

(1) Number of pages 34
 (2) Date of repair 28. 7. 87
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W. DEPARTMENT

G.O. No.	2512 W.	Press.
B.P. No.		Mis.
Dated	14. 10. 1887	197.

Not to be folded or roughly handled

2512
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

14th October 1881, No. 2512 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 46. Report of the Harbour Committee, to the Secretary to Government, Public Works Department, dated Madras, 28th September 1881.

We have the honor to inform you that, acting on the instructions contained in G.O., No. 2011 W., of the 16th August 1881, we have considered the questions therein referred to us in connection with the harbour.

2. The only dues at present levied are such as can be collected from sailing vessels and steamers, and we have arrived at the unanimous conclusion that the harbour ought to look for the greater part of its income rather to charges on goods than to dues on vessels coming to the port. Before elaborating any scheme for raising a revenue from goods we thought it desirable to obtain advice as to whether, without fresh legislation, Government could give effect to any recommendations we might make. We accordingly consulted the Government Solicitor, and we annex a copy of the opinion received from him. It will be seen that he is quite clear that before goods can be touched for the purpose of harbour revenues, legislation will require to be resorted to. Under these circumstances we have deemed it our duty to consider the direction that we would recommend this legislation should take. Government may introduce an Act empowering themselves to levy dues on goods, or they may proceed with the Port Trust Bill, which we understand has already been before the Legislative Council. By a majority of seven to two, we have decided respectfully to ask Government to expedite as much as possible the passing of the Port Trust Bill, as we believe that measure will best meet the requirements, both immediate and future, of the Harbour administration. We have given every weight to the various arguments that have been adduced in favor of a purely Government administration, but, in the opinion of the majority of the Committee, the interests of Government as well as of the trade of the port will be best guarded by a body like the Trustees to be created under the Port Trust Bill. This being the result of our deliberations, and having in view the fact that one of the most important functions of the Harbour Trustees will be to frame a scale of charges for both goods and vessels, we have not thought it desirable or necessary to go into the question of the dues that ought to be levied. As no effect could be given to our recommendations it seems best not to anticipate the course that a legally created body of Trustees may take.

The immediate management of the harbour will require to remain as it is, pending such legislative action as Government may see fit to take.

(Signed)	P. MACFADYEN.
(")	C. A. GALTON.
(")	J. H. TAYLOR, with dissent.
(")	ROBERT G. ORR.
(")	F. N. THOROWGOOD.
(")	EARNEST BARCLAY.
(")	J. G. COLEMAN.
(")	R. C. WALKER.
(")	J. PENNYCUICK.

From EARNEST BARCLAY, Esq., Government Solicitor, to the Master Attendant, Madras, dated Madras, 14th September 1881, No. 391.

With reference to the enclosed Proceedings of the Committee appointed under G.O., Public Works Department, dated 16th August 1881, No. 2011 W., under date the 6th instant, I have now, as arranged in Committee, to advise you that the Government has no power to impose any port dues on goods landed or shipped at this port.

2. The only Act which relates to port dues at the port of Madras is Act XII of 1875. The Indian Ports Act, 1875, and the provisions of that Act only enable Government to levy port dues on vessels entering this port.

3. I shall be obliged if you will communicate this opinion to the Chairman of the Committee, with a view to a day being fixed for the Committee meeting again to carry out the directions contained in the above-mentioned order of Government.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the President, Harbour Committee, Madras.

I HAVE the honor to record with the following remarks my dissent from the recommendation of the majority of the Committee appointed in G.O., No. 2011 W., dated August 16th last, to consider questions relating to the harbour at Madras. The Committee with few exceptions have declined entering into any arguments, or giving any opinion except upon the one point of establishing at once a Port Trust. I cannot see that this advice is asked for by the terms of the Government Order. I believe the Committee to be a practical one to advise Government upon management, ways and means, &c., so that if the harbour is ultimately made over to private hands, it will not be done in entire ignorance of the principles that will govern future action.

The following objections to an early Port Trust Board present themselves forcibly to my judgment.

(1.) There is very little to place in trust at present. The moneys arising from port dues, and landing and shipping charges when definitely settled, will be all required for the interest on harbour outlay and the establishment. To create more paid officers to conduct this business would be a useless expense, and a Board would only embarrass the Marine officers, who will have to provide for the safety of the ships in bad weather, and to anticipate storms and make requisite preparation for them.

2. The harbour is as yet experimental, and no one can say, even approximately, what sum will be required for repair and contingencies. The erosion of the North Beach has cost a large sum, and will be a standing source of expense which will be ignored by a Port Trust as not within port limits.

3. The chief use of a Port Trust would be to institute improvements, like docks, slips, &c., as mercantile requirements indicated, but no one would dream of undertaking such things until the beach had been exposed to a storm or very rough weather.

4. The trade of the port now suffers severely from the private actions of individuals into whose hands it has drifted, extortionate charges prevail, and great discontent in trade generally. A complete change of front could now be taken by Government, and the port put in a healthy condition, whereas if it is at once made over to those whose interests are concerned in perpetuating the present system, the chief benefit of the harbour will probably be lost to the town.

Again, in the interests of Government, I would respectfully recommend that complete information be obtained as to the sums that will be levied on the beach. The clamour that has attended a rise in port dues, which dues will only just provide for the establishment, clearly indicates to my mind that efforts will be made to show that the trade will suffer if the full interest for the harbour is called for. If rates are to be charged in addition to those now obtaining, no doubt they would be excessive, though

money enough without extra charge could be obtained if the whole business of the port was remodelled. This the Government could carry out, but I see no disposition that way in any members of the mercantile world, and I fear the official members of a Trust would give way to the mercantile ones in a matter in which they might be supposed to have special knowledge.

Again, there is no precedent, all Port Trusts without exception have been the outcome of undoubted financial prosperity, and the sites of such Trusts are always at a distance from, and entirely removed from, the influence of such ocean vicissitudes and contingencies as threaten Madras, unless future experience shows that the harbour can keep them out.

Finally, the responsibility of the harbour will be thrown upon Government by a Trust when any difficulty arises, such as may reasonably be anticipated, so that the plea that Government would be saved all trouble about it is unreliable. Madras as an integral portion of the Marine is now able to dispense with any Imperial support in money, and if a fair adjustment of the future charge (in the direction I have indicated) was followed, would continue to do so, without either the assistance of the present increase of port dues or any additional charges on shippers or ship. But if removed from the General Port Fund, the port will soon become a heavy Imperial charge.

Mr. C. S. Crole, than whom no officer of Government has more carefully studied the subject, and who knows the wants and difficulties of the port, has in his letter to Government, dated 20th October 1880, recorded his opinion that the introduction of a complete Port Trust must almost of necessity be postponed for some considerable time, and the working of a simple enactment would, while providing for all present necessities, supply a sure ground work on which to base a complete Port Trust Act, when legislation in that direction may seem desirable. That opinion coincides with my own. I by no means say the time may not come when a Trust will be useful, and I would welcome it when the season arrived, but I believe it to be advisable for Government to be in a position to show (before parting with its authority) that the money can be equitably and satisfactorily raised, and general contentment throughout the trade be secured.

MEMORANDUM OF DISSENT.

I am unable to agree with the majority of the Committee in their recommendation that a Port Trust should be appointed for the management of harbour affairs.

I consider such a step would be both inexpedient and premature—inexpedient because the interests of the most influential section of the projected Port Trust Board will, I believe, be at variance with public interests, and premature because it is impossible to predict what expenditure may yet have to be incurred by Government, either for the possible extension of the breakwater or for its repair and maintenance. I submit that the control of all such expenditure should be solely with Government and not with a practically irresponsible body. Until the harbour has become an assured success, causing no anxiety as to its stability or usefulness I can see no good reason why the executive officers of the port should be trammelled by a Board whose non-official members are not "experts" (as they have been designated), and can bring no practical experience or technical knowledge to bear upon the management of the harbour. I have not heard a single argument advanced to show how "the interests of Government will be best guarded by a body like the Trustees;" if this body would undertake to find and advance any capital that may be required or give a guarantee even for the interest on capital already expended, or in any way take upon itself some burden of responsibility, I could, perhaps, understand the statement I have quoted from the accompanying letter. I concur with the majority in considering that the framing of a scale of charges for both goods and vessels will be "one of the most important functions of the Harbour Trustees," but I venture to think that when that function has been performed the legitimate occupation of the Board will be gone. When the time arrives that the harbour receipts far exceed the expenditure there may be a *raison d'être* for a Port Trust, (to take charge of surplus funds), but in the meantime I

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4 PUBLIC WORKS DEPARTMENT, 14TH OCTOBER 1881, No. 2512 W.

respectfully submit that a standing Harbour Committee can afford all the assistance and advice of which the Government may stand in need.

MADRAS,
23rd August 1881.

(Signed) ROBERT G. ORR,
Chairman, Madras Trade Association.

No. 47. ORDER THEREON, 14th October 1881, No. 2512 W.

THE papers above recorded contain the Report of the Committee assembled under G.O., No. 2011 W., dated 16th August 1881.

2. While thanking the Committee for their Report, the Honorable the Governor in Council observes that it is apparent that they have misapprehended the object for which they were requested to assemble and the scope of the Proceedings of Government indicating the points on which an expression of their opinion was desired.

3. The object of the Government was to obtain their advice as to the best arrangements for managing the harbour and levying dues for its use, and for landing and shipping goods under the improved facilities afforded, pending the transfer of the harbour to a Trust Board, the formation of which at present the Government consider would be premature. Meanwhile, however, it is essential that a reasonable revenue should be raised from the use of the harbour, to cover current expenses and interest on capital expenditure. Legislation may be necessary, but there need be no difficulty on that account.

4. The Honorable the Governor in Council would be glad if the Committee would reassemble and afford the Government such advice as they may wish to offer in the direction indicated.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Marine Department.

" Honorable P. Macfadyen.

" " J. G. Coleman.

" Collector of Sea Customs.

" Secretary of the Trades Association.

To Major J. Pennycook, R.E.

" R. C. Walker, Esq.

" F. N. Thorowgood, Esq.

To the Government Solicitor.

Exd. S. T. Austin.

Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1881) Madras.
PUBLIC WORKS.

THE MARINE DEPARTMENT.

&c. &c. &c.

Dated October, 14th.

Issued

Recd.

Encl.

G. O., 14th October 1881, No. 2512 W.

OCTOBER.

Nos. 46-47.

Madras Harbour—The Committee appointed for reporting on certain points connected with the immediate management of the — requested to reassemble for further reporting on the best arrangements for managing the — and levying dues for its use, and for landing and shipping goods.

25/12/81
As a de
28th September 1881.

To

Colonel R. H. Saunkey R. E. (C.B.)
Secretary to Government
Public Works Department.

Sir,

We have the honor to inform you that, acting on the instructions contained in G. O. No. 2011 W. of the 15th August 1881, we have considered the questions therein referred to us in connection with the Harbour.

2 The only dues at present levied are such as can be collected from sailing vessels and Steamers, and we have arrived at the unanimous conclusion that the Harbour ought to look for the greater part of its income rather to charges on goods than to dues on vessels coming to the port. Before elaborating any scheme for raising a revenue from goods we thought it desirable to obtain advice as to whether, without fresh legislation, Government, in could give effect to any recommendations we might make. We accordingly consulted the Government Solicitor, and we annex a

a copy of the opinion received from him.
It will be seen that he is quite clear
that before goods can be touched for the
purpose of Harbour revenue, legislation
will require to be resorted to. Under these
circumstances, we have deemed it our duty
to consider the direction that we would
recommend this legislation should take.
Government may introduce an Act
empowering themselves to levy dues on
goods, or they may proceed with the Port
Trust Bill, which we understand has
already been before the Legislative
Council. By a majority of seven to two,
we have decided respectfully to ask
Government to expedite as much as
possible the passing of the Port Trust
Bill, as we believe that measure will
best meet the requirements, both immedi-
ate & future, of the Harbour adminis-
tration. We have given every weight to
the various arguments that have been
adduced in favor of a purely Govern-
ment administration, but in the opinion
of the majority of the Committee the interests
of Government as well as of the trade of
the port will be best guarded by a body,
like

17 3/4
like the Trustees to be created under the
Port Trust Bill. This being the result of our
deliberations, and having in view the
fact that one of the most important
functions of the Harbour Trustees will be
to frame a scale of charges for both goods
and vessels, we have not thought it de-
sirable or necessary to go into the question
of the dues that ought to be levied. As no
effect could be given to our recommendation,
it seems best not to anticipate the course
that a legally created body of Trustees may
take.

The immediate management of the
Harbour will require to remain as it is,
pending such legislative action as
Government may see fit to take.

We have the honor to be

Sir,

Your most Obedt. Servants.

Phraefadyne

Col. Allen

* Abel. D. D.

J. H. Morrison

James Barclay

* J. H. Morrison
* Abel. D. D.
* J. H. Morrison
* Abel. D. D.

N^o 391.

Madras 14th September 1881.

From

Ernest Barclay

Government Solicitor

Madras.

To

The Master Attendant

Madras.

Sir

1 With reference to the enclosed proceedings of the Committee appointed under G. O. Public Works Department dated 16th August 1881. N^o 2011 W., under date the 6th Instant, I have now as arranged in Committee to advise you that the Government has no power to impose any Port Dues on goods landed or shipped at this Port.

2 The only Act which relates to Port Dues at the Port of Madras is Act 12 of 1875; The Indian Ports Act 1875; and the provisions of that Act only enable Government to levy Port Dues on Vessels entering this port.

3 I shall be obliged if you will communicate this opinion to the Chairman of the Committee with a view to a day being fixed for the Committee meeting again to carry out the directions contained in the above

mentioned order of government.

I am Sir &c.

(Signed) Ernest Barclay.
Government Solicitor.

(True copy.)

W May
Secretary Harbour Committee.

G.O. No 2011 W of 16-5-81
 Referred to the Sess. No. 51 W of 1881
 20/12
 G.O. No 429 of 3-9-81 (Marine)

Dated 28th September 1881.
 Recd

Reporting upon the
 Proceedings of the
 Committee appointed
 to consider certain
 questions in connection
 with the Madras
Harbour

Com: 3-10-81

O.S.S. 3/1/9 Mm
 1881. 10/10/81

To
 The President,
 Harbour Committee
 Madras.

Sir,

I have the honor to record with the
 following remarks my dissent from the recom-
 mendation of the majority of the Committee,
 appointed in G.O. No 2011 W, dated August
 16th last, to consider questions relating to
 the Harbour at Madras. The Com-
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 entering into any arguments, or giving any
 opinion except upon the one point of establishing
 at once a Port Trust. I cannot see that this
 advice is asked for by the terms of the G.O.
 I believed the Committee to be a practical
 one to advise Government upon management,
 ways and means &c, so that, if the Harbour is
 ultimately made over to private hands, it
 will not be done in entire ignorance of
 the principles that will govern future action.

The following objections to an early
 Port Trust Board present themselves for-
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1. There is very little to place in
Trust.

Harbour

Just at present. The business arising from Port dues, and Landing & Shipping charges when definitely settled, will be all required for the interest on Harbour outlay and the Establishment. To create more paid officers to conduct this business would be a useless expense, and a board would only embarrass the Police Officers, who will have to provide for the safety of the ships in bad weather, and to anticipate storms and make requisite preparation for them.

2. The Harbour is as yet experimental, and no one can say even approximately what sum will be required for repairs & contingencies. The erosion of the north beach has cost a large sum, and will be a standing source of expense which will be ignored by a Port Trust as not within Port limits.

3. The chief use of a Port Trust would be to institute improvements like docks, slips &c. as mercantile requirements indicated, but no one would dream of undertaking such things, until the beach had been exposed to a storm or very rough weather.

4. The Trade of the Port now suffers severely from the private actions of individuals into whose hands it has drifted. ex-
Exorbitant

Exorbitant charges prevail, and great discontent in trade generally. A complete change of front could now be taken by Government, and the Port put in a healthy condition, whereas if it is at once made over to those whose interests are concerned in perpetuating the present system, the chief benefit of the Harbour will probably be lost to the Town.

Again in the interests of Government I would respectfully recommend that complete information be obtained as to the sums that will be levied on the beach. The clamour that has attended a rise in Port dues, which dues will only just provide for the Establishment clearly indicates to my mind that efforts will be made to show that the trade will suffer if the full interest for the Harbour is called for. If rates are to be charged in addition to those now obtaining, no doubt they would be excessive, though money enough without extra charge could be obtained, if the whole business of the Port was remodelled. This the Government could carry out, but I see no disposition that way in any members of the mercantile world, and I fear the official members of a Trust would give way to

to the mercantile ones in a matter in which they might be supposed to have special knowledge.

Again there is no precedent, all Port Trusts without exception have been the outcome of undoubted financial prosperity, and the sites of such trusts are always at a distance from, and entirely removed from, the influence of such ocean circumstances and contingencies as threaten the harbours, unless future experience shows that the harbours can be self-sufficient.

Finally, the responsibility of the Harbour will be thrown upon Government by a Trust when any difficulty arises, such as may reasonably be anticipated; so that the plea that Government would be saved all trouble about it is unreliable. The Admiralty as an integral portion of the Executive is now able to dispense with any Imperial support in money, and if a fair adjustment of the future charge (in the direction I have indicated) was followed, would continue to do so, without either the assistance of the present increase of Port dues or any additional charges on shippers or ship. But if removed from the General Port Fund, the Port will

soon

soon become a heavy Imperial charge.
Mr. C. S. Cole than whom no officer of Government has more carefully studied the subject, and who knows the wants and difficulties of the Port, has in his letter to Government dated 20th October 1880, recorded his opinion that the introduction of a complete Port Trust must almost of necessity be postponed for some considerable time, and the working of a simple enactment would, while providing for all present necessities, supply a sure groundwork on which to base a complete Port Trust Act, when legislation in that direction may seem desirable. That opinion coincides with my own. I by no means say the time may not come when a Trust will be useful, and I would welcome it when the season arrived, but I believe it to be advisable for Government to be in a position to show (before parting with its authority) that the money can be equitably and satisfactorily raised, and general contentment throughout the Trade be secured.

W. L. M. S.

Memorandum of Dissent.

W/V

I am unable to agree with the majority of the Committee in their recommendation that a Port Trust should be appointed for the management of Harbour affairs.

I consider such a step would be both inexpedient and premature:— inexpedient because the interests of the most influential section of the projected Port Trust Board will, I believe, be at variance with Public interests, and premature, because it is impossible to predict what expenditure may yet have to be incurred by Government, either for the possible extension of the breakwater or for its repair and maintenance. I submit that the control of all such expenditure should lie solely with Government and not with a practically irresponsible body. Until the Harbour has become an assured

success, causing no anxiety as to its stability or usefulness, I can see no good reason why the Executive Officers of the Port should be hampered by a Board whose non-official members are not "experts" (as they have been designated) and can bring no practical experience or technical knowledge to bear upon the management of the Harbour.

I have not heard a single argument advanced to show how "the interests of Government will be best guarded by a body like the Trustees"; if this body would undertake to find and advance any capital

capital that may be required or give a guarantee even
for the interest on capital already expended, or in
any way take upon itself some burden of responsibility.
I could, perhaps, understand the statement I have
quoted from the accompanying letter - I concur
with the majority in considering that the framing
of a scale of charges for both goods and vessels
will be "one of the most important functions of
the Harbour Trustees", but I venture to think that
when that function has been performed, the legitimate
occupation of the Board will be gone - When the
time arrives that the Harbour receipts far exceed the
expenditure there may be a *raison d'être* for a
Port Trust (to take charge of surplus funds) but
in the meantime, I respectfully submit that a
standing Harbour Committee can afford all
the assistance and advice of which the Government
may stand in need.

Madras

23rd August 1881

A. J. A. O. O.

Chairman

Madras Trade Association

To Hon H E Sullivan
Hon D F Carmichael
Hon' in Government

For order 2572 W

The Committee seem to
have misapprehended
the object for which they
were requested to enquire
and the scope of the G.O. in di-
recting the points on which
the Govt. desired our expression
of their opinion.

The Govt. having in view the
incomplete condition of the
Harbour works, the probability
of further expense having
to be incurred to secure their
stability, as also special pro-
tection and suitable accom-
modation for the shipping
resorting to the Port and the
fact that the property specified
in Chap IV. of the Harbour Trust
Bill had only a partial existence,
came to the conclusion that
it would be expedient to pro-
pose the constitution of the
Trust for the present. Having
thus decided, the Committee
were requested to prepare in
view to their reporting
Chap. 9 on the best mode
of conducting the
Harbour Trust being con-
sidering the Trust being con-
sidered and the same

Expressed in the report
of the Committee appended
under G.O. 16 August
1881 No 2011 W

I confess my inability
to understand how
this can have been
looked on as meeting
the expressed wishes
of Government, which
had solely the object
of obtaining the best
advice regarding the
doss which might
fairly be levied in
present circumstances
in the interests of the
commerce in the
trade of the port.
While personally

Considering the
arguments advanced
by the two dissenting
members unanswerable
it is unnecessary for
me to advert further
to the matter further
than to observe that
I cannot understand
how the Government
Solists holding
the opinion he has
expressed in para
3 of his letter no
391 of the 14th Decr
1881 can have signed
the report as if con-
-plete without having
also recorded his
dissent on this point

Plt

2/10/81

of dues which might in
the interests of all con-
-cerned be paid during
during the ad interim
arrangement. It was
considered that a tem-
porary administration
by a Committee appointed
by Government but repre-
-senting general interests
would afford valuable data
for determining the arrange-
ments to be permanently
adopted when the Trust
was called into existence
and as the personnel of the
Committee ^{could be} almost
identical with that of the
future Harbours Trust it was
also thought that the Trust
would require useful experience
in regard to the duties which
would hereafter devolve on them
in their capacity as Trustees
with a minimum of expen-
-sive, a large measure of
which, in the present conditions
of the works, it was not sound
policy or expedient to impose
on the Trust body -

The action taken by the
Committee may properly be
due to the G.O. appointing them
not being sufficiently explicit
as to the intentions of Govt and
I would suggest been being
requested to reassemble in
view of their submission of

report like that furnished
to the Ceylon Government by
a select Committee of the
Chamber of Commerce of that
Island - These papers were
communicated to our
Committee with the G.O. matter
finally noted but have not
received notice - I should let
the Committee understand
that our ad interim manage-
ment by a Committee has
been decided on and that
their opinion is desired as

1. The personnel of the Committee
of Management
2. The legal powers which it
may be necessary to confer
on them
3. The manner in which
the necessary revenue should
be raised and the proportions
to be contributed by the shipping
& merchandise respectively

I have thought it best to assume
that the Committee did not
quite understand what was
wanted of them - On the
some of the members I might
impart not the intention of
Govt but better put them
squarely on the matter - Let them
hatch another chicken
and hatch it differently

I am generally in

2512
194
G.O. 3rd Decr. 1881 No 429

the above to tell the Com. that they have misapprehended the intention of the S.C. S. has I obtain this opinion as to the best arrangement for managing the harbour - levying dues for its use for landing & shipping goods under the improved facilities, providing the transport to the harbour & a Trust to take care of it. I consider that the Commission is not yet ripe. But I do not think that in terms management by a Com. has been decided on. The Harbour Com. is in existence & will continue to be so. But I understand that the Govt. propose to extend its powers & to take over the lands until it is able to take over the whole of the harbour & to make the Harbour Com. a permanent body. I am sure that the Govt. will do this and that the Commission will be satisfied with that arrangement. I am sure that the Govt. will do this and that the Commission will be satisfied with that arrangement.

Civ. A.

N^o 2512 W PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.
 UNDER date the 14th Oct. 1881
 Read the following:—

- From the Chairman, Madras Trade Association dated 23rd August 1881.
- From the Esq. Solicitor through the Master Attendant, No. 391, dated 14th September 1881.
- Report of the Committee appointed in S.C. No. 20118, dated 16th August 1881 in connection with certain points relating to the immediate management of the Madras Harbour.
- From the President Harbour Committee, Madras, Master Attendant through

The papers above recorded contain the report of the Committee assembled under S.C. 20118, dated 16th Aug/81. While thanking the Committee for their report, the Honorable the Revenue

R.S.

in Council observes that
it is apparent that
they have misappre-

hended the object for
which they were requested
to assemble and the
scope of the Proceedings
of Gov^t indicating the
points on which an
expression of their
opinion was desired.

3- The object of the
Gov^t was to obtain
their advice as to the
best arrangements for
managing the Harbour
and levying dues for
its use, and for landing
and shipping goods ^{under}.

the improved facilities
afforded - pending the
transfer of the Harbour
to a Trust Board
the formation of which
at present the Gov^t
^{could} consider to be premature.
Meanwhile however
it is essential that a
reasonable revenue
should be raised from
the use of the Harbour
for current expenses,
and interest on Capital
Expenditure.
Legislation may be
necessary, but there
need be no difficulty
on that account.

4- It is desirable that

Governor in Council
would be glad if
the Committee would
re-assemble and
afford the Govt such
advice as they may
wish to offer in the
direction indicated.

Att

10/10/81

To: The Marine Dept^{mt} ✓
" Honorable P. Macfarlane ✓
" " J. V. Coleman ✓
" Collector of Sea Customs ✓
" Secretary of the Trades
Association ✓
" Major J. Pennington R.R. ✓
" R. J. Walker Esq. ✓
" J. C. Hurwgood Esq. ✓
" The Hon. J. H. P. Esq. ✓
" Walter Deane ✓
19/10/81

Vol. 39.7

Revised 10.10.81 At 12.10.81

At 12.10.81

C. N. 5896

Govt. of (1881) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O. 14th Oct 1881, No. 2572 W

Nos. 46 to 47

Madras Harbour - The

Committee appointed for reporting
on certain points connected with
the immediate management of
the —, requested to reassemble
for further reporting on the
best arrangements for managing
the — and levying dues for
its use, and for landing
and shipping goods.

Encl. in Receipt Repr.