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(1) Number of pages 72.

(2) Date of repair 19.5.87

(3) Initials of the Referencer

# TAMIL NADU ARCHIVES

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## OVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

| | | |
|---|---|---|
| G.O. No.<br>B.P. No. | 104, W<br>105 | Press.<br>Mis. |
| Dated | 10. 1. 1883 | |

to be folded or roughly handled

# GOVERNMENT OF MADRAS.

# PUBLIC WORKS DEPARTMENT.

## Buildings and Roads.
## Civil Works.

No. 95.

READ—the following papers :—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, Madras, to the Chief Secretary to Government, Marine Department, dated Madras, 9th December 1882, No. 10,634.

I have the honor to invite the attention of Government to a report in the *Evening Mail* of the 8th instant of an interview given by the Hon. Major Baring to a deputation of the Chamber of Commerce, at which interview among other subjects the Harbour is brought forward, and certain fears expressed by the Chamber that the trade of the port will suffer if the charges in connection with the interest and sinking fund of the money advanced by the Supreme Government for the construction of the Harbour is made debitable to Port Funds.

2. I imagine the report is correct, for the Secretary of the Chamber, who was present, is also Editor of the *Evening Mail*. But it seems odd that the speakers should have avoided all mention of the fact that while one rupee a ton is the sum proposed to be raised for that special purpose under the powers sought in the new Act, the trade has been in the quiet enjoyment of the last 21 months of one-half, viz., eight annas a ton caused by the reduction of boat hire, owing to the facilities given by the Harbour, and the boat hire is still so elastic that when more shelter is given a further reduction of four annas a ton can be equitably made, so that the sum to be raised on goods landed and shipped will be very small indeed, not enough to justify any of the fears expressed by the deputation, or to change the view taken by the Harbour Committee that enough shelter is now provided in all ordinary weathers to give greatly increased despatch to steamers and warrant some interest being afforded to Government.

3. I was not aware of the intention of the Chamber to address Major Baring, or I should have placed these facts at his disposal in time to meet the requirements of the case.

4. I propose to address Government shortly on the subject of port dues, for the past year has shown that alterations can be made in their adjustment, which will place the subject more favorably before the public. Major Baring having left Madras this information may be afforded to Hon. Mr. Mackenzie.

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No. 95-A.

From the same Officer, dated Madras, 14th December 1882, No. 10732.

In continuation of my letter, No. 10634, dated December 9th, 1882, referring to the interview of the deputation of the Chamber of Commerce with the Hon. Major Baring, in connection with the levy of Harbour dues, I have the honor to forward an extract from a letter from Mr. Clement Simpson, Chairman of the Chamber of Commerce, to my address embodied in G.O., Public Works Department, No. 2241 W., dated August 31st, 1882, wherein the Chamber through their Chairman fully recognize the necessity of levying Harbour dues on goods, and to suggest that it be forwarded for the information of the Hon. Major Baring with my previous letter. It is to be observed that the condition of the Harbour was the same as at present.

### *Extract.*

The Chamber approve of the arrangements you propose to make on the beach and the Custom House buildings for the enclosure and protection of goods in course of shipment or landing, and they fully recognize the necessity of proper means of levying the Harbour dues on goods, but they so far fail to see the necessity for Government interference beyond the beach. I am desired by the Chamber to state that, in their opinion, it would be better to make your consolidated rate exclude the cost of boat-hire, the existing arrangements for the provision of which should not be interfered with.

---

### From C. SIMPSON, Esq., Chairman, Chamber of Commerce, to the Chief Secretary to Government, dated Madras, 22nd December 1882.

In accordance with a suggestion made by the Hon. Major E. Baring to a deputation from the Chamber of Commerce, which lately waited upon him, I have the honor to send herewith an open letter addressed to the Secretary to the Government of India, Public Works Department, Calcutta, and to request that, after its perusal by His Excellency in Council, you will be so good as to forward it as addressed.

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## ENCLOSURE.

### From C. SIMPSON, Esq., Chairman, Chamber of Commerce, to the Secretary to the Government of India, Public Works Department, Calcutta, dated Madras, 22nd December 1882.

On the occasion of the Hon. Major E. Baring's recent visit to Madras a deputation from the Chamber had the honor to explain to him that the Madras Harbour was, in its financial aspects, regarded too much in the light of a local work, and too little as an Imperial project. The deputation reminded the Finance Minister that the work was of an experimental character; that it had been undertaken by the Government on their own responsibility; that the Chamber had only been asked to estimate what amount of taxation the trade of the port could bear for purposes of paying interest on capital expended, and that though the port dues had already been increased by more than 100 per cent., and a bill had passed the local Legislative Council for levying dues on goods landed and shipped, the trade of the port was as yet deriving but few advantages from the Harbour. For these reasons the deputation submitted that it was not reasonable that the trade of the port should be taxed as if it were deriving full advantage from a completed work.

2. The Hon. Major Baring stated in reply to these representations that the completion of the Harbour depended on the report of the experts to whom the engineering question had been referred by the Secretary of State, and seemed to hold the opinion that, whatever the cost of construction might be, the Harbour works ought to be self-supporting. He suggested, however, that the Chamber should address the Government of India on the subject, and promised he would further consider it.

3. While admitting that it would be satisfactory to the Government and the public if the works could be self-supporting, the Chamber would submit that it is no argument for taxing local trade to such an extent as might seriously detract from the usefulness of the port, and drive the trade itself to less burdened ports along the Coromandel or Malabar Coast. Bearing in mind how many comparatively free ports there are along the sea-board of Southern India, the Government would do well not to risk levying too high a rate of taxation at the port of Madras. As it is, the heavy additions to the port and Harbour dues recently made have seriously handicapped the port of Madras as compared with Bombay. In former years Madras, as a port, enjoyed the advantage of cheapness, but since the new dues were imposed they have become fully double those charged at Bombay, if reckoned on the ships' registered tonnage, and if reckoned on the quantity of cargo landed and taken away, they are from ten to sixteen times those charged at the Western Presidency. The incidence varies in accordance with the quantity of cargo brought and taken, the carrying trade of Madras now being chiefly done by the lines of large steamers, which make the place a port of call only, and dues being levied on ships' registered tonnage, without any regard to the quantity of cargo taken by them. As a matter of fact there is now but a trifling difference between the cost of importing Manchester and Glasgow manufactures into Madras *viâ* Bombay, notwithstanding the length of railway traversed, and it would scarcely be to the interests of Government that the bulk of the trade of Madras should be driven to the Western Presidency.

4. The Chamber understand that the dues levied at Kurrachee, where an artificial Harbour exists, are not in proportion to the cost of the new works, but that a large annual grant is made from Provincial Funds towards charges of maintenance, &c., Government recognizing, apparently, that heavier dues would cripple trade.

5. It does not appear to the Chamber reasonable or fair that the consequences of the catastrophe caused by the cyclone in 1881 should fall alone on the trade of this port. These consequences are, increased cost owing to the necessity for reconstruction of a portion of the works on perhaps more expensive lines than those of the original estimate, and the postponement for a considerable time of the advantages that would have been enjoyed by the trade from the protection afforded by the Harbour walls did they now stand uninjured and completed.

6. Calamities of a serious nature and the consequent necessity for extraordinary expenditure in one part of the Empire are not, as a rule, treated as local, but as Imperial matters, and the Chamber respectfully urge that this is an instance which calls for the employment of Imperial resources.

7. The present condition of the Harbour walls affords no more protection than was secured when the groynes were only half completed, and the Chamber submit that no further steps should be taken to collect dues in payment of interest on Capital expenditure until the completion of the works shall have been satisfactorily accomplished, and proper shore arrangements made for the receipt, protection, and despatch of goods in course of landing or shipment.

8. If in the future it is found that the trade and the shipping of the port can without fear of being crippled bear an increased charge, the question can be re-considered, but at present it seems clear that the growth of trade at Madras will warrant no heavier dues than those necessary to provide the interest on the original estimate of about £600,000 as a glance at the following figures will show:—

*Annual Imports into the Port of Madras.*

| — | | 1872. | 1873. | 1874. | 1875. | 1876. | 1877. | 1878. | 1879. | 1880. | 1881. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| G. & W. Shirtings ... ... | yds. | 30,524,361 | 36,440,323 | 27,293,636 | 35,781,928 | 30,894,105 | 20,375,262 | 25,759,975 | 33,546,930 | 41,147,041 | 45,872,966 |
| G. & W. Jaconets ... ... | pcs. | 163,209 | 201,311 | 215,097 | 214,686 | 198,180 | 182,511 | 223,345 | 193,097 | 297,965 | 334,239 |
| Madapollams ... ... ... | „ | 173,718 | 127,790 | 144,914 | 115,678 | 155,412 | 37,890 | 79,076 | 96,313 | 108,692 | 124,702 |
| G. & W. Mulls ... ... | „ | 104,892 | 150,117 | 133,821 | 137,269 | 147,976 | 149,043 | 156,747 | 178,786 | 246,698 | 216,285 |
| Prints ... ... ... ... | „ | 301,423 | 392,687 | 278,315 | 280,438 | 321,520 | 198,547 | 316,793 | 188,524 | 404,461 | 418,038 |
| T. R. Cambrics, &c. ... ... | yds. | 1,627,667 | 1,378,268 | 1,710,192 | 1,799,534 | 2,424,977 | 1,751,476 | 2,139,060 | 4,223,213 | 3,043,788 | 3,824,312 |
| T. R. Mulls ... ... ... | pcs. | 41,681 | 34,033 | 60,812 | 43,246 | 70,995 | 21,219 | 33,110 | 86,444 | 64,845 | 60,180 |
| Mule Yarn ... ... | lb. | 8,373,910 | 8,467,500 | 9,076,620 | 8,741,545 | 8,694,590 | 6,859,465 | 6,410,395 | 6,270,395 | 8,676,410 | 5,820,645 |
| Colored Yarns ... ... | „ | 2,596,650 | 3,358,955 | 3,568,262 | 3,237,505 | 2,809,519 | 2,325,729 | 3,025,151 | 3,917,185 | 4,555,305 | 4,783,833 |

*Annual Exports from the Port of Madras.*

| — | | 1872. | 1873. | 1874. | 1875. | 1876. | 1877. | 1878. | 1879. | 1880. | 1881. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Cotton ... ... ... | cwt. | 288,384 | 327,216 | 322,672 | 415,512 | 317,624 | 10,796 | 108,870 | 158,962 | 134,600 | 114,815 |
| Coffee ... ... ... | „ | 30,928 | 51,510 | 26,374 | 38,129 | 48,255 | 25,096 | 27,820 | 26,652 | 36,659 | 25,626 |
| Sugar ... ... ... | „ | 81,954 | 31,861 | 6,667 | 9,133 | 11,761 | 3,815 | 1,175 | 1,873 | 5,737 | 35,559 |
| Indigo ... ... ... | „ | 26,547 | 43,115 | 27,008 | 21,452 | 29,499 | 14,414 | 21,344 | 42,312 | 23,175 | 35,245 |
| Redwood ... ... ... | „ | 123,447 | 45,286 | 49,912 | 57,350 | 51,774 | 35,203 | 55,002 | 53,807 | 66,387 | 34,541 |
| Madras Hkfs. ... ... ... | corges. | 2,049 | 2,316 | 2,174 | 2,918 | 4,625 | 4,966 | 5,011 | 2,348 | 2,163 | 2,829 |
| Goat, Sheep Skins ... ... | „ | 434,663 | 449,852 | 324,601 | 448,930 | 474,397 | 445,413 | 447,961 | 493,298 | 489,995 | 564,232 |
| Hides ... ... ... | „ | 15,483 | 20,717 | 22,231 | 32,729 | 42,447 | 101,395 | 48,172 | 20,355 | 27,633 | 44,131 |

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104/3

The Chamber beg Government to remember that it is easy to drive trade away from a port, but very difficult to bring it back again, and they respectfully urge that it is of greater importance to foster and encourage the commerce of this city than at once to collect from it the full interest on the work in question, at the risk of seriously crippling and prejudicing the trade that naturally comes to this point of the sea-board.

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No. 1588.

Transferred to the Public Works Department.

Fort St. George,
23rd December 1882.

(Signed) C. G. MASTER,
Chief Secretary.

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No. 2 C.

Referred to the Master Attendant for any remarks he may wish to offer.

(By Order.)

2nd January 1883.

(Signed) A. S. RUSSELL,
Under Secy. to Govt., P.W.D.

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No. 95-B.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, Madras, to the Secretary to Government, Public Works Department, dated Madras, 4th January 1883, No. 11.

The letter * of the Chamber of Commerce, upon which my remarks are invited, commences by an explanation that in a financial aspect the Harbour is regarded too much in the light of a local, and too little as an Imperial, project. This of course is a subject upon which a great deal may be said, and it will no doubt receive careful attention. As to the abstract gain to the local Government owing to the advantages afforded by the work, it is exactly the same scale as that of the public; the Government transactions on its landing and shipping of stores, &c., its troops and passenger traffic amounted to a sum of Rs. 85,08,212 during the past official year, or, say, 10 per cent. of the trade of the port, and to that extent Government may be considered fairly liable to a proportionate subscription towards the interest and upkeep of the Harbour.

2. The voice of the mercantile community was originally certainly most strongly in favor of a Harbour, as an enormous amount of evidence can be brought to show, though it may be, as alleged in this letter, that the Chamber itself was only asked technically what amount of taxation the trade could bear, and this method of pressing the question upon Major Baring seems to me unfair.

3. As to port dues, it should have been explained that, owing to an adherence to an old Madras practice, which allows a long period of exemption of dues, during which a vessel may enter and clear without charges, a false impression prevails in the business world, and a comparison of the Madras dues with those of other ports is not properly understood, and in this letter under review the true explanation has been withheld. The port dues (before the increase) were fixed at 3 annas, but as nearly all the vessels in the Home and Foreign Trade returned within the period of exemption, they actually in practice only realized a sum equal to one and-a-half annas a ton as compared with all the other ports mentioned by the Chamber, where dues are levied on all entries, and while now fixed at six, they really only realize three, a sum for which the advantages now secured are well exchanged.

4. It is not, so far as I am aware, contemplated to make charges as if the port was deriving full advantage from a completed work.

* Dated 22nd December 1882.

5. My recommendations, which are the only ones before Government, either directly or in the various proceedings of the Harbour Committee, only go to provide one rupee a ton on landing and shipping goods, to provide for the interest of the money already expended, and a small sum in addition for establishment and upkeep. I have never heard any member of the Chamber, or of the Trade Association, or of the general public, treat this as other than a most reasonable suggestion, and one that in the words of the Chamber itself is fully recognized as a duty. What has caused such a change of opinions I am at a loss to comprehend.

6. I had fully intended, whenever an opportunity presented, to bring up before the Harbour Committee this matter of the port dues, and pressing upon Government the importance of settling our position right in the eyes of the world, and changing the rate from 6 annas as at present to 3 annas on entry, whether outward or homeward.

7. *Paragraph* 2.—I have already shown to the Government, through the Harbour Committee, that by concentrating all interests, and consolidating all fees, the port can be made self-supporting, with all charges at present contemplated, and if the object of the Chamber's interest was the real good of the trade alone, and its position in the estimation of English and Indian importers and exporters, and its favorable comparison with rival ports, this could be readily effected, but local private interests interfere, and are considered by some influential people to have paramount claims.

8. *Paragraph* 3.—In this paragraph the Chamber draws attention to the danger of driving the shipping interest into a search for other and cheaper ports, such as I suppose Pondicherry, Negapatam, Tutcorin, which have railway communication. I have made, in prosecution of information into this subject, inquiries into the cost of bringing goods to Madras by rail, and have always found the freight prohibitive, and I am convinced importers would not give employment to ships that insisted on such conditions as delivery at an extra expense for inland carriage. As to the ships themselves the past year has furnished some experience of value to the present inquiry. Nearly all the steamers by whose agency the trade of Madras is carried on have returned from Calcutta, the terminal port of their voyages out, and the port of departure homewards, within exempted period, and so have only averaged dues of three annas a ton; but two lines, the Clan and the Bird, whose vessels bring large cargoes to Madras, have not returned, and have yet paid the full sum of six annas on entry; yet they return from England without, so far as I can detect, any complaint. It would be both just and politic to remove this distinction, and charge all alike a reasonable rate of Annas 3 on entry.

9. *Paragraph* 4.—I have not made inquiries about Kurrachee, but it is probably as the Chamber points out. A great expense has been incurred on works for the interest of trade without the previous guarantee of the public that return would be easy and profitable, and it is now an object of Government, having made the original mistake, to try and remedy it by tempting trade at a present outlay. Such is the principle that governs all commercial enterprise.

10. *Paragraph* 5.—I agree with the Chamber that a calamity should be treated from a different point of view to ordinary Imperial expense, but that is a matter which will no doubt be equitably considered by Government. The works were originally faulty, and in my opinion succumbed more to the influence of current than sea, and from the insecure nature of the foundation and basis of that foundation. In proof of which I would beg to point out that the broken portions of the work that retained, as some of them did, their original elevation have during the past year gradually submerged, and high water now nearly flows over them. This must have occurred to the sea face of the work generally if no rough weather had intervened.

11. *Paragraph* 6.—is included in the above remarks on paragraph 5.

12. *Paragraph* 7.—The Chamber is right in saying that the present condition of the Harbour walk affords no more protection than was secured when the groynes were only half completed. But that protection comprises an entire freedom from current, which was the bane of the port, which prevented ships laying close in; kept

them at long distances from one another; prevented them from mooring in tier as they do now; gave boats tedious and difficult journeys, and imposed heavy boat hire. Whereas for the last two years a full rupee a trip has been remitted from cargo and passenger boats, equal to 8 annas a ton, or half what is at present asked for the interest of the money expended, thus leaving only 8 annas a ton to be raised from goods. This to my surprise met with no acknowledgment from the Chamber when addressing Major Baring, but is a fact of great importance. The boat hire was formerly Rs. 2-8-0 a trip or about Rs. 1-4-0 a ton. Now, if boats were paid punctually and fully one rupee a trip, they would be better satisfied than they now are when boat bills are withheld by dubashes for often as much as four months, and if a reduction of two or even four men made to the crew of each Masulah boat (which the short and easy passage free from current now renders feasible) a further reduction of boat hire could be made, and a very small sum in extension demanded from the trade.

13. *Paragraph* 8.—I do not understand the gist of this paragraph, which seems to me to render unnecessary all the previous ones.

14. Unless the report of Major Baring's interview is incomplete, I do not gather from it that the full interest of the future outlay is included or intended to be raised under the present powers of the Act.

15. No one can prophesy what the reconstruction may cost, but something must be done, and nautical experience, which I have largely consulted, suggests a totally different form, and a better acknowledgment of the forces of nature that may at times oppose it in far greater force than was exerted in November 1881. It seems to me that the Chamber should, in the best interests of Madras, lend every exertion towards satisfying Government that the Harbour is a necessity and well worth the cost to which trade will be subjected.

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## MADRAS HARBOUR.

### Note on the advantages or otherwise in the use of the Harbour.

*Advantages.*

Vessels anchor nearer in shore, and thus a shorter passage is made for the lighter boats in carrying cargo between ship and shore.

2. During ordinary sea and weather, which is never very quiet in Madras, except in six to eight weeks at different periods of the year, the sea is undoubtedly more quiet inside the Harbour over the whole area than without, and thus the operation of discharging and landing cargo and *vice versâ* is facilitated.

3. During ordinary rough weather the portion of the Harbour bounded by the weather breakwater and a line extending from the head of the Iron Pier to the weather head of the breakwater at the entrance is under the lee of that breakwater, and the sea is more tranquil in that portion than outside the Harbour. That area is large enough to berth with ample scope of cable two large ships.

4. During all states of the weather the current which sets at some considerable speed either north or south for about nine months in the year, and which before the construction of the Harbour caused considerable difficulty, delay, and expense in the process of shipping and landing goods, is by the breakwaters entirely cut off and prevented from entering the Harbour. The lighters now ply to and fro with ease and safety from risk caused by the current, but are on account of not having to contend with it manned by less men than formerly.

*Disadvantages.*

(*a.*) The port dues have been raised by three annas per ton on the registered tonnage of the ship, *i.e.*, just double the amount they were before, and there is a moderate fee for pilotage when a vessel leaves or enters the Harbour.

(*b.*) It is *proposed* to levy a Harbour due of one rupee on every ton of goods landed or shipped.

(c.) There is occasionally a slight delay to vessels entering or leaving the Harbour in having to wait for the pilot at times when two or more vessels wish to leave or enter at the same time.

5. With regard to advantage 1, the Marine Department buoys, marking the limit in shore of which steam ships were not allowed to anchor, were in six fathoms water, and the nearest sounding in which vessels anchored was six and-a-half fathoms. Now they are berthed three abreast in five fathoms water, with their stern moorings in four and-a-half fathoms, or about one thousand feet nearer the Pier and shore than formerly.

6. With regard to advantages 2 and 3 they are undoubted facts and it is believed are appreciated by most Commanders. As an instance it may be mentioned that in the stormy weather in November last, when the P. and O. Ship arrived from Calcutta on the 24th, it was thought advisable not to allow her to enter Harbour, and not a passenger or ton of goods were landed until she was allowed to come inside about ten hours afterwards.

7. With regard to No. 4, the writer considers the prevention of the current an equal or greater advantage than the others. Half the time he thinks is now occupied by a boat in passing between a ship in five to seven fathoms water and the shore than in former times. The risk of damage to boats and goods is less, and the boats are manned by a less number of men. This advantage is also shared, though not quite equally, by sailing vessels, which since the damage to the breakwaters are compelled to anchor outside the Harbour; for lighters carrying cargo between them and the shore pass through the Harbour and thus for two-thirds of their passage have moderately quiet water and absence of current. On this point it may be mentioned that it is believed sailing ships would gladly come inside the Harbour if it was considered safe by the Marine Department to allow them to do so.

With reference to vessels being compelled to leave Harbour on the occurrence of a cyclone, it is considered that no stress should be laid on that point, because vessels are also frequently compelled to leave the open roadstead on such occasions.

There are few remarks to be offered on the disadvantages except that with regard to the proposed due of one rupee on the tonnage of imports and exports, as eight annas per ton has already been reduced in the cost of boat hire between ship and shore, the shippers would only feel the other eight annas as a charge above that which they formerly paid for shipping and landing goods; in other words they would pay a rupee per ton Harbour dues, but half-a-rupee is already saved to them in the facility of shipping.

The delay in occasionally waiting for a pilot is very small, and it is far more than counterbalanced in the time now saved in shipping and discharging.

The question whether the advantages outweigh the disadvantages is entirely one to be considered by the ship-owners, merchants and shippers generally.

Madras,
21st December 1882.

(Signed) N. St. B. BEARDMORE, C.E.,
Superintendent, Mardras Harbour Works.

No. 96.

Order—dated 10th January 1883, No. 104 W., Public Works.

Ordered that the Government of India be addressed.

(Here enter No. 105 W., dated 10th January 1883.)

(True Extract.)

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

To the Marine Department, with copy of letter.

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

# Govt. of (1883) Madras.

## PUBLIC WORKS.

*Dated January, 10th.*

*Recd.* *Encl.*

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**G.O., 10th Jan. 1883, No. 104 W.**

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**JANUARY.**
**Nos. 95-96.**

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### Madras Harbour Works.

*Letter from the Chamber of Commerce, Madras, to the Government of India on the financial position of the —,* forwarded with remarks.

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27-11

10th January 1883, No. 105. W., Public Works.

104/6

## PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 97.

Letter—from

Colonel R. H. SANKEY, R.E., C.B.,
*Secretary to the Government of Madras, Public Works Department,*

To

The SECRETARY to the GOVERNMENT of INDIA,
Public Works Department.

Sir,

I am desired to forward, herewith, for the information of the Government of India, the annexed copy of a letter, dated 22nd December 1882, from the Chairman of the Chamber of Commerce, having reference to a deputation from the Chamber which waited on the Hon. Major E. Baring during his recent visit to Madras.

2. The subject being that of the financial position of the new Harbour Works, I am further to submit, for information, in continuation of previous correspondence on the same subject, the communications, as per margin, from the Master Attendant and Superintendent of the Harbour Works which directly bear on the statements put forward by the Chamber of Commerce.

From the Master Attendant, No. 10634, dated 9th December 1882.
From the Master Attendant, No. 10732, dated 14th December 1882.
From the Master Attendant, No. 11, dated 4th January 1883.
From Officiating Superintendent, Madras Harbour Works, dated 21st December 1882.

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

Captain, R.E.,
Ag. Under Secy. to Govt., P.W.D.

Fort St. George,
10th January 1883.

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

# Govt. of (1883) Madras.

## PUBLIC WORKS.

*Dated January, 10th.*

*Recd.* *Encl.*

**G.O., 10th Jan. 1883, No. 104 W.**

**JANUARY.**
**Nos. 95-96.**

## Madras Harbour Works.

*Letter from the Chamber of Commerce, Madras, to the Government of India on the financial position of the —, forwarded with* remarks.

---

27-1

10th January 1883, No. 105 W., Public Works.

104/6

## PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 97.

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Your most obedient servant,

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Fort St. George,
10th January 1883.

Exd. C. Howarth.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

# Govt. of (1883) Madras.
## PUBLIC WORKS.

*Dated January, 10th.*

*Recd.* *Encl.*

**10th January 1883, No. 105 W.**

**JANUARY.**
**No. 97.**

## Madras Harbour Works.

LETTER from the Chamber of Commerce, Madras, to the Government of India on the financial position of the —, forwarded with remarks.

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Administrative Department.

No. 10634

MADRAS,
Marine Office,
9 December 1882

From
J. H. TAYLOR, ESQ., LIEUT., R.N.R.,
*Master Attendant,*
*Administrative Department,*
*Madras,*

To
The Honorable C. G. Master
*Chief Secretary to Government,*
*Marine Department,*
*Fort Saint George.*

SIR,

I have the honour to invite the attention of Government to a report in the Evening Mail of the 8th instant of an interview given by the Honorable Major Baring to a deputation of the Chamber of Commerce at which interview among other subjects the Harbour is brought forward and certain fears expressed by the Chamber that the trade of the Port will suffer if the charges in connection with the interest and sinking fund of the money advanced by the Supreme Government for the Construction of the Harbour is made debitable to Port Funds.

2 I imagine the report is correct for the Secretary of the Chamber who was present

is also Editor of the Evening Mail. But it seems odd that the speakers should have avoided all mention of the fact that while one rupee a ton is the sum proposed to be raised for that special purpose under the powers sought in the new Act, the trade has been in the quiet enjoyment of the last 21 months of one half viz. eight annas a ton caused by the reduction of Boat hire owing to the facilities given ~~to~~ by the Harbour & the Boat hire is still so elastic that when more shelter is given a further reduction of four annas a ton can be equitably made, so that the sum to be raised on goods landed and shipped will be very small indeed not enough to justify any of the fears expressed by the deputations or to change the view taken by the Harbour Committee that enough shelter is now provided in all ordinary weathers to give greatly increased despatch to steamers and warrant some interest being afforded to Government.

3. I was not aware of the intention of the Chamber to address Major Baring

or

P

or I should have placed these facts at his disposal in time to meet the requirements of the case.

104
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4. I propose to address Government shortly on the subject of Port dues, for the past year has shewn that alterations can be made in their adjustment which will place the subject more favourably before the Public. Major Baring having left Madras this information may be afforded to Honorable Mr Mackenzie.

I have &c
(Signed) J. H. Taylor
Master Attendant
Administrative Department

True copy
J H Taylor

(188 ) DEPARTMENT.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
*Madras,*

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
*Fort St. George.*

No.

Dated } 188
Received }

No.

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Administrative Dept.

No 10,634

Madras,
Marine Office
9th December 1882

104/10

From

J. H. Taylor Esq. Lieut R.N.R.
Master Attendant
Administrative Department
Madras

To

The Honorable C. G. Master
Chief Secretary to Govt.
Marine Department
Fort St. George.

Sir,

I have the honor to invite the attention of Govt. to a Report in the Evening Mail of the 8th Inst. of an interview given by the Honorable Major Baring to a deputation of the Chamber of Commerce, at which interview among other subjects the Harbour is brought forward, and certain fears expressed by the Chamber that the trade of the Port will suffer if the charges in connection with the interest and sinking fund of the money advanced by the Supreme Govt. for the construction of the Harbour is made debitable to Port funds.

2. I imagine the report is correct, for the Secretary of the Chamber who was present is also Editor of the Evening Mail. But it seems odd that the speakers

should have avoided all mention of the fact that while one Rupee a ton is the sum proposed to be raised for that special purpose under the powers sought in the new Act, the trade has been in the quiet enjoyment for the last twenty one months of one half viz eight annas a ton, caused by the reduction of boat hire, owing to the facilities given by the Harbour, and the boat hire is still so elastic, that when more shelter is given a further reduction of 4 annas a ton can be equitably made, so that the sum to be raised on goods landed and shipped will be very small indeed, not enough to justify any of the fears expressed by the deputation or to change the view taken by the Harbour Committee that enough shelter is now provided in all ordinary weather to give greatly increased despatch to steamers and warrant some interest being afforded to Government.

3. I was not aware of the intention of the Chamber to address Major Baring, or I should have placed these facts at his disposal in time to meet the requirements of the case.

4. I propose to address Government shortly on the subject of Port dues for the past year has shewn that alterations can be made in their adjustment which will place the subject more favorably before the public. Major Baring having left Madras, this information may be afforded to the Honorable Mr. Mackenzie.

I have the honor to be;
Sir,
Your Most Obedt Servt
(Sd.) J. H. Taylor
Master Attendant
Administrative Departt

Exd.

Administrative Department.

No. 10732

Madras,
Marine Office,
14th December 1882.

From
J. H. TAYLOR, Esq., Lieut., R.N.R.,
*Master Attendant,*
*Administrative Department,*
*Madras,*

To
The Honorable C. G. Master,
*Chief Secretary to Government,*
*Marine Department,*
*Fort Saint George.*

Sir,

In continuation of my letter No. 10634, dated December 9th 1882, referring to the interview of the deputation of the Chamber of Commerce with the Honorable Major Baring, in connection with the levy of Harbour dues, I have the honor to forward an extract from a letter from Mr Clement Simpson, Chairman of the Chamber of Commerce, to my address embodied in G.O. Public Works Department, No. 2241 W, dated August 31st 1882, wherein the Chamber through their Chairman fully recognize the necessity of levying Harbour dues on goods, and to suggest that it be forwarded for the information of the Honorable Major Baring with my previous letter it is to be observed that the condition of the Harbour was is the same as at present.

I have &c.

(Signed) J. H. Taylor

Master Attendant

Administrative Department

Extract.

The Chamber approve of the arrangements you propose to make on the beach and the Custom-house buildings for the enclosure and protection of goods in course of shipment or landing, and they fully recognize the necessity of proper means of levying the Harbour dues on goods, but they so far fail to see the necessity for Government interference beyond the beach. I am desired by the Chamber to state that, in their opinion, it would be better to make your consolidated rate exclude the cost of boat-hire, the existing arrangements for the provision of which should not be interfered with.

True copy

J H Taylor

(188 ) DEPARTMENT.

3rd C. No. 160

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
*Madras*,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
*Fort St. George.*

No.

Dated
Received 188

No.

---

*Subject.*

Fort St George
23d December/82

No 1588

Transferred to the
Public Works Department

C. G. Master
Chief Secretary

No ~~2427~~ 2/C of 2d January 1883

Referred to the
Master Attendant for
any remarks he may
wish to offer.

(By order)

A. S. Russell

Under Secy to Govt P.W.D.

---

P.W.C. No 2455

Marine (1882) Depatt.
(Madras Harbour)

Extract

P.W. [illegible]

from

The Chairman,
Chamber of Commerce

Read 26/12/82

Dated 22d Decr/82
Recd 22d do

Encls. one

CURRENT No. 138

Forwarding for transmission letter addressed to
G. of India, P.W. Dept.

Transferred

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No 10732

Administrative Dept

Madras
Marine Office
14th December 1882.

104/13

From
J. H. Taylor Esq. Lieut R.N.R.
Master Attendant
Administrative Department
Madras

To
The Honorable C. G. Master
Chief Secretary to Govt
Marine Department
Ft. St. George

Sir,

In Continuation of my letter No 10634 d/9th December 1882 referring to the interview of the deputation of the Chamber of Commerce with the Honorable Major Baring, in connection with the levy of Harbour dues, I have the honor to forward an Extract from a letter from Mr Clement Simpson, Chairman of the Chamber of Commerce, to my address, embodied in G.O. Public Works Dept. No 2241 W d/ 31st August 1882, wherein the Chamber through their Chairman, fully recognised the necessity of levying Harbour dues on goods and to suggest that it be forwarded for the information of the Honorable Major Baring with my previous letter. It is to be observed that the condition of the

Harbour was the same as at present.

I have the honor to be
Sir,
Your most Obedient Servt
Sd/ J.H. Taylor
Master Attendant
Administrative Dept.

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604/16

Extract from letter from Mr Clement Simpson, Chairman, Chamber of Commerce to the Master Attendant at Madras 10th July 1882, embodied in G.O. M. Dept No 2245 dated 31st August 1882.

"The Chamber approve of the arrangements you propose to make on the beach and the Custom house Buildings for the enclosure and protection of goods in course of shipment or landing, and they fully recognise "the necessity of proper means for levying the Harbour dues on goods, but they so far fail to see the necessity for Govt. interference beyond the beach. I am desired by the Chamber to state that in their opinion it would be better to make your consolidated rate exclude the cost of boat hire, the existing arrangements for the provision of which which should not be interfered with.

(True Extract)

Sd/ J.H. Taylor
Master Attendant
Administrative Dept

Administrative Department.

MADRAS,
Marine Office,
No. 11 January 4th 1883.

From
J. H. TAYLOR, Esq., Lieut., R.N.R.,
Master Attendant,
Administrative Department,
Madras,

To
Colonel R. H. Sankey R.E. C.B.
~~Chief~~ Secretary to Government,
Public Works ~~Marine~~ Department,
Fort Saint George.

Sir,

* dated Decr. 22d 1882

The letter* of the Chamber of Commerce, upon which my remarks are invited, commences by an explanation that in a financial aspect the Harbour is regarded too much in the light of a Local, and too little as an Imperial, project. This of course is a subject upon which a great deal may be said, and it will no doubt receive careful attention. As to the abstract gain to the local Government owing to the advantages afforded by the work, it is exactly the same scale as that of the public — the Government transactions in its landing and shipping of stores &ca &ca, its troops and passenger traffic amounted to a sum of 8,508,212 Rupees during the past official year, or say 10 per cent of the Trade of the Port, and to that extent Government may be considered fairly liable to a proportionate subscription towards the interest and upkeep of the Harbour.

2 The voice of the Mercantile Community was

originally certainly most strongly in favour of a Harbour, as an enormous amount of evidence can be brought to show, though it may be, as alleged in this letter, that the Chamber itself was only asked technically what amount of taxation the Trade could bear, and this method of pressing the question upon Major Baring seems to me unfair.

3 As to port dues, it should have been explained that, owing to an adherence to an old Madras practice, which allows a long period of exemption of dues, during which a vessel may enter and clear without charges, a false impression prevails in the business world, and a comparison of the Madras dues with those of other Ports is not properly understood, and in this letter under review the true explanation has been withheld. The Port dues (before the increase) were fixed at 3 annas, but as nearly all the vessels in the Home and Foreign Trade returned within the period of exemption, they actually in practice only realized a sum equal to ($1\frac{1}{2}$) one and a half annas a ton, as compared with all the other ports mentioned by the Chamber, where dues are levied on all entries, and while now fixed at (6) six, they really only realize (3) three, a sum for which the advantages now secured are well exchanged.

It

4 It is not, so far as I am aware contemplated to make charges as if the Port was deriving full advantage from a completed work.

5 My recommendations, which are the only ones before Government, either directly or in the various proceedings of the Harbour Committee, only go to provide one rupee a ton on landing and shipping goods to provide for the interest of the money already expended, and a small sum in addition for establishment and upkeep. I have never heard any member of the Chamber, or of the Trade Association, or of the General public, treat this as other than a most reasonable suggestion, and one that in the words of the Chamber itself is fully recognized as a duty. What has caused such a change of opinions I am at a loss to comprehend.

6 I had fully intended, whenever an opportunity presented, to bring up before the Harbour Committee this matter of the Port dues, and pressing upon Government the importance of setting our position right in the eyes of the world, and changing the rate from 6 annas as at present to 3 annas on entry, whether outward or homeward.

7 Para 2, I have already shown to the Govern-

ment, through the Harbour Committee, that by concentrating all interests, and consolidating all fees, the port can be made self-supporting, with all charges at present contemplated, and if the object of the Chamber's interest was the real good of the Trade alone, and its position in the estimation of English & Indian importers and exporters, and its favourable comparison with rival ports, this could be readily effected, but local private interests interfere, and are considered by some influential people to have paramount claims.

8 Para 3, in this para the Chamber draws attention to the danger of driving the shipping interest into a search for other and cheaper ports, such as I suppose Pondicherry, Negapatam, Tuticorin, which have railway communication. I have made, in prosecution of information into this subject, inquiries into the cost of bringing goods to Madras by rail, and have always found the freight prohibitive, and I am convinced importers would not give employment to ships that insisted on such conditions as delivery at an extra expense for inland carriage. As to the ships themselves the past year has furnished some experience of value to the present inquiry. Nearly all the steamers by whose agency the trade

of

of Madras is carried on have returned from Calcutta, the terminal port of their voyages out, and the port of departure homewards, within exempted period, and so have only averaged dues of 3 annas a ton; but two lines, the Clan and the Bird, whose vessels bring large cargoes to Madras, have not returned, and have yet paid the full sum of 6 annas on entry; yet they return from England without, so far as I can detect, any complaint. It would be both just and politic to remove this distinction, and charge all alike a reasonable rate of annas (3) three on entry.

9 Para 4, I have not made inquiries about Kurrachee, but it is probably as the Chamber points out. A great expense has been incurred on works for the interests of Trade, without the previous guarantee of the public that returns would be easy and profitable, and it is now an object of Government, having made the original mistake, to try and remedy it by tempting trade at a present outlay. Such is the principle that governs all commercial enterprise.

10 Para 5, I agree with the Chamber that a calamity should be treated from a different point of view to ordinary Imperial expense, but that is a matter which will no doubt be equitably considered by Government. The

works

originally certainly most strongly in favour of
a Harbour, as an
can be
-leged
as

From
THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

THE ~~CHIEF~~ SECY. TO GOVERNMENT,
P. W. ~~MARINE~~ DEPARTMENT,
Fort St. George.

No.

Dated 4th } January 1883.
Received }

No. 11

Subject.

Offers remarks on letter from the Chamber of Commerce regarding Harbour Dues.

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Chamber of Commerce,
Madras, 22d December 1882.

104

17

From
The Chairman,
Chamber of Commerce.

To
The Chief Secretary to Government,
Fort Saint George.

Sir,

In accordance with a suggestion made by the Honble Major E. Baring to a Deputation from the Chamber of Commerce, which lately waited upon him, I have the honor to send herewith an open letter addressed to the Secretary to the Government of India, Public Works Department, Calcutta, and to request that, after its perusal by His Excellency in Council, you will be

15 No one can prophecy what the reconstruction may cost, but something must be done, and Nautical experience, which I have largely consulted suggests a totally different form, and a better acknowledgment of the forces of Nature that may at times oppose it in far greater force than was exerted in November 1881. It seems to me that the Chamber should, in the best interests of Madras, lend every exertion towards satisfying Government that the Harbour is a necessity and well worth the cost to which Trade will be subjected.

I have the honour to be
Sir
Your most obedient servant

W Taylor
Master Attendant
Administrative Department

be so good as to forward it as addressed.

I have the honor to be,
Sir,
Your most obedient Servt.

Clement Simpson
Chairman.

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The Chamber of Commerce,
Madras, 22nd *December*, 1882.

From

THE CHAIRMAN,
THE CHAMBER OF COMMERCE,
*MADRAS.*

To

THE SECRETARY,
TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT,
*CALCUTTA.*

Sir,

1 On the occasion of the Honorable Major E. Baring's recent visit to Madras, a deputation from the Chamber had the honor to explain to him that the Madras Harbour was, in its financial aspects, regarded too much in the light of a local work, and too little as an Imperial project. The deputation reminded the Finance Minister that the work was of an experimental character; that it had been undertaken by the Government on their own responsibility; that the Chamber had only been asked to estimate what amount of taxation the trade of the Port could bear for purposes of paying interest on capital expended; and that though the Port dues had already been increased by more than 100 per cent., and a Bill had passed the local Legislative Council for levying dues on goods landed and shipped, the trade of the port was as yet deriving but few advantages from the Harbour. For these reasons the deputation submitted that it was not reasonable that the trade of the Port should be taxed as if it were deriving full advantage from a completed work.

2 The Honorable Major Baring stated in reply to these representations that the completion of the Harbour depended on the report of the experts to whom the engineering question had been referred by the Secretary of State, and seemed to hold the opinion that, whatever the cost of construction might be, the Harbour works ought to be self-supporting. He suggested, however, that the Chamber should address the Government of India on the subject, and promised he would further consider it.

3 While admitting that it would be satisfactory to the Government and the public, if the works could be self-supporting, the Chamber would submit that it

is no argument for taxing local trade to such an extent as might seriously detract from the usefulness of the Port, and drive the trade itself to less burdened ports along the Coromandel or Malabar Coast. Bearing in mind how many comparatively free ports there are along the sea-board of Southern India, the Government would do well not to risk levying too high a rate of taxation at the port of Madras. As it is, the heavy additions to the Port and Harbour dues recently made, have seriously handicapped the Port of Madras as compared with Bombay. In former years, Madras, as a Port, enjoyed the advantage of cheapness, but since the new dues were imposed, they have become fully double those charged at Bombay, if reckoned on the ships' registered tonnage, and if reckoned on the quantity of cargo landed and taken away, they are from ten to sixteen times those charged at the Western Presidency. The incidence varies in accordance with the quantity of cargo brought and taken, the carrying trade of Madras now being chiefly done by the lines of large steamers, which make the place a Port of call only, and dues being levied on ships' registered tonnage, without any regard to the quantity of cargo taken by them. As a matter of fact, there is now but a trifling difference between the cost of importing Manchester and Glasgow manufactures into Madras *via* Bombay, notwithstanding the length of Railway traversed, and it would scarcely be to the interests of Government that the bulk of the trade of Madras should be driven to the Western Presidency.

4 The Chamber understand that the dues levied at Kurrachee, where an artificial Harbour exists, are not in proportion to the cost of the new Works, but that a large annual grant is made from Provincial funds towards charges of maintenance, &c., Government recognising, apparently, that heavier dues would cripple trade.

5 It does not appear to the Chamber reasonable or fair that the consequences of the catastrophe caused by the Cyclone in 1881 should fall alone on the trade of this Port. These consequences are, increased cost owing to the necessity for reconstruction of a portion of the works on perhaps more expensive lines than those of the original estimate, and the postponement for a considerable time of the advantages that would have been enjoyed by the trade from the protection afforded by the Harbour walls did they now stand uninjured and completed.

6 Calamities of a serious nature and the consequent necessity for extraordinary expenditure in one part of the Empire are not, as a rule, treated as local, but as imperial matters, and the Chamber respectfully urge that this is an instance which calls for the employment of imperial resources.

7 The present condition of the Harbour walls affords no more protection than was secured when the groynes were only half completed, and the Chamber submit that no further steps should be taken to collect dues in payment of interest on capital expenditure, until the completion of the works shall have been satisfactorily accomplished, and proper shore arrangemets made for the receipt, protection, and despatch of goods in course of landing or shipment.

8 If in the future it is found that the trade and the shipping of the Port can without fear of being crippled bear an increased charge, the question can be re-considered, but at present it seems clear that the growth of trade at Madras will warrant no heavier dues than those necessary to provide the interest on

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106/20

the original estimate of about £600,000 as a glance at the following figures will show:—

Annual Imports into the Port of Madras.

| | 1872. | 1873. | 1874. | 1875. | 1876. | 1877. | 1878. | 1879. | 1880. | 1881. |
|---|---|---|---|---|---|---|---|---|---|---|
| G. & W. Shirtings yds. | 30,524,361 | 36,440,323 | 27,293,036 | 35,781,928 | 30,894,105 | 20,375,262 | 25,759,975 | 33,546,930 | 41,147,041 | 45,872,966 |
| G. & W. Jaconets pcs. | 163,209 | 201,311 | 215,097 | 214,686 | 198,180 | 182,511 | 223,345 | 193,097 | 297,965 | 334,239 |
| Madapollams ... do | 173,718 | 127,790 | 144,914 | 115,678 | 155,412 | 37,890 | 79,076 | 96,313 | 105,692 | 124,702 |
| G. & W. Mulls ... do | 104,892 | 150,117 | 133,821 | 137,269 | 147,976 | 149,043 | 156,747 | 178,786 | 246,698 | 216,285 |
| Prints ... do | 301,423 | 393,687 | 278,315 | 280,438 | 321,520 | 198,547 | 316,793 | 188,524 | 404,161 | 418,088 |
| T. R. Cambrics &c. yds. | 1,627,667 | 1,378,268 | 1,710,192 | 1,799,534 | 2,424,977 | 1,751,476 | 2,139,060 | 4,223,213 | 3,048,788 | 3,824,912 |
| T. R. Mulls ... pcs. | 41,681 | 34,038 | 60,812 | 43,246 | 70,996 | 21,219 | 33,110 | 86,444 | 64,845 | 86,180 |
| Mule Yarn ... lbs. | 8,373,910 | 8,467,500 | 9,076,620 | 8,741,545 | 8,694,590 | 6,859,465 | 6,410,395 | 6,270,395 | 8,678,110 | 5,820,645 |
| Colored Yarns ... do | 2,596,650 | 3,358,955 | 3,568,262 | 3,237,505 | 2,809,519 | 2,325,729 | 3,025,151 | 3,917,185 | 4,555,305 | 4,783,593 |

Annual Exports from the Port of Madras.

| | 1872. | 1873. | 1874. | 1875. | 1876. | 1877. | 1878. | 1879. | 1880. | 1881. |
|---|---|---|---|---|---|---|---|---|---|---|
| Cotton ... cwts. | 288,384 | 327,216 | 322,672 | 415,512 | 317,624 | 10,796 | 108,870 | 158,962 | 134,600 | 114,815 |
| Coffee ... do... | 30,928 | 51,510 | 26,374 | 38,129 | 48,255 | 25,096 | 27,820 | 26,652 | 36,659 | 25,626 |
| Sugar ... do... | 81,954 | 31,861 | 6,667 | 9,135 | 11,761 | 3,815 | 1,175 | 1,873 | 5,737 | 35,559 |
| Indigo ... do... | 26,547 | 43,115 | 27,008 | 21,452 | 29,199 | 14,414 | 21,344 | 42,312 | 23,475 | 35,245 |
| Redwood ... do... | 123,447 | 45,286 | 49,912 | 57,350 | 51,774 | 35,203 | 55,002 | 53,807 | 66,387 | 34,541 |
| Madras Hkfs... corges. | 2,049 | 2,316 | 2,174 | 2,918 | 4,625 | 4,966 | 5,011 | 2,348 | 2,163 | 2,829 |
| Goat, Sheep Skins do... | 434,663 | 449,852 | 324,601 | 448,930 | 474,397 | 445,413 | 447,961 | 493,298 | 489,995 | 564,232 |
| Hides ... do... | 15,483 | 20,717 | 22,231 | 32,729 | 42,447 | 101,395 | 48,172 | 20,355 | 27,635 | 44,131 |

The Chamber beg Government to remember that it is easy to drive trade away from a Port, but very difficult to bring it back again, and they respectfully urge that it is of greater importance to foster and encourage the commerce of this City than at once to collect from it the full interest on the work in question, at the risk of seriously crippling and prejudicing the trade that naturally comes to this point of the sea-board.

I have the honor to be,

Sir,

Your most obedient Servant,

Clement Simpson

*Chairman.*

Madras 928/82

# Madras Harbour

## Note on the advantages or otherwise in the use of the Harbour.

### Advantages.

1. Vessels anchor nearer in shore and thus a shorter passage is made for the lighter boats in carrying cargo between ship and shore.

2. During ordinary sea and weather which is never very quiet in Madras except in six to eight weeks at different periods of the year - the sea is undoubtedly more quiet inside the Harbour over the whole area than without and thus the operation of discharging and landing cargo and vice versa is facilitated.

3. During ordinary rough weather the portion of the Harbour bounded by the weather Breakwater and a line extending from the head of the Iron Pier to the weather head of the Breakwater at the entrance, is under the lee of that Breakwater and the sea

is more tranquil in that portion than outside the Harbour. That area is large enough to berth with ample scope of cable two large ships.

4. During all states of the weather the current which sets at some considerable speed either North or South for about nine months in the year and which before the construction of the Harbour caused considerable difficulty, delay and expense in the process of shipping and landing goods, is by the Breakwaters entirely cut off and prevented from entering the Harbour. The lighters now ply to and fro with ease, and safety from risk caused by the current, but are on account of not having to contend with it manned by less men than formerly.

## Disadvantages-

(a) The Port dues have been raised by three annas per ton on the registered tonnage of the ship i.e. just double the amount they were before and there is

a moderate fee for pilotage when a vessel leaves or enters the Harbour.

(b) It is proposed to levy a Harbour due of one rupee on every ton of goods landed or shipped-

(c) There is occasionally a slight delay to vessels entering or leaving the Harbour in having to wait for the pilot at times when two or more vessels wish to leave, or enter at the same time.

With regard to advantage 1, the Marine Dept. Buoys, marking the limit in shore of which steam ships were not allowed to anchor were in six fathoms water, and the nearest sounding in which vessels anchored was six and a half fathoms- Now they are berthed three abreast in five fathoms water, with their stern moorings in four and a half fathoms, or about one thousand feet nearer the pier and shore than formerly.

With regard to advantages 2 & 3

they are undoubted facts and it is believed are appreciated by most Commanders, as an instance it may be mentioned that in the stormy weather in November last when the P&O Ship arrived from Calcutta on the 24th it was thought advisable not to allow her to enter harbour, and not a passenger or ton of goods were landed until she was allowed to come inside about 10 hours afterwards.

With regard to No. 4, the writer considers the prevention of the current an equal or greater advantage than the others. Half the time he thinks is now occupied by a boat in passing between a ship in five to seven fathoms water and the shore than in former times. The risk of damage to boats and goods is less and the boats are manned by a less number of men. This advantage is also shared, tho' not quite equally, by sailing vessels, which since the damage to the Breakwaters are [illegible]

the Harbour, for lighters carrying cargo between them and the shore p through the harbour and thus for thirds of their passage have modera quiet water and absence of curre On this point it may be mentioned it is believed sailing ships woul gladly come inside the Harbour if was considered safe by the Mar Deptt to allow them to do so.

With reference to vessels bei compelled to leave Harbour on th occurrence of a cyclone, it is conside that no stress should be laid on point, because vessels are also frequ compelled to leave the open Roadste on such occasions.

There are few remarks to be off on the disadvantages except that w regard to the proposed due of one ru on the tonnage of imports and expor as eight annas per ton has alrea been reduced in the cost of boat hi between ship and shore the shipp would only feel the other eight ann as a charge above that which they formerly paid, for shipping and landing goods; in other words they would pay a rupee per ton harbour dues, but half a rupee is already saved to them in the facility of shipping.

The delay in occasionally waiting for a pilot is very small and it is far more than counterbalanced in the time now saved in shipping and discharging.

The question whether the advantages outweigh the disadvantages is entirely one to be considered by the Ship-owners, Merchants and shippers generally.

(Sig^d.) N. St. B. Beardmore.
C. E.

Madras
21st Decr/82

Exd

P.W.C. No 102

[illegible] 13

Seen and forwd by H E in C

Abb

9/1/83

To The Marine Dept with copy of letter.

Ordered that the [illegible] addressed.

104/30

To the Secy. of Works
G of I

Sir

I am desired to forward herewith for the information of the Govt. of India the annexed copy of a letter dated 22d December 1882 from the Chairman of the Chamber of Commerce having reference to a deputation from the Chamber which waited on the Honorable Major E Baring during his recent visit to Madras

2. The subject being that of the financial position of the new Harbour works

Orders that the [illegible]
addressed.

104/30

To the Secy. of Works
Govt.

Seen and forwd
by H E in C

Rltt

9/1/83

Sir

I am desired to forward herewith for the information of the Govt. of India the annexed copy of a letter dated 22nd December 1882 from the Chairman of the Chamber of Commerce having reference to a deputation from the Chamber which waited on the Honorable Major E Baring during his recent visit to Madras

2. The subject being that of the financial position of the new Harbour works

To The Marine Dept with
copy of letter.

184
105

P. W. Department,
Madras, 18th January 1883.

104
32

No. 105 D.

To,

~~Chief ... Engr.~~

The Chairman of the Chamber of Commerce,
Madras.

Sir,

I am directed to acknowledge the receipt of your letter of the 22nd December 1882 addressed to the Chief Secretary to Government, and to inform you in reply that the enclosure of the same date, addressed to the Secretary to the Govt. of India in the P. W. Department, Calcutta, has been duly forwarded.

I have the honor to be,
Sir,
Your Most Obedient Servant
/Sd/- [illegible] Sankey Colonel R.E.
Secretary to Govt. P.W. Dept.

Despd. 19/1/83.

R.S.

A. 105 W d/ 10-1-83
106 W —

No 105 D d/ 18th Jany/83

Well do a fair copy after correction

Fair copy

No 104 W. 105/34 B 1 8 C 108/R

A/ From order

PUBLIC WORKS DEPARTMENT.

## PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 10th Jany/83.

Read the following:-

Letter from the Master Attendant (H.E. No 10634 d/ 9th Decr 1882)
Do ——— do ——— ( " " 10732 d/ 14th " ——— " )
Do ——— do ——— ( " " 11 d/ 4th Jany 83)

Memo from Offg Superintendent Madras Harbor Works } ( " " " d/ 21st Decr 1882)

19

Ordered that the Government of India be addressed.

(H.E. No 185 W d/ 10th Jany 83)

1097

To,
The Secretary to the
Government of India
P. W. Dept

To,
The Marine Dept
with copy of letter
Despd 16-1-83-

Sir,

I am desired to forward herewith for the information of the Govt of India the annexed copy of a letter dated 22 Decr/82 from the Chairman of the Chamber of Commerce having reference to a deputation from the Chamber which waited on the Hon'ble Major E. Baring during his recent visit to Madras

2 The Subject being that of the financial position of the new Harbour Works, I am further to submit for information in continuation of previous correspondence on the same subject the communications as per margin from the Master Attendant and Superintendent of the Harbour Works which directly bear on the statements put forward by the Chamber of Commerce

From the Master Attendant, No 10034 d/ 9 Decr/82
do
" " " " No [illegible] Decr/82
" " " " 10732 d/ 14 " "
" " " " 11 d/ 4 Janry/83
From Offg Supdt M H Works d/ 21 Decr/82

Despd to Calcutta
16-1-83-

10/1/83

Govt. of (1882) Madras
PUBLIC WORKS

Dated

Recd.

Recd.

G. O. 10 Jany 83 No. 10
10

Nos. 45
47

Madras Harbour

Works

Letter from the Cham
of Commerce Madr
to the Government of
on the financial
of the — forward
with remarks.

Entd. in the Receipt

of pages 10

repair

the Referencer

ARCHIVES

TAMIL NADU

P. W DEPARTMENT

Press.
Mis.

— 1883 ~~198~~.