

GENERAL.
ACCOUNT.

Govt. of (1882) Madras.
PUBLIC WORKS.

Dated November, 17th.

Recd.

Encl.

G.O., 17th Nov. 1882, No. 3048 W.

NOVEMBER.

Nos. 112-113.

Madras Harbour Works.

The whole of the outlay on the — in 1882-83, ordered by the Government of India to be kept within the grant of Rs. 5,67,000 and to be incurred for the preparation of materials only, and the provisional grant of Rs. 2,00,000 withdrawn.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 112.

READ—the following letter from Colonel W. S. TREVOR, R.E., Secretary to the Government of India, Public Works Department, (Account—General,) to the Secretary to the Government of Madras, Public Works Department, dated Simla, 7th November 1882, No. 360 A.—G. :—

I am directed to forward, herewith, copy of Finance Department No. 3601, dated 7th September 1882, and to inform you that the whole of the outlay in connection with the Madras Harbour Works, both in India and in England, in 1882-83, must be kept within the grant of Rs. 5,67,000 now sanctioned for the purpose. The provisional grant of Rs. 2,00,000 sanctioned in Public Works Department No. 144 C.W.M., of the 25th April last, is hereby withdrawn.

2. I am to add that as no definite proposal for the reconstruction of the harbour has yet been sanctioned or even submitted, whatever expenditure is incurred must only be for the preparation of materials.

ENCLOSURE.

From R. LOGAN, Esq., Officiating Under Secretary to the Government of India, Department of Finance, to the Chief Secretary to the Government of Madras, Public Works Department, dated 7th September 1882, No. 3601.

I am directed to acknowledge receipt of Colonel Sankey's letter to the Secretary to the Government of India in the Public Works Department, No. 1676 W., dated the 3rd July 1882, in which it is requested that, pending the final orders of the Secretary of State as to the future operations to be undertaken in connection with the Madras Harbour Works, a further grant of 3½ lakhs of rupees may be made to enable the Government of Madras to meet the incidental charges of the current year.

2. In reply, I am desired to say that the state of the finances precludes the Government of India from imposing any additional burden on Imperial Revenue in the present year in excess of what has been already sanctioned, but that for the purpose of meeting the incidental charges, as well as the cost of stores indented for from England during the current year on account of the Madras Harbour, the contribution of Rs. 5,67,000 from Local Funds to Imperial, which by an oversight was transferred to credit of Provincial Funds in the estimates of the current year, may be treated as an Imperial grant for the Madras Harbour Works. The sum of Rs. 5,67,000 will therefore be credited to Imperial in the accounts of the year, and the Public Works grant to Madras increased by an equal amount.

* Original papers returned, a copy being kept of the Madras letter under reply.

Copy forwarded to the Public Works Department,* the Comptroller-General, and the Accountant-General, Madras, for information.

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 is brought forward, and certain fears expressed by the Chamber that the trade will suffer if the charges in connection with the interest and sinking fund money advanced by the Supreme Government for the construction of the Harbours 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.

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.

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 and 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	30,524,361	38,440,323	27,293,636	35,781,928	30,894,105	20,375,262	25,759,975	33,546,930	41,147,041	45,772,966
G. & W. Jaconets	163,209	201,311	215,097	214,686	198,180	182,511	223,345	193,097	297,965	334,239
Madapolams	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.	1,627,667	1,378,268	1,710,192	1,799,514	2,424,977	1,751,476	2,139,060	4,223,213	3,043,788	3,824,312
T. R. Mulls	41,681	84,033	60,812	43,246	70,995	21,219	33,110	86,444	64,845	60,180
Mule Yarn	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	3,568,292	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	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	23,475	35,245
Redwood	123,447	45,286	49,912	57,350	51,774	35,203	53,002	53,807	66,387	34,541
Madras Hks.	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	493,299	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

(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, Madras 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

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.

No. 1588.

Transferred to the Public Works Department.

FORT ST. GEORGE,
23rd December 1882.

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

No. 2 C.

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

(By Order.)

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

2nd January 1883.

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

* Dated 22nd December 1882.

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.

should be continued thereon.

Dec 31/2/83