

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.

B.P. No.

Dated

Press

Mis.

195

Not to be folded or roughly handled

No 91 Sea Customs House
Madras, 24th January
1874.

Sir,

A. Mc Callum Esquire

Agent of
Sea Customs

To. J. Grace Esquire
Secretary, Board
of Revenue.

Sir,

As directed by the
Board in their Proceed-
ings of the 11th December
1873 No. 2042, I have the
honour to report on the
question of raising a
revenue from the trade
of Madras for the im-
-keep of the proposed
new

new Harbour, and for the payment of interest on the Capital expended in its construction.

2. I was directed to report after consultation with the Chamber of Commerce and the Master Attendant, but as I have only recently been able to send them the returns of the trade of the Port which have necessarily taken a considerable time in compiling, these reports to my reference will probably not be received for some little time.

I am unwilling however to delay my report any longer

longer, the more so as I believe the Board are anxious to have it as soon as possible. I therefore now submit it, and will forward the reports of the Master Attendant and Chamber of Commerce as soon as they are received.

3. I beg to forward the undesignated statements prepared for the official year 1872-1873. The Statement of Railway material imported is not yet ready. It will be sent as soon as it is prepared.

1. The tonnage of goods exported and imported
2 The tonnage of vessels visiting the Port, distinguishing Steamers, Ships, and

and Native Craft and
the actual collection of
Port dues from each class.

3. The value of exports
and imports, including
Specie.

4. Memo. showing the
rates of Port dues and
the period for which no
payment is sufficient.

4. The Government in
para 2 of their Proceed-
ings state that in
order to defray the in-
terest on Capital repen-
ded and the cost of
up keep of the Harbour
a sum of at least
£3000 will be required

5. I

5. I find an reference to
the Report of the Breakwater
Committee that two methods
of levying dues were pro-
posed. The Committee
proposed to levy in-
creased Port dues on
the shipping, and an
avalorem fee on goods.
The figures quoted by
them at the time can-
not be taken in
preparing an estimate
of what would be collected
now, as both the ship-
ping and value of
exports and imports
have, if their figures
were correct at the
time materially increased.
6. The Committee estimate

was as follows:-

the Our Shipping
 P. Steamers — 146,000 tons at 8 as per ton — Rs 73,600
 3 Native Crafts 39,000 — 12 — 00 — 27,200
 and Ships — 119,000 — 10 Rupees — 00 — 11,900
 Lf. Rupees 2,21,250

4. Our Goods
 na. Exports & Imports 5,00,00,000 at }
 1 per cent } 5,00,000
 the, Total Rs 7,21,250
 pay

4. According to the
 na. Trade and Shipping
 in Returns for 1872-73
 in the following would
 take the result at the
 de. Committee's rates

up Our Shipping
 a Steamers — 2,86,144 tons at 8 as per ton — Rs 14,30,72 — " —
 30 Ships — 1,06,638 — " — 10 Rupees — 00 — 10,66,38 — " —
 Native Crafts 53,726 — " — 12 Rupees — 00 — 6,44,71 — " —
 2,90,004 — 8 — "

Our Goods

Exports & Imports 7 Rs. 11
 Excluding — } 8,330,155 4 at 1 per cent — 83,301 5-8
 Treasure — } Total ab — 11,230,20 — "

Increase on last year's
 Returns Rupees 4,17,770.
 Lf. Treasure is taxed
 at the same rate
 the increase would
 be Rupees 5,12,417.

7. Mr. Macfadyen,
 in his memorandum
 on this subject, which
 was circulated to the
 mercantile firms
 at Madras also pro-
 posed to levy fees
 on both the shipping
 and

and goods. As to
goods, he was in fa-
-vor of a differ-
-ent rate per pack-
-age. His Estimate
was as follows:—

Shipping

Steamer — 146,000 at 8 Annas per Ton Rs. As P
73,000 — "
Ships — 119,000 — 1 Rupee — do. 119,000 — "
Native
crafts } 39,000 — 12 Annas — do. 29,250 — "
2,21,250 — " — 2,21,750 — "

Goods

Bags — 15,19,166 at 4 Annas per Bag — 142,400
Bales &
Cases } — 2,45,529 @ 3 Annas per package — 46,000
Trunks &
Chests } — 20,165 @ 3 Annas each — 38,000
Packages — 1,01,554 @ 2 Annas — do. — 12,672
H. H. Barrels
and Casks } 44,584 @ 2 " — 5,500
H. H. 14,000 Tons not included
is alone at 1-8 — 21,750 — 42,750 — "
64,8950 — "

8. I do not know how Mr.
Macfadyen got his figures. They
differ very considerably, as will
be seen from the returns now
submitted. According to
last year's Returns, the result
of taxing the trade on his me-
-thod would be

Shipping

as shown in para 6 Rs. As P Rs. As P
2,90,004-8-0 2,90,004-8-0

Goods

Bags 8,72,996 at 1½ Annas 81,843-6-0
Bales & Cases 3,02,619 at 3 Annas 56,741-4-0
Chests 16,118 at 3 " — 3,022-2-0
Packages 3,98,693 at 2 " — 47,336-10-0
H. H. Barrels & Casks 32,559 at 2 " — 4,069-14-0 15,5513-1-0
Other articles at rate per number
not per Ton —
Buffaloe horns 49,2208 at 12 Annas per 100 461-7-0
Timber & Palmyra 48,3523 at 1½ " each 45,330-4-6
Coconuts — 163,930 at 1 Anna per 100 102-7-0
Lehunks — 512,000 at 1 " — 390-0-0 46,214-2-0
Metals Coal, Coke at Mr. Macfadyen's
Estimate say 1,35,000 Tons at 1 Rupee 1,35,000-0-0
Increase last year's return — Total 69,4231-11-0
Rs. 45,281-11-0

9. By either of these two methods, we should at the rates proposed obtain a far larger income than we require and if either is adopted the rates can be very materially lowered.

10. The Breakwater Committee do not appear to have taken the question of obtaining the required amount by a single tax on the shipping into consideration. They probably were of opinion that such a method was entirely out of the question, as to obtain from this source a sufficient return on an expenditure of £1,000,000 would necessitate a very heavy rate of Port dues, which the shipping could not possibly pay.

11. Owing to the great reduction on the proposed expenditure on the harbour, we do not now require such a large return as was contemplated by the Committee, and it is I think worth consideration whether the amount could not be obtained by one

tax only, and that on the shipping. The advantages of this method over a double tax are obvious. The collection of a tax, on all goods exported and imported, will, it is almost needless to observe, entail very great trouble and will require an increased establishment. It will also lead to very great injustice and will require constant and careful supervision to guard against laxity on the one hand and delays and annoyance on the other. When it is considered that at present dutiable goods only pay a tax to Government, it is clear that the determination to charge all goods must, of necessity, cause very greatly increased work to the establishment and probably delay to the merchants.

12. I leave out of question the proposal in Mrs Macfadyen's Memorandum to charge a differential tax per package. This is I think impracticable and would be very unequal in its incidence. The proposal to collect the tax on the weight besides being very difficult to carry out, would fall unequally on the different descriptions of merchandise - a ton of piece goods paying no more than

than a ton of iron - while it would necessitate everything being brought into the Custom House to be weighed.

13. It appears to me that whether we obtain the money we require by a tax on the shipping and goods, or on the goods alone, the Consignees will eventually pay, either directly on the goods, or partly directly on them and partly in increased freight and I believe therefore that it will be immaterial to them how the amount is collected and that if we obtain a revenue from the shipping alone, the Consignees will pay no more in increased freight than they would pay in two ways by the tax being levied on both shipping and goods.

14. If it is determined to levy a tax on goods, the only manner in which such a tax could be collected would be by an ad valorem fee & I would recommend the adoption of that method, but only if it is determined that goods must be taxed. According to last year's returns, a tax of $\frac{1}{2}\%$ on all goods excluding treasure would give us Rs 4,16,507 or more than Rs 50,000 in excess of the amount required, while a similar tax on treasure as well, would result in a further excess of Rupees 55,323.

15. I beg however to recommend that no tax whatever be imposed on goods and that we should obtain the money we require by a tax on the shipping alone, and

13

and I more especially recommend this course, as I think it will be seen that the amount can be obtained by a not very heavy rate of Port dues. There will be no difficulty in the collection of such a tax as the ship will pay it as soon as she enters the Harbour.

16. I calculate that taking the Returns for last year as a basis, - and I see no reason why we should consider them liable to any great reduction, in future years - We should obtain the following result.

	Tons	Rs
Foreign Steamers -	2,23,596 at 10 Rs per ton -	22,35,960
Coasting -	Do - 62,548 " 4 Annas -	15,637
Ships -	1,06,638 " 1 Rupee -	10,66,380
Native Craft -	53,726 at 4 Annas -	13,431
Total -		3,59,308

or only Rupees 700 less than the amount the Government require -

17. The present collection of Port dues

dues at Madras is as follows.

	Tons		
Foreign Steamers—	2,23,596	at 3 Annas	Rs 24,512-6-11
Coasting Steamers—	62,548	at $4\frac{1}{2}$ annas	" 850-3-6
Ships —	1,06,638	at 3 Annas & $1\frac{1}{2}$ Annas	" 18,870-12--
Native Crafts—	53,726	at $1\frac{1}{2}$ Annas	" 4,308-11-6
		Total	<u>48,542-4-11</u>

and as we shall still require that amount to meet the present expenditure on the Port, we must add the rates now paid, to the special Harbour rates I have proposed above. The only alteration I would make would be in the rate paid by the Coasting Steamers. It will be observed that at present this class of Steamers pays an altogether disproportionate amount of Port dues at Madras, amounting only to about 2 pice per ton per annum.

This is owing to the present arrangement of grouping ports by which (Section 5 Act VII of 1867) Coasting Steamers pay at only one

one port in the group and they do that naturally at the ports of entry - for the Coromandel Coast - Gopaulpore, or Tuticorin, where the rates of Port dues are less than at Madras. For the future

I would recommend that the rate for Coasting Steamers be assimilated to that charged on native craft or $1\frac{1}{2}$ Annas per ton. This would bring the total rate on Steamers of this class to $5\frac{1}{2}$ Annas per ton, which is not, I think, excessive. 18. The result of this proposal, if adopted will be as follows.

	Tons	Rs & P	Rs & P
Foreign Steamers—	2,23,596	at 17-3-4	Rs 26,520-4--
Coasting Steamers—	62,548	at 5-6-0	" 2,150-14--
Ships —	1,06,638	at 1-3-0	" 1,26,632-10--
Native Crafts—	53,726	at 5-6-0	" 18,468-5--
		Total	<u>4,32,122-1-</u>

which will leave a small margin of extra revenue for any unforeseen expenses.

19. It will I think be necessary
if my proposals are adopted to take
Madras out of the Coromandel group
and make it a Port by itself, so that
all vessels entering would have to pay.

20. I beg to forward for the Board's
information a letter (in original) just
received from the Master Attendant in

reply to my reference - The Board will
observe that he holds the same opinion

that I do viz that the best method
of raising our Harbour Revenue would

be by increased port dues, leaving the
question of the apportionment of the extra

charges to be settled by ship owners, shippers
and consignees themselves.

(True Copy)
I have &c
(Signed) S. M. Webster
M. Collector Sea Customs
Per
Secretary

Administrative Department

No 427

From

The Master Attendant
Administrative Department
Madras

To

The Acting Collector of
Sea Customs

Sir

With reference to your letter
dated 20th January 1874, No 47, and
Statement of Import tonnage
for 1872/73.

In the margin, I have the
value of Imports for 1872/73
Memo showing the rates
of port dues chargeable to
vessels

I have the honour to observe that
I consider this question
under discussion as a financial one,
which could be most satisfactorily
disposed of by the Board of Revenue
and Chamber of Commerce.

2. My opinion is this.

To simplify matters, I would
charge extra Port dues on all ships
entering the Harbour, and I have no
doubt the Ship owners, Shippers and
Consignees

Copy of letter from the
Collector of Sea Customs
reporting in reply to Board's
Order of 11th December 1873
No 2542 on the question of
raising a revenue from the
trade of Madras for the outfit
of the proposed Harbour
for the payment of interest
on the Capital expended
in its construction.

No 254/74

Pls. D. 11th Dec 1874
D. 1st Jan 1875

Commissaries would arrange among themselves
how the extra charges should be apportioned.

- ed.

3 I can offer no opinion on the
probable income derived from the
extra charges upon the travel and
shipping of the Post

I have the honor to be

Madras

Sir

Warren Office

22 January 1874

Your most Obedt Servant

H.D.S. Dalrymple

Master Attendant

Administrative Department

1. Imports from Free Ports 1872/73

	No	Probable Height Feet	Probable contents
Bags	37,1540	2786 $\frac{5}{2}$	Principally Grain
Bales	18,059	4603 $\frac{1}{4}$	Gummi & Tea Goods
Cases	12,207	1829	Tea Goods & Cigars
Packages	212,142	17583	Wholesale
Cask Alcohol & Oil	456	106 $\frac{1}{2}$	Bar & Brandy &c
Buffalo Horns &c	25,984	23	
Smaller &c	352,930	"	
Iron Spelter Caspess	23,824	761 $\frac{1}{2}$	
Metal ware &c			

Imports from Foreign Ports

	No	Probable Weight	Probable Content
Cases	109,355	18502½	Piece Goods
Bales	33852	8629	D.
Packages	62089	3929¼	Unknown
Cask Whisky Pipe	28041	6470	Beer &c
Bags	2466	185	Grain &c
Iron Spelter & Copper	288,124	8726	
Coal	"	24,371	
Palmyra &c	130,593	"	
Cocoanuts "	163,930	"	
Chambs "	512,000	"	

Sec. Cust. House —
Madras 24 January 1874

Amey Mcnamer
Sg. Collector La Estora

Export 1872/73

Probable
Weights
Tons

Probable
Contents

Pages	498990	39429	Grain coffee sugar &c
Bales	129146	29121	Bottom. Heads skins Sugar Pica goods
Packages	124462	7346	Different sorts
Chests	16118	1166	Indigo
Metals	48031	1905	Brass. Copper &c
Buffaloe Horns	466224	260	
Casked Barrels, &c	4062	814	Beer Brandy &c

Sea Custom House
Massachusetts Jan 4 1874

W. H. Meade
Agent Collector Sea Custom

213. 211 212 213 214
215 216 217 218 219

Mr 177 178 179

Dec 26/73

Jan 4 1874

1. Statement showing the total value of imports and
 exports of Merchandise for the year 1892/93.
 Item No. 1 to

2. Import & Export & Collection of Duties for 1892/93

Steamers
 Sailing Steamers
 Vessels
 Shoon or Native Craft

Total 818 446,508 48,542 111

For
 O.
 R.
 V.
 B.
 Co.
 of
 S.
 Ma

W. H. Mearns

Grand Total Port of Call
 158 2,235,96 24,572 6 11
 69 62,548 850 3 6
 148 1,066,838 18,870 12

W. H. Mearns
 of Coll. & Customs

for 1892/93

for 1892/93

for 1892/93

for 1892/93

List of papers circulated with Proceed-

It.	at 2 1/2	Stones	and
Memo showing the rates of Post dues.		18 1/2	Revenue.
(Coasting & Steamers — 4-8. once in 30 days in the same ports)		18 1/4	
(Other Steamers — 3 " once in 90 days)			
Ships. Foreign — 3 " once in 90 days			
Ships. Coasting — 1-6 once in 90 days.			
Ships. — 1-6 once in 60 days			

W. M. W. W. W.
 of the Customs

to reply from the Chamber of Commerce

1874 326/73

1874 326/73

1874 326/73

1874 326/73

37
PROCEEDINGS OF THE BOARD OF REVENUE.Dated 27th January 1874.

READ letter from the Acting Collector of Sea Customs, dated 24th January 1874 No 91 reporting on the question of raising a revenue from the trade of Madras for the upkeep of the proposed harbour and for the payment of interest on the capital expended on its construction

Submitted to Government with reference to Government Order 4th December 1873 No 2925

The Statistics furnished by the Collector of Sea Customs show that there need be no apprehension whatever about providing for the interest and working

working fund on the loan which
is to be raised for making the
harbour. There is some doubt as
to how the money should be
collected, but there is none as
to the facility with which £36,000
or even more can be obtained.

Authorities differ as to whether
the sum should be raised by an
tonnage on ships entering the harbour
or a charge on goods landed, and
if the latter, whether the charge
should be fixed by weight, by
package or ad valorem.

The Board are disposed to agree
with the Collector of Sea Customs
that the sum should be raised
entirely by increasing Port Dues. Any
other method of raising it would
necessitate an enormous increase
of accommodation at the Customs
House and of the Establishment
employes.

employed there. The chief objection
to this method is that it will press
heavily on the Calling Trade. If a
Steamer of 1000 tons ^{calling to land 100 tons} of cargo is charged
the same as a steamer of the same
size which lands its whole cargo, and
loads again before leaving the
Harbour, the Calling Trade will
die out. It will probably be pos-
sible to avoid this and other simi-
lar objections by a sliding scale,
but the Board will reserve their
views on this point until the
Chambers of Commerce have
reported.

I. True Extract,
Grose

Secretary
To the Secretary to Government
Revenue Department
with copy of Collector's letter
16 original enclosures.

B. W. H. H.
C. H. H. H.

working fund on the loan which
is to be raised for working the
harbour. There is some doubt as
to how the money should be
collected, but there is more as
to the facility with which fishers
or even men can be obtained.

Authorities differ as to whether
the sum should be raised by a
tonnage on ships entering the harbour
or a charge on goods landed, and
if the latter, whether the charge
should be fixed by weight, by
package or ad valorem.

The Board are disposed to agree
with the Collector of the Customs
that the sum should be raised
entirely by increasing Port Dues. Any
other method of raising it would
necessitate an enormous increase
of accommodation at the Customs
House and of the Establishment
employing it.

employed there. The chief objection
to this method is that it will press
heavily on the Calling Trade. If a
Steamer of 1000 tons ^{calling to land 100 tons} of cargo is charged
the same as a Steamer of the same
size which lands its whole cargo, and
loads again before leaving the
Harbour, the Calling Trade will
die out. It will probably be pos-
sible to avoid this and other simi-
lar objections by a sliding scale,
but the Board will reserve their
views on this point until the
Chambers of Commerce have
reported.

1. True Extract,

H. Grose

Secretary.

To The Secretary to Government
Revenue Department
with copy of Collector's letter
46 original enclosures.

B. J. Murphy
Cape Town

Joint Report of the Chief Engineer, and
Inspecting Engineer for Ports and Harbours
on Mr. Parker's estimate for an enclosed
Harbour at Madras.

I. Mr. Parker's estimate for Plant being
based upon actual cost of £ 4,8000 for our Pier
at Hurracher, much of such plant being e-
qually available for two piers, may be ac-
cepted without hesitation.

II. Of the Laterite Rubble 316,250 Tons
or nearly one third the whole amount are
required for the two curved approaches each
1100 feet long, 10 ft. high above low water ^{mark}
running through the surf into 2 1/2 fathoms
of water. For this section the hardest and larger
the blocks of Laterite are no doubt the bet-
ter, as they will be greatly exposed to the
action of surf while under construction,
and their outer sides always. Blocks of the
necessary weight and hardness will have

PROCEEDINGS OF THE
BOARD OF REVENUE.

10/7/75.

Died

Despatched

10/7/75.

By P. O. Secretary 10-5-75

10/7/75.

27/10/75.

No 2925.

C. O. & Secretary

Madras Harbour

Madras Harbour

Madras Harbour

Madras Harbour

265.

10/12/75

Madras Harbour

Madras Harbour

Madras Harbour

Madras Harbour

Madras Harbour

Madras Harbour

to be selected, and there is no evidence from the existing state of the quarry ground at Chubator and Letapelt that sufficiently good material is available in adequate quantity at that site. Other and more distant quarries will not improbably have to be resorted to. Of the remaining Rubble 39,150 tons will be deposited at a depth of $2\frac{1}{2}$ fathoms, and 604,420 tons at a depth of 4 fathoms below water level, at which depth it is liable to no disturbance, and Lateral stones of ordinary quality may be used.

Presuming that a sufficiency of good stone is available within limits, and knowing that the Madras Railway will lay down the necessary rails and deliver at 5 annas a ton for that distance, the rate of Rs. $1\frac{1}{2}$ per ton ought to suffice for the expense of quarrying and depositing.

III

III. There is no reason to anticipate any enhancement of the rate allowed for making and building up the concrete. Belletts, which is arrived at by Mr. Parkes from actual experience of several years' work at Thurraher. Looking to details, the cost for building up in 4 fathoms seems low compared to the rate allowed for building up in $2\frac{1}{2}$ fathoms, but it is the former that is laid down from Thurraher experience, and the probability is that the latter will be found high.

IV. As the Light Houses no details are given.

V. Contingencies are simply allowed for.

VI. Mr. Parkes' details of superintendence given in letter of 6th December amount to £2000 per annum, which for 4 years that the work is to last is only £8000; or less by 50 per cent than the sum set down.

Sd/- G. H. R.
Sd/- W. J. J.

30/1/74.

without waiting for further information
which is really not required, adding to
the long delay which has already attended
the project - write at once to the Gov. of
India (not sending any papers except
Mr. Parker's report & estimate, and
Col. Walker's memo.) stating the result
of our investigations, and that, after
the explanation which are latter offered in
regard to the financial side of the project,
we trust that there will be no further
objection on that account to the proposed
loan - be wary at the same time send
them the draft of the proposed Gov. Bill
which we propose to prepare
being as far as possible -

Feb 19/74

a top plan, copy
unfavorable, appearance. / 2

N^o 267 -

53

The Chief Engineer's
Memo carries us no
further than Mr. Parker's
Report and Estimate
- Save in that it assures
us that he considers
the latter sufficient
and the proposed
material suitable I
must admit that I
should have liked a
wider range of opinion
and that I might be
prefer to see concrete
blocks substituted for
laterite throughout the
inshore curves of the
the wash of the surf with
moss.

Note I have always
understood laterite to
be a terra cotta
article

lost

most affect the
structure. I have
little confidence in the
permanence of loose
laterite blocks. But
such a change would
doubtless greatly enhance
cost and probably
may be effected if
experience should prove
the insufficiency of the
proposed material.
The Engineering Scheme
may now be submitted
with an expression of
confidence to the Government
of India for sanction.

As regards the
financial aspect
it is clear enough that
the resources needed
to bring the work - as
estimated for - within

55 the Loan Rules will
be forthcoming, whatever
the final resolution
as to the shape which
the taxation is to take.

But the discussion
is incomplete without
the views of the Chamber of
Commerce.
And I do not think
that either the Government
of India or Secretary
of State will entertain
the project without having
such expression of opinion
and satisfaction with
the rates before them.
We shall therefore
not really gain time
by moving before it
is received beyond
perhaps obtaining
earlier consideration
of the ^{Engineering} project and

Shilling

Eliciting any doubts
that may need be
alleged. However
I should not seriously
object to anticipate
the Chamber's report,
for it can only, as it
appears to me, affect
matters of detail - viz
whether we shall trust
to Port dues alone, or
tax goods also (ad valorem
or on the package) and
whatever may be finally
decided, the result
will not seriously affect
the question of the sufficiency
of the returns.

I would certainly
bring up Mr. Webster's
letter at the Proceedings
of the Board of Revenue
for the statements
are

are indispensable
to the Finance Depart-
ment and to confirm
our assurance as to
the sufficiency of our
anticipation 59
18/2 MR

I would send
it to what we
have - leaving
the opinion of
the Chamber to
be followed on
the whole.
As far as we
have got it
is formal. I
think however
we can safely

elicit any doubt
that may need to be
allayed. However
I should not seriously
object to anticipate
the Chamber's report;
for it can only, as it
appears to me, affect
matters of detail - viz
whether we shall trust
to Port dues alone, or
tax goods also (ad valorem
or on the package) and
whatever may be finally
decided, the result
will not seriously affect
the question of the sufficiency
of the returns.

I would certainly
send up Mr. Webster's
letter & the Proceedings
of the Board of Revenue
for the statements
are

are indispensable
to the Finance Depart-
ment and to confirm
our assurance as to
the sufficiency of our
anticipations 57
18/2 MR

I would send
up what we
have - leaving
the opinion of
the Chamber to
be clear as
possible.
So far as we
have got what
is possible - I
think remains
we can safely

21. 12

pre de cte with

in the same

L.S.

1. 12 12 12

2. 12 12 12

3. 12 12 12

21. 12

The Abstract of Mr Parker's
Estimate is as follows, viz.

I. Plant, Buildings, } & Machinery - }	80,000.
II. Lateite Rubble.	
19,196,380 Cubic Feet, or, at 20 C:2:1 The Ton	
959,820 Tons, at $3\frac{1}{2}$ a Ton.	143,972.
III. Concrete Blocks.	
1. From $2\frac{1}{2}$ to 4 feet across.	
275 rows of 4 Blocks each each, at £110 per row.	£30,250.
2. From 4 feet across upwards	
1675 rows of 6 Blocks each, at £138 per row.	£231,150.
	261,400.
IV. 2 Light houses -	6,000.
Total for 2 Piers -	£. 491,372.
V. Contingencies 10 per cent.	49,137.
VI. Superintendence 5 per cent.	24,569.
Grand Total.	<u>£565,078.</u>

I. Mr. Parker's Estimate for Plant
being based upon actual cost of
£48000 for one Pier as known.
cheer, much of such ^{plant} be-
ing equally available for
two piers, may be accepted
without hesitation -

Martin

II. Of the Lusterite Rubble,
316,250 Tons or nearly one-
third the whole amount
one required for the two
curved approaches from
each 1100 feet long, 10 ft.
high above low water mark,
running through the pier
into $2\frac{1}{2}$ fathoms of water.
For this section the harder,
and larger, ^{the} blocks of Lusterite
one no doubt the
better, as they will be
greatly exposed to the ac-
tion of Surf while un-
der construction, their
outer sides always ~~under~~
Blocks ~~under~~ ^{of the}
necessary ~~weight~~ weight &
hardness will have to be
selected; and there is no
evidence from the exist-
ing state of the Quarry
ground at Mumbator &
Sertapett that ~~a~~ sufficient
quantity of good material
is available in adequate
quantity at that site.
Other and more distant
Quarries will not prob-
ably have to be resorted to.

61 Of the remaining Rubble
39150 Tons will be deposited
at a depth of $2\frac{1}{2}$ fms.
there, and 604,420 Tons
at a depth of 4 fathoms
below ~~low~~ water level;
at which depth it is im-
possible to see disturbance
and Lusterite of ^{very} ~~of~~ ordinary
quality may
be used -

Assuming that a sufficient
quantity of good stone is available
within 12 miles, assuming
that the Madras Railway
will lay down the rails
along Roads used before
at 5 annas a Ton for that
distance, the rate of R. $1\frac{1}{2}$ per
Ton ~~cost~~ ^{per} office for
the expense of quarrying and
depositing ~~in the~~

III. There is no reason to antici-
pate any enhancement
of the rate allowed for ma-
king and building up the
Concrete Blocks, which is
arrived at by Mr. Pankaj's
from actual experience of

Harbour

Chas. W.
30.1.74.

Ordered that the
Proceedings of the Board
of Revenue above read
and the joint report
of Colonels Walker and
Farwell on Mr Parker
retimate for a close
Hartman

Harbour at Madras
be communicated to
the Government of
India with a letter
setting forth the case
in full detail and
requesting the grant
of a loan to carry out
Mr Parker's Scheme if
finally approved by
the Home Government -

Copy

Ordered that the
following letter
be sent -
H. E. No. 10/

- To The Marine Dept
- Master Attendant, Madras
- Super Insp for Ports & Harbours
- Collector of Sea Customs
- Board of Revue
- Revue Dept
- Chamber of Commerce
- Mr Parker Esq. C. E.

Despatched on the 15 May 1874

Sir

H. E. the G. C. Council
is aware that the
Government has for some
time had under its
consideration the question
as to the best mode
of providing a shelter
for shipping at Madras,
and that a correspondence
passed in 1872 respecting
a proposal of this
Govt that a breakwater
should (as recommended
by the Committee appointed
to consider the subject
in 1869) be constructed,
at a cost of £1,311,000.
The result of this

MD
2/5

10/5

Correspondence which ended
 with your letter ^{to 309BC of 29-2-4}
 of 1873, was ^{in effect} that the
 Govt. of India would
 be prepared to provide,
 by way of loan, the
 sum required, on condition
 that a Port Trust
 Act should be passed
 such as those which
 had been passed for
 a similar purpose in
 Calcutta and Bombay,
 and that H.E. the
 P. & F. Council ~~was~~
 satisfied that the
 probable receipts on
 account of the work
 to be constructed would
 afford sufficient provision

for the interest and
 sinking fund ~~of~~ the
 loan

A Port Trust Bill
 was accordingly prepared
 by direction of this
 Government: and at
 the same time it
 was arranged that
 Mr. W. Parkes, under
 whose direction the
 Harbour works at
 Kurrachee were
 constructed, ~~should be~~
~~commissioned by the~~
~~Govt. of India~~ ^{should} proceed
 to Madras for the
 purpose of personally
 examining the Coast
 and, after full ^{consideration} ~~examination~~

on the suggestion
 of Mr. Parkes
 by the Govt. of India
 it was arranged

14
on the spot of the
various plans which
had been proposed,
should submit a project
of his own for the
final decision of this
Govt.

Mr. Parkes accordingly
arrived in Madras in
September last, and after
the fullest examination
and ^{inquiry} ~~consideration~~

submitted the accompany-
ing Report, which,
with the report of
the Chief Engineer of
this Presidency and the
order of the Govt. thereon,
has been already trans-
mitted to you.

5
H.E. in Council is of
opinion, after the most
careful consideration of
this subject, that
Mr. Parkes' project affords
the best means of
providing at a very
moderate cost (which
Mr. Parkes estimates
at £565,000) an effective
protection for shipping
at the Port of Madras.

Mr. Parkes' success at
Parrachee has rendered
it unnecessary to discuss
some questions which
might otherwise have
been difficult of solution
in regard to this
proposal: and ~~the~~ ^{the} Council
considers that

6
Mr. Parkes has satisfactorily disposed of the principal objections which have been or were likely to be raised to his proposal.

The only question of importance, as regards the character of the work, which remains at all undecided, is that noticed at para 6

of the Chief Eng^r's report, respecting the comparative advantages of ^a single or double entrance; but this is a question of detail which can be decided while the work is in progress, and

71
need not interfere with its commencement.

Assuming then that Mr. Parkes' project may be adopted with every prospect of success, - it was necessary in order that this Gov^t might be in a position to apply for a loan to the amount necessary for the construction ^{of the harbour} that they should be satisfied

1st that Mr. Parkes' estimate of the cost of the work is such as may be relied on

2nd that a sufficient

Sum can be raised
by charges on the
trade and shipping of
Madras to cover the
interest and sinking
fund of the loan.

With regard to the
first part His Ex^{ty}
in Council directed,
in the Gov^t Order of
4th Decr 1872 "the
"Chief Eng^r (S.P.W) and
"the Inspecting Engineer
"for Ports and Communications
"to report on the
"details of Mr. Parkes'
"Estimate of £555,000
"for the project, both
"as to the materials
"to be used, and the
"rates allowed."

It will be seen, from
the Report of Colonels
Walker and Farewell submitted
in reply to this direction
that the only ~~point~~^{subject}
~~on~~ which they are
doubtful, as regards
the correctness of
Mr. Parkes' estimate
is with respect to the
cost of the Laterite
Rubble. But taking
the cost of conveyance
by rail at 5 annas a ton, and
even supposing that
the Laterite Rubble
had to be obtained
at 3 times the distance
of 12 miles mentioned
in the Report, it will
be seen that the

Sum can be raised
by charges on the
trade and shipping of
Madras to cover the
interest and sinking
fund of the loan.

With regard to the
first point His Ex^{ty}
in Council directed,
in the Govt Order of
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"Chief Eng^r (S.P.W) and
"the Inspecting Engineer
"for Ports and Communications
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"details of Mr. Parkes'
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"costs allowed".

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the Report of Colonels
Walker and Farewell submitted
in reply to this direction,
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doubtful, as regards
the correctness of
Mr. Parkes' estimate
is with respect to the
cost of the Laterite
Rubble. But taking
the cost of conveyance
by rail at 5 annas a ton, and
even supposing that
the Laterite Rubble
had to be obtained
at 3 times the distance
of 12 miles mentioned
in the Report, it will
be seen that the

10
addition to the cost
of the work on this
account would not
be more than £20,000;
on the other hand
and that Mr Parkes
in his estimate
has allowed a sum
of £49,000 for "Contingencies".

The 2nd proposition
of which it was
necessary that satis-
-factory proof should
be furnished ~~that~~ was
that a sufficient
sum might, (without
tending to diminish
the amount of shipping
frequenting the Port, or
giving cause for other
well-founded objection)

75
be levied on account
of the harbour, upon
the shipping and trade
of the port, to meet
the charge for interest
and sinking fund on
the proposed loan.

With this view His
Ex^{ty} in Council directed
the Board of Revenue
to place itself in
communication with the
Chamber of Commerce,
the Collector of Sea Customs
and the Master Attendant
and to submit a
full report. The
result of this reference
is shown in the

Proceedings of the Board
of Revenue of 30th March 1874
and the papers which
accompany it: and
may be stated as
follows: —

The sum required
to defray the interest
and sinking fund
on a loan of ~~(£500,000)~~
£600,000 ~~(which is more~~
~~than will be required~~
~~under the present estimate)~~
will be (at 6 per cent)
£36,000. The Board
of Revenue and the
Collector of Sea Customs
consider — and H.E.
in Council agrees with
them — that the best

mode of levying the
amount thus required
will be

1st by a charge of
8 annas per ton upon
foreign Steamers and
ships, and 4 annas a
ton upon Coasting

Steamers and Native Craft

It will be seen from
the statements and
figures contained in
the letter of the Collector
of Sea Customs, and
confirmed by the

Board of Revenue, that

— taking the net average
yearly tonnage now
frequenting the Port
at 220,060 tons — an

Estimate which this
Govt. are satisfied is
extremely moderate, and
which is probably below
the real average — ~~the~~
£20,000 will be the
amount thus obtained.

It ~~should~~ ^{is to} be observed ~~that no account~~
that no account has been taken of
~~the~~ the possibility, which
is certainly very considerable,
that the increased security
for shipping will increase
the amount of tonnage
resorting to the Port, and
therefore the amount to
be derived from the
proposed tonnage dues,
~~has been calculated~~
~~calculated~~

2nd to provide the
remaining £16,000 together
with the Port dues
now levied at Madras,
and which may be
be taken at £4000 (in
all £20,000) by a
tax upon boat-loads
equivalent to 14 annas
per ton of goods shipped
and landed — and by
which (as is explained
in the Report of the
Collector of Sea-Customs)
the necessary amount
will be raised.

That the changes thus
proposed are not in
any degree calculated

to cripple the trade
 of the Port, or to
 impose any undue
 burden upon it, is
 sufficiently evident,
~~but~~ from the fact
 that they are such,
 as are substantially
 acquiesced in by the
 Chamber of Commerce,
 (as will be seen from
 their letter of the
 24th Feb^r 1874) and from the fact (see p. 10. 2. 11.)
~~that~~ that the
 proposed additional harbour
 dues and boat charges
 will (so far as any
 accurate judgement
 can be formed on

the subject) in effect
 impose scarcely any,
 if any, additional
 burden upon shipping
 or trade. The Collector
 of Sea-Customs (para 21)
 states - "I think
 "that it will be
 "generally admitted that
 "taking into consideration
 "the certain reduction in
 "shipping charges, in
 "insurance, and in
 "demurrage, the increased
 "harbour dues will
 "cost the trade, if
 "anything, but a
 "very small sum per
 "ton. The increase
 "may be roughly

"Estimated at Ships
 " 8 Annas + goods 12 Annas
 "= Rupees 1.4.0 per ton,
 " and that amount
 " will probably be
 " Covered by the Savings
 " above alluded to;" and
 there seems no reason
 whatever to doubt
 the correctness of
 this estimate.

The Board of Revenue
 has taken £600,000
 as the amount of
 the required loan.

There is, however, no
 reason to suppose that
 Mr. Parkes' Estimate of
 £665,000 will be exceeded.

$1^{st} \text{ Year} - \text{Interest at } 4\frac{1}{2}\% \text{ on } \frac{1}{4} \times £650,000 = 6356$
 $2^{nd} \text{ Year } \text{do. do. on } \left(\frac{1}{2} \times £650,000 + £6356\right) = 12999$
 $3^{rd} \text{ Year } \text{do. do. on } \left(\frac{3}{4} \times £650,000 + £19353\right) = 19940$
 $4^{th} \text{ Year } \text{do. do. on } \left(£650,000 + £39295\right) = 27193$
 Total £ 66488

and the additional £35,000
 may (I am to suggest) be
 be considered as added
 to the loan on account
 of the interest accruing
 for the 4 years during
 which the work will
 be under construction.
 The amount to be
 added to the loan
 on this account, if
~~were supposed~~
~~supposed~~ that no
 dues could be levied
 during construction would
 be £66488; but inasmuch
 as charges will be
 imposed, in proportion
 to the services rendered,
Amount as soon as the work

20
is fairly in progress -
there can be no
doubt that this sum
of £35,000 will be
sufficient for the purpose.

The Chamber of
Commerce is of opinion
that some portion
of the annual expenditure
on account of the
proposed harbour should
be borne by Imperial
Funds: but His Excellency
the Governor in Council
is of opinion that,
while the Government,
where making use
of the Harbour, should
pay its share of

of the charges to be
imposed, no contribution
can properly be made
from Imperial Funds
such as that desired
by the Chamber.

His Excellency in
Council trusts that
it has now been
shown to the satisfaction
of His Excellency the Gov^r. General
in Council; ~~not only~~
(first) that a matured and
well-considered project
is now before the
Gov^t. for a work
which promises to
be completely successful,
and to which no
objection on the score

of excessive costliness
 can be ^{made:} ~~made:~~ ^{and} ~~made:~~
 (secondly) ~~also~~ that charges
 which are fair and
 moderate, and in no
 way such as are
 likely to injure the
 interests of Madras
 as a resort for
 shipping and trade,
 may be imposed
 to an extent fully
 sufficient to meet
 the annual charge
 for interest and
 sinking fund on
 a loan of ~~over~~
 £800,000.

As already stated,

a Port Trust Bill has
 been prepared, and will
 be proposed to the
 Legislative Council as soon
 as this Government are
 informed that His Ex^{ty}
 the Gov^t Genl in Council
 has approved the grant
 of the proposed loan,
 and His Ex^{ty} in Council
 desires to express the
 hope that the construction
 of a public work so
 important to the interests
 of this Presidency, and
 indeed to the interests
 of the Empire generally,
 need ~~to~~ no longer be
 delayed.

Des^d on the 15 May/94

of excessive costliness
made: and
can be ~~maintained~~ ^{made} ~~but~~
(secondly) ~~also~~ that charges
which are fair and
moderate, and in no
way such as are
likely to injure the
interests of Madras
as a resort for
shipping and trade,
may be imposed
to an extent fully
sufficient to meet
the annual charge
for interest and
sinking fund on
a loan of ~~over~~
£80,000.

As already stated,

a Port Trust Bill has
been prepared, and will
be proposed to the
Legislative Council so soon
as this Government are
informed that His Excellency
the Govt. Genl in Council
has approved the grant
of the proposed loan
and His Excellency in Council
desires to express the
hope that the construction
of a public work so
important to the interests
of this Presidency, and
indeed to the interests
of the Empire generally,
need ~~be~~ no longer be
delayed.

Desd on the 15 May/4.

Public Works 1874 Dept.

Trans. May 1874 -

To No 1872

The Govt. of India

Dated 11 May 1874. -

12/1

267 -

267 -

Post 665 - 767 & made over to the

774
U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
PUBL. WORKS

11th March 1871
12714
1272

Towards papers
bearing upon the
subject of the construction
of a close harbour at
Madras
in 1871
requesting under the
circumstances stated
the grant of a loan to
carry out the work
as approved by the Home
Government.

Madras
Ordered that the
Enclosure No. 32 of
the Joint Report
of the Madras &
Bengal Com. on Mr. Parker's
estimate for a close
harbour at Madras be
forwarded to the Govt.
of India.

Recd 6/5-74 & mca