..	3,034	4,355	2,844	3,327	2,333	— 994
Coriander and omum seeds ..	Bags ..	2,067	2,531	1,897	810	2,907	+ 2,097
Cement	Casks ..	195	324	1,433	1,013	2,250	+ 1,237
Carpets	Bales ..	27	41	49	21	25	+ 4
Coal (*Ship's use*) ..	Tons ..	480	632	1,126	300	695	+ 395
Deer horns ..	Packages ..	..	1	..	..	..	..
Explosives ..	Cases ..	46	17	5	2	..	— 2
Eggs	Pots ..	1,263	1,006	1,624	2,396	1,446	— 950
Firewood ..	Tons ..	..	..	..	..	..	..
Carriages ..	No. ..	35	42	49	52	43	— 9
Ground-nuts ..	Bags ..	63,700	31,918	17,041	15,970	9,661	— 6,309
Gram, peas, &c. ..	,, ..	372	544	33,724	39,264	1,082	— 38,182,
Horns, cow and buffalo ..	Tons ..	106	387	701	425	293	— 132
Hides	Bales and bundles ..	252	285	245	277	228	— 49
Hardware ..	Cases and casks ..	800	2,828	1,928	4,486	5,014	+ 528
Indigo	Cases and chests ..	264	164	104	80	252	+ 172
Iron	Tons ..	695	534	614	874	1,964	+ 1,090
Old iron ..	,, ..	165	1,693	401	13	..	— 13
Jaggery	Bags ..	488	2,099	353	204	286	+ 82
Kerosine-oil ..	Cases ..	11,005	9,993	5,979	8,536	5,727	— 2,809
Myrabolams ..	Bags ..	131	78	..	21	25	+ 4
Miscellaneous ..	Packages ..	18,312	31,686	37,353	28,966	47,115	+ 18,149
Onions	Bags and baskets ..	94,737	57,420	43,039	36,161	103,417	+ 67,256
Oil	Casks ..	641	357	305	783	992	+ 209
Piece-goods	Cases ..	8,852	1,160	2,403	1,302	2,006	+ 704
	Bales ..		7,709	8,714	10,606	12,462	+ 1,856
Potatoes ..	Bags and baskets ..	20,068	18,238	10,775	4,796	2,289	— 2,507
Poonac	Bags ..	396	2,666	3,848	1,566	1,939	+ 373
Piano	No. ..	11	32	11	7	10	+ 3
Paddy	Bags ..	4,123	3,031	..	2,013	881	— 1,132
Provisions ..	Packages ..	1,565	2,260	2,943	2,706	7,426	+ 4,720
Rice	Bags ..	8,196	8,369	13,569	30,387	11,452	— 18,935
Redwood ..	Tons ..	134	88	106	109	118	+ 9
Seeds, gingelly and castor	Bags ..	68,201	77,404	35,458	8,487	28,046	+ 19,559
Skins, sheep and goat, tanned ..	Bales ..	1,706	531	618	632	664	+ 32
Sandalwood ..	Bundles ..	373	39	10	34	46	+ 12
Spirits and wines.	Cases ..	2,534	2,434	2,416	2,416	2,983	+ 567
	Casks ..	409	253	241	82	34	— 48
	Puncheons ..	..	..	1	2	4	+ 2
Sugar	Bags ..	1,725	3,708	3,919	4,159	26,672	+ 22,513
Specie	Boxes ..	75	28	17	10	9	— 1
Salt	Bags ..	4,001	1,040	9,605	33,729	7,552	— 26,177
Tamarind ..	Bundles ..	3,028	2,982	3,623	10,851	13,681	+ 2,830
Turmeric ..	Bags ..	53,374	41,679	12,583	15,647	23,480	+ 7,833
Tea	Cases ..	114	109	29	41	121	+ 80
Timber	Tons ..	..	18	49	..	..	..
Wool	Bales ..	478	1,361	1,806	610	344	— 266
Yellow metal ..	Tons ..	31	69	18	55	391	+ 336
Horses ..	No. ..	..	33	130	28	75	+ 40
Ponies ..			39	20	7		
Old rails ..	Tons ..	..	..	450	..	..	..
Old fish plates .	,, ..	..	..	300	..	..	..

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

Department.	Description.	Class.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Accountant-General	Specie, silver.	Boxes.	489	167	20	..	..	..
	,, copper.	,,	480	150	300	3,347	..	..
	Notes ..	,,	..	..	27	25	100	— 3,247
	Packages ..	No.	..	13	2	15	24	— 1
Public Works Department.	Boilers ..	,,	1	..	1	1	7	— 8
	Coal ..	Tons.	..	..	..	..	..	— 1
	Coke ..	,,	64	18	..	207	177	— 30
	Iron ..	,,	151	3	120	145	124	— 21
	Bricks ..	100	1,875	..	..	..	3,570	+ 3,570
	Stores .	Pkgs.	..	491	3,294	5,312	21,364	+ 16,052
	,, ..	Tons.	..	..	..	391	195	— 196
	Coal ..	,,	145	..	..	..	..	..
	Coke ..	,,	..	..	..	110	..	..
	Iron ..	,,	..	7	62	176	66	— 110
	Ammunition.	Boxes.	13,465	10,570	6,043	3,279	4,858	+ 1,579
Ordnance ..	Boilers ..	No.	..	2	..	..	..	..
	Stores ..	Pkgs.	16,390	9,901	7,426	10,887	20,128	+ 9,241
	,, ..	Tons.	..	..	..	51	208	+ 157
	Timber ..	,,	..	77	1,176	180	641	+ 461
	Bricks ..	100	50	34	60	..	..	..
	Gunpowder.	Pkgs.	..	53	421	311	120	— 191
Madras Harbour Works.	Cement ..	Casks.	14,000	15,600	3,580	..	..	..
	Stores ..	Pkgs.	40	8	..	8	52	+ 44
	Coal ..	Tons.	...	..	..	..	..	..
Clothing ..	Packages ..	No.	1,900	2,048	1,975	1,524	2,332	+ 508
Police	,, ..	,,	131	166	141	91	209	+ 118
Salt Revenue ..	,, ..	,,	79	33	61	46	29	— 17
Post Office ..	,, ..	,,	2,886	2,021	2,596	1,641	2,214	+ 573
Medical	,, ..	,,	1,012	350	655	763	1,187	+ 424
Telegraphs ..	,, ..	,,	10,770	11,552	6,191	20,105	12,277	— 7,828
Stationery ..	,, ..	,,	1,115	707	925	1,463	1,339	— 124
Stamps	,, ..	,,	1,611	2,497	1,757	2,036	2,485	+ 449
Commissariat ..	,, ..	,,	3,611	2,814	1,452	2,075	2,220	+ 145
Gazette Press ..	,, ..	,,	249	344	74	118	86	— 32
Marine	,, ..	,,	317	157	380	234	150	— 84
Revenue Survey ..	,, ..	,,	37	43	20	24	13	— 11
Agriculture ..	,, ..	,,	6	3	6	4	6	+ 2
Government Central Museum ..	,, ..	,,	6	4	10	9	6	— 3
Under Secretary to Government ..	,, ..	,,	68	53	44	54	72	+ 18
Superintendent of Prisons ..	,, ..	,,	16	..	10	44	3	— 41
Revenue Board ..	,, ..	,,	13	13	40	213	15	— 198
Forests	,, ..	,,	1	..	2	..	..	..
Presidency College.	,, ..	,,	4	17	8	..	..	..
Chemical Examiner.	,, ..	,,	35	23	13	24	28	+ 4
Medical College ..	,, ..	,,	31	16	41	75	40	— 35
Deputy Collectors.	,, ..	,,	..	15	..	4	..	— 4
Astronomer ..	,, ..	,,	7	9	8	17	15	— 2
Presidency Paymaster ..	,, ..	,,	..	..	..	..	..	..
Registration ..	,, ..	,,	..	5	..	..	..	..
Registrar of High Court	,, ..	,,	2	12	4	5	3	— 2
Civil Engineering College ..	,, ..	,,	21	10	8	14	4	— 10
Examiner of Accounts, Bezwada-Madras Railway.	,, ..	,,	..	11	9	35	13	— 22
Revenue Settlement.	,, ..	,,	1	4	1	2	8	+ 6
Executive Engineer, Military Works.	,, ..	,,	2,003	879	260	3,500	389	— 3,111
	Bricks ..	100	45	..	..	..	..	..
Collectors ..	Packages ..	No.	4	4	14	14	24	+ 10
Deputy Port Conservator ..	,, ..	,,	..	60	47	5	12	+ 7
Comptroller, Military Accounts ..	,, ..	,,	2	3	13	1	..	— 1
Agent for Government Consignments ..	,, ..	,,	501	303	257	412	301	— 111
Government Botanical Gardens ..	,, ..	,,	282	199	278	103	666	+ 563
Commissioner of Paper Currency ..	,, ..	,,	13	9	13	..	..	..
Inspector of Salt ..	,, ..	,,	..	1	30	160	1	— 159
Engineer-in-Chief, Bezwada-Madras Railway ..	,, ..	,,	..	77	..	..	..	..

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

Department.	Description.	Class.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Officer in charge, Pensioners, Madras	Packages ..	No.	1	1	..	..	..	..
Superintendent of Central Jail ..	,, ..	,,	..	7	28	5	87	+ 82
Meteorological Reporter ..	,, ..	,,	..	3	1	4	2	— 2
Pay Examiner ..	,, ..	,,	1	14	15	10	..	— 10
Miscellaneous Department ..	,, ..	,,	24	319	92	189	92	— 97
Director of Public Instruction ..	,, ..	,,	..	..	..	2	5	+ 3

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

Department.	Description.	Class.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	Increase or decrease.
Accountant-General ..	Specie, silver.	Boxes.	17	865	9	..	..	..
	,, copper.	,,	180	95	55	..	..	..
	,, notes.	,,	6	..	1	1	..	— 1
	,, packages.	No.	5	7	1	3	..	— 3
Bank of Madras	,, silver.	Boxes.	..	..	..	..	..	..
	,, copper.	,,	..	..	..	..	..	..
Ordnance	Gunpowder.	,,	..	584	54	883	98	— 785
	Packages and pieces ..	No.	8,819	6,871	6,491	10,658	11,218	+ 560
	Ammunition.	Boxes.	..	36	2,389	3,070	14	— 3,056
Public Works Department	Packages and pieces ..	,,	1,173	1,500	2,481	1,644	2,459	+ 815
	Tons ..	,,	..	7	76	12	3	— 9
Clothing	Packages and pieces ..	,,	1,160	1,257	1,828	852	1,092	+ 240
Police	,,	,,	933	493	492	541	521	— 20
Salt Revenue	,,	,,	960	591	499	354	303	— 51
Medical	,,	,,	1,027	734	983	646	560	— 86
Telegraph	,,	,,	3,045	11,432	1,782	1,743	5,921	+ 4,178
Stationery	,,	,,	680	1,010	689	726	629	— 97
Stamps	,,	,,	221	385	262	270	310	+ 40
Commissariat	,,	,,	6,030	6,263	4,032	3,260	3,022	— 238
Gazette Press	,,	,,	618	496	341	187	597	+ 410
Marine	,,	,,	98	51	67	81	194	+ 113
Revenue Board	,,	,,	105	11	81	40	52	+ 12
Do. Settlement ..	,,	,,	35	44	26	279	42	— 237
Do. Survey ..	,,	,,	138	54	119	57	19	— 38
Superintendent of Prisons ..	,,	,,	58	24	23	18	11	— 7
Registration	,,	,,	62	92	20	75	63	— 12
Conservator of Forests ..	,,	,,	5	30	..	..	24	+ 24
Government Central Museum	,,	,,	..	7	8	5	3	— 2
Government Astronomer ..	,,	,,	21	3	2	..	1	+ 1
Government Botanist ..	Packages ..	No.	48	24	..	92	2	— 90
Inspector of Salt	,, ..	,,	..	102	7	..	..	..
Chemical Examiner ..	,, ..	,,	1	4	..	..	3	+ 3
Collectors	,, ..	,,	..	5	5	2	..	— 2
Meteorological Reporter ..	,, ..	,,	..	19	11	14	13	— 1
Salt Revenue	,, ..	,,	..	527	16	..	..	..
Miscellaneous Department ..	,, ..	,,	59	40	46	52	288	+ 236
Civil Engineering College ..	,, ..	,,	..	3	..	..	..	..
Under Secretary to Government	,, ..	,,	..	5	..	..	..	..
Post Office	,, ..	,,	..	295	..	..	..	..
Medical College	,, ..	,,	..	18	5	..	..	..
Registrar of High Court ..	,, ..	,,	31	38	35	49	6	— 43
Examiner of Accounts, Bezwada-Madras Railway.	,, ..	,,	..	10	..	..	38	+ 38
Executive Engineer, Military Works	,, ..	,,	..	172	33	2	4	+ 2
Agent for Government Consignments	,, ..	,,	..	..	..	73	5	— 68
Chief Storekeeper, Bezwada-Madras Railway ..	,, ..	,,	..	..	..	..	116	+ 116

S. HUTCHENCE,
Traffic Manager,
Harbour Trust.

To

The Secretary, Harbour Trust Board, Madras.

ENCLOSURE.

ADMINISTRATION Report of the Deputy Conservator of the Port of Madras for the year 1898–99

The number and tonnage of vessels entering and leaving the port of Madras during the year is shown in the following statement and shows decrease in number and tonnage as compared with the preceding year :—

Vessels entered.

	1897–98.		1898–99.	
	NO.	TONS.	NO.	TONS.
Steam ships, mercantile	614	1,236,600	573	1,125,688
Sailing „ „	1	995	3	6,010
„ Native craft	98	11,721	67	8,212
Men-of-war, Government ships and transport	...	...	...	...
Total ...	713	1,249,316	643	1,139,910

Vessels left.

	NO.	TONS.
Steam ships, mercantile	568	1,117,566
Sailing „ „	3	6,010
„ Native craft	67	8,212
Total ...	638	1,131,788

Of the above vessels 241 were foreign going * and 402 coasting.

* Including { 23 German. 7 Austro-Hungarian. 23 French. 2 Dutch.

Total, Foreign .. 55

The revenue amounted to Rs. 1,46,530 for 1898–99 and was obtained from the following sources :—

	RS.	RS.
Port Fund	1,16,372	
Salvage	620	
Divers' services	312	
Sale of unserviceable articles	135	
Raft hire	1,230	
Boat licenses	1,290	
Shipping office fees and fines	1,594	
Office fees for overtime	1,185	
		1,22,738
Pilotage fees and boat charges connected	20,562	
Moiety of Harbour Master's allowance	3,230	
		23,792
		1,46,530

Artificial Harbour.—Shipping operations have been carried on throughout the year without intermission except on five days, viz., 5th, 6th, 29th and 30th November and 26th December 1898, on account of bad weather.

The berths in the harbour have been equal to requirements except on two occasions, the number of vessels having had to wait outside for a few hours being three.

Nos. 4 and 5 berths have been considerably shallowed by coal dropped overboard from coal cargo ships.

Coal ships are now therefore accommodated at Nos. 6 and 7 berths in preference where there is more water to spare.

Nos. 1 and 9 berths continue to be encroached upon by the sand bank which has been forming here for years.

No. 1 berth is only suitable for short and light draft ships, but in case their stern lines parted they would tail on to the bank.

The berth is not therefore a safe one except in fine weather.

The sand pump dredger *Wenlock*, was received from Calcutta on the 6th March and it is to be hoped that she will soon remove the sand bank ; but as she cannot pump up coal, some other means will have to be resorted to to deepen Nos. 4 and 5 berths ; and this should no longer be delayed as the berths will not safely accommodate deep draft vessels.

The entrance of the harbour is shallowing very gradually, as may be seen from the monthly surveys made by the Engineer, Harbour Trust Board.

Quarantine.—A certain amount of inconvenience has necessarily been caused to shipping operation, owing to the quarantine regulation against plague, but it has been the minimum possible consistent with the regulations. Fees for overtime work and for second bill of health have been abolished. A boat and crew has been sanctioned for the Port Health officer whilst quarantine regulations are in force.

The jetty from the north groyne to facilitate horse ships landing horses on to the groyne which was sanctioned by the Board in 1897, has since been cancelled.

The Engineer, Harbour Trust Board, has been ordered to draw up a plan and estimate for an improved stage.

Horse ships.—Out of three horse ships arrived, two discharged their horses on to the groyne, the third being unable to go alongside as the berth was occupied by another steamer and she would not wait.

Moorings.—All moorings have been thoroughly overhauled and examined twice during the year, necessary repairs being carried out by the Engineer, Harbour Trust Board.

As the 2¼ inch mooring cables were found to have worn in places by ¼ inch, thereby making them smaller than the cables of some of the ships visiting the port, the Deputy Port Conservator recommended in November last that 3¼ inch cables should be obtained to replace all the bow moorings at an estimated cost of Rs. 1,30,850, and that, pending their arrival, they should be replaced by the new 2¼ inch cables in stock as a temporary measure ; none have yet been replaced.

On one occasion the 3½ inch spindle of one of the mooring buoys snapped in two owing to a ship's cable taking a round turn over it and bringing a heavy strain upon it at right angles. The iron appeared to have had a flaw in it. It is not known if these spindles were ever subjected to the usual test.

The stern-fast moorings outside the harbour off Cassimode wear very quickly and require renewing every year at the part where they dangle on the ground.

Mooring Boats.—The two mooring boats have been constantly in use and have proved very satisfactory, both in facilitating despatch in mooring vessels and in reducing the undue wear and tear to the Harbour Master's boats.

Harbour Master's Boats have been kept in an efficient state ; another new one will shortly be required to replace one which is very old.

Steam Launch has been constantly in use when not under repairs. Her boiler was examined on the 26th June by the Government Inspector and passed for another year.

The weather has been fine enough throughout the year to admit of shipping operations being carried on except on the following occasions, 5th and 6th November, 29th and 30th November and 26th December 1898.

Cyclone Code.—Storm warning signal was hoisted on 9th, 10th and 11th October by advice from Calcutta, but no bad weather was experienced at Madras.

On 5th and 6th November storm warning and great danger signals were hoisted and very bad weather was experienced and ships ordered to sea. Centre of cyclonic storm passed close to Madras. Advice from Calcutta received eight hours after signal was hoisted.

On 29th and 30th November danger signal was hoisted and ships ordered to sea, very rough sea and bad weather experienced, centre of cyclonic storm passed inland few miles south of Madras. No advice was received from Calcutta.

On 26th December danger signal was hoisted on account of small cyclonic storm which lasted for a few hours, passing inland just south of Madras. No advice received from Calcutta.

Entrance lights.—The harbour head entrance lights, as also the two leading lights on the pier have given every satisfaction. They have never become extinguished at night.

Accidents and Casualties to shipping.—On June 3rd, at 1–30 A.M., the S.S. *Claverley* and *Pandua* parted their stern lines during a heavy squall from the north-west. No damage was done.

On July 19th, at 5–20 P.M., the S S. *Argus* parted her stern lines during a heavy squall from the westward. No damage was done.

On August 6th, at 6 P.M., the S.S. *Secundra* parted her stern lines during a squall from westward. No damage was done.

The S.S. *Cam* parted her stern lines at the Cassimode moorings owing to strong breeze and swell.

Whilst the S.S. *Clan Macdonald* was being moored, a heavy squall from south-east caused her to go over the buoy, taking a round turn with her cable over the spindle, causing it to snap.

Further accident was avoided by the prompt judgment and action of the Harbour Master in charge. The piece of spindle recovered was found to have signs of a flaw in it.

Casualties to cargo boats—

12 Masulah boats were broken by the surf at various times.
7 Lighters do. do. by being driven ashore.
2 Lighters have capsized or sunk.

Infringement of Port Rules.—The Master of the S.S. *Goodwin* was prosecuted by the Deputy Port Conservator for entering the harbour without a pilot on board on the morning of 4th September. He was fined Rs. 50 by the Magistrate. He was a total stranger to the port, or he would have been fined more heavily.

Harbour Masters and Establishment have performed their duties very satisfactorily and without mis-hap, whilst the Senior Harbour Master was absent in England on three months' leave, the Junior Harbour Master fell sick with fever through over-exposure to the sun ; and during his absence from duty for a fortnight all the piloting duties were carried out by the Second Harbour Master.

The Deputy Conservator again represented to the Board, the risk to the port in the event of the one man left also falling sick through over-exposure and work and again advised the entertainment of a fourth Harbour Master as a reserve, but the Board did not approve of the recommendation.

On the representation by the Deputy Conservator of the necessity of the Harbour Masters residing near the harbour and that they should be given free quarters in the Biden Home and be required to live there, the Board has agreed to the same, and the whole building to be set aside for their accommodation. Arrangements for the very few distressed seamen to be made with a respectable hotel.

Leave.—Commander W. Aves, R.I.M., Deputy Port Conservator, availed himself of the privilege leave granted by Government from 15th May to 5th July, his duties being performed by Mr. Baddeley, Agent for Government Consignments and Personal Assistant to the Presidency Port Officer.

Mr Corfield, Senior Harbour Master, availed himself of the three months' privilege leave granted to him by the Chairman, Harbour Trust Board, from the 24th August. He returned to duty on the 20th November. He also enjoyed his 22 days in lieu of Chamber of Commerce holidays and 4 days' casual leave.

Mr. Taylor, Second Harbour Master, availed himself of 22 days' leave in lieu of Chamber of Commerce holidays and 10 days' casual leave.

Mr. Evans, Third Harbour Master, availed himself of 21 days' leave in lieu of Chamber of Commerce holidays and 5 days' casual leave.

Sunday and holiday work.—The Deputy Port Conservator's office was opened for business on 23 sundays and 20 holidays. Before and after hours on eleven occasions.

The Port Diver.—Mr. Deacon has been well and constantly employed as usual and has performed his duties very satisfactorily, so also has his assistant Mr. Jeffries.

The Port Diver's boat was hauled up and thoroughly repaired and re-coppered at a cost of Rs. 734–3–3. This had not been done for seven years.

The Port Signallers have performed their duties satisfactorily.

The Port Flagstaff has been kept in an efficient state. It has been placed on top of the Deputy Port Conservator's office, which is a great improvement as the signals can be more clearly seen and the signallers have a clearer view. The flags and gear have been kept effcient and in good order.

The time signal semaphore has worked well and given every satisfaction.

Life-saving apparatus.—Half-yearly practice has been carried out by the Harbour Master's establishment. The men are efficient and the apparatus is in good order.

Salvage gear is efficient and in good order.

Port Fire-engine is in fair order, but is of a very obsolete pattern.

Combustible room.—A seprate special room has been built in the marine store-yard for safe storage of combustibles.

Harbour Master's office has been kept in good order and condition.

Harbour Master's store account.—The account of receipts and expenditure has been kept in order up to date by the Senior Harbour Master. The yearly inventory was made at end of the year as usual and the books were submitted to the Board for inspection.

Cargo boats.—The number of lighters on the register is 90. Masulah boats 121, jolly boats 32, water boats 10, small catamarans 6, fishing boats 35.

All licensed boats have been inspected for seaworthiness every month by the Boat Overseer and necessary repairs ordered and executed.

Port Raft is still the only means for landing heavy weights and made 73 trips during the year earning Rs. 1,230.

Lamp and oil room.—A new masonry room has been provided in the Port office-yard for the purpose of trimming kerosine oil lamps and keeping oil stored therein in lieu of former arrangement which was dangerous in the event of fire.

Shipping office.—The number of native seamen engaged and discharged at this port shows a considerable increase on last year's figure—

European seamen engaged	... ...	9
,, discharged	... ...	15
,, sent to jail	... ...	*Nil.*
,, sent to hospital	... ...	5
Native seamen engaged	... ...	28
,, discharged	... ...	1,315
,, sent to jail	... ...	9
,, sent to hospital	... ...	3
Distressed seamen sent Home	... ...	*Nil.*

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

MADRAS,
12th May 1899.

(Signed) W. AVES, Comdr., R.I.M.,
Dy. Conservator of the Port.

M 869

As to reference to the addition at the end of para 4 of the draft, I am not certain that it may not bring up another "protest" from the Board against interference. The accounts are regularly audited by the Auditor Generals, and matters of this kind might well be left to this officer.

The Board has doubtless got its reasons for changing these items to "patronage". A reason that suggests itself to me is that it can well bear the charges and that if a large surplus is shown the question of reducing the rates will arise. This may not be convenient. There may be other reasons which a Central office cannot possibly imagine. K.S

11 July 99

I have altered it to
to leave it to the Director

27. 8.03

The U.S.T.-U. Atlantic
the accts are incorrect
& Latest Sum thereto
rejected

Latest

11.2.01

5

36/4