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- (1) பக்கங்களின் எண்ணிக்கை _____
- (2) புதுக்கித் திருப்பிய நாள் 12/89
- (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் _____

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

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அரசாணை எண். மு. கோப்புத் தாள் எண்.	3559	அச்சகம் பலவகை
நாள் :	13 - 12 - 1889	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following papers :—

G.O., dated 31st May 1889, No. 230, Marine.

ABSTRACT.—Passing orders on the Government of India letter requesting that an annual report on the administration of the Madras Harbour Trust may be prepared and submitted to Government, copies of the report, with remarks of the Local Government, being forwarded to the Government of India.

G.O., dated 14th June 1889, No. 251, Marine.

ABSTRACT.—Directing the Chairman, Harbour Trust Board, to submit a revised report, giving information on the general administration of the Trust and on the points specified.

READ—also the following paper :—

From Sir RICHARD BARLOW, *Bart.*, C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government, dated Madras, 24th August 1889, No. 3022.

I have the honor to submit the following brief report* upon the general administration of the Harbour Trust Board since its inauguration on the 1st June 1886, called for in G.O., No. 251, Marine, dated 14th June 1889.

* Approved by Trust in Resolution No. 4, dated 20th instant.

2. *Policy of Trust.*—The general policy of the trustees has been to afford facilities to the trade of the port by rapid landing and shipment of cargo, and while carefully economising the funds entrusted to their administration, to simplify and minimise charges levied. The question of the form of entrance to the harbour best suited to the requirements of the port was at once taken into consideration as a matter of paramount importance, and has had very anxious consideration from the first, and the views of the Board have from time to time been submitted to Government.

3. *Main Objects.*—The objects to these ends which the trustees have steadily kept in view have been—

- (a) to obviate all unnecessary delay in the landing and shipping of merchandise;
- (b) to ensure security to vessels and goods in all weathers, so far as circumstances would permit; and
- (c) to connect their tramways with the main lines of the Railway Companies.

4. *Smooth Water essential.*—The Board have all along been of opinion that smooth water at all times ensuring perfect safety to ships, cargo boats, and low level jetties with their appliances was a *sine qua non*, and that without smooth water, and assured safety to cargo, lighters, and the machinery for loading and discharging them, little permanent benefit could accrue to the port from the harbour.

Madras has always labored under one great disadvantage, both with regard to her import and export trade, which is the uncertainty as to the time a steamer might be detained in discharging or loading cargo, a serious matter for any harbour, but especially at a port of call like Madras. This delay has been at times in the past

so great that extra rates of freight have been and still are charged to compensate for possible delay, and although charges are now less than before, still the trade of Madras will never be upon a satisfactory basis, until the facilities afforded by the harbour are such as to ensure prompt despatch, and consequent reduction in rates of freight.

5. *Improvements introduced.*—The measures taken by the trustees to facilitate landing and shipping operations have necessarily been tentative only; they have had to accept matters as they found them, and gradually introduce improvements. To this end the screw-pile pier and the appliances upon it have been thoroughly overhauled and repaired, steam cranes added experimentally, and facilities given for working at night; while upon the foreshore within the arms of the harbour, numerous lines of railway in direct communication with the Madras and South Indian Railway Companies have been laid down, cranes have also been erected to facilitate the handling of heavy packages, and at the shore end of the pier, three large godowns have been erected for the storage of export cargo, which have added very largely to the security of goods, and have greatly tended to economise time. The details of these improvements have been submitted to Government and approved. I enclose a rough sketch showing the harbour works lines and their connections.

Much has already been done; much more remains to be done in the future.

6. *Financial Condition.*—With regard to the financial condition of the Trust, I would refer Government to G.O., Financial No. 692, dated 10th June 1887, and to G.O., No. 275, dated 21st June 1888, reviewing the financial operations of the Trust for the years ending 31st March 1887 and 1888, respectively; and I also submit, for the information of Government, a statement showing receipts and expenditure from 1st April 1888 to 31st March 1889. These accounts have been audited by the Accountant-General under G.O., No. 315, dated 9th July 1888; but I have not yet received his audit certificate, which I await before reporting in detail as usual upon the various items of receipts and charges.

The ordinary expenditure of the Trust is more than fully covered by harbour dues, and the reduction of the opening balance in 1888-89, from Rs. 6,92,000 to 5,65,000 at the close of the year, is due to the refund to Government of one lakh on account of harbour works advances, and interest Rs. 1,00,244 upon the same, having been met almost exclusively from harbour dues, while surplus port funds have only contributed a small portion—Rs. 25,000.

The regular transfer of surplus port funds under G.O., Marine, No. 161, dated 27th April 1888, will in future prevent such a large apparent excess of expenditure over income.

In this connection I beg to refer to G.O., Marine No. 151, dated 25th April 1888, and would remark that whether the port can afford a north-east entrance to the harbour at present is a matter which has of late frequently been discussed by the trustees.

At the present moment the orders of Government are to proceed with the sanctioned design, and this the trustees agree is the best thing to do with a view to practically testing the value of the harbour with an eastern entrance.

The total cost of this design is Rs. 46½ lakhs, and this sum the port can undoubtedly well afford without in any way increasing present rates of either port or harbour dues.

7. *Audit.*—The accounts of the Trust were audited for the year 1887-88, and the report of the auditors, Messrs. Stiven and Straith, was submitted to Government with my No. 935, dated 12th June 1888. The audit of 1888-89 has been undertaken and completed by the Accountant-General, and his report will be submitted, when received, as remarked at paragraph 9 *ante*.

8. *Constitution of Board.*—The Board, as lately constituted, consisted of thirteen members, but now numbers only ten, of whom three are officials—the Collector of Sea Customs, *vide* G.O., No. 230, dated 2nd June 1887; the Deputy Chief Engineer and the Presidency Port officer. Three are elected by the Chamber of Commerce, one by the Trades Association and three are natives (one Parsi, one Muhammadan and one Hindu) nominated by Government.

9. *Conservancy.*—A large amount of the Board's time has lately been occupied by the consideration of matter in connection with the conservancy of the port, which was transferred to the Trust on the 1st July 1888, under G.O., No. 161, dated 27th April 1888. I submit, herewith, a separate report from the Deputy Conservator, No. 1475, dated 16th August 1889.

Buoys and moorings have been added to and relaid; a life-boat has been purchased for the Harbour Masters; a third Harbour Master has been entertained, so that if one officer is sick or absent, the duties do not devolve on one man, while their pay has been improved with the sanction of Government.

10. *Construction.*—The construction of the harbour has made very satisfactory progress, and the south arm has now been built to a point which affords considerable protection to the iron pier and the larger portion of the beach at all times, except during the north-east monsoons.

While at first the Board were unanimously of opinion that nothing but a north-east entrance would meet the requirements of the port, to which view I individually entirely adhere, they have since modified their views, and are willing that the eastern entrance should have another trial, as it is thought that with a secure sea wall on the eastern face the disaster of 1881 cannot recur. It has been demonstrated by their Engineer to their satisfaction that proceeding with the sanctioned design does not necessarily involve the abandonment of a north-east entrance; and the difference in cost is a matter which the trustees consider demands very grave and earnest attention.

11. *Fees for Godown rent, &c.*—With regard to the rates of fees levied under section 45, Act II of 1886, the trustees submitted an amended schedule to take the place of schedule B framed under Act VI of 1884 (The Harbour Dues Act); but legal difficulties have arisen as to its introduction, and the question is still engaging the attention of the Board and their solicitors.

12. *Bye-laws.*—Bye-laws have been framed and approved by Government under section 70 of Act II of 1886, and so far as they go, have worked well; but they are imperfect and various defects in them having been brought to the notice in practice, it will be necessary to amend and add to them, which alterations and additions will be submitted to Government in due course.

ENCLOSURE.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Tuesday, the 20th day of August 1889.

4. Read draft letter reporting upon the administration of the Trust, from June 1886 to 31st March 1889, including conservancy from 1st July 1888.

Read minutes by Captain H. A. Street, Her Majesty's Indian Marine; Messrs. C. E. P. Vans Agnew, Cowasjee Eduljee Panday and Mirza Mehdy Ispahani and the Honorable Mr. J. A. Boyson.

Resolution.—Approved with the modifications suggested.

(True Extract.)

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

MADRAS HARBOUR TRUST BOARD.

MADRAS,
1st April 1887.

Certified that we have examined the above statement of receipts and charges with the books of the Harbour Trust Board, and find the same to be correct and to be properly supported by vouchers.

(Signed) G. H. ROSS,
Chief Accountant.

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

(Signed) E. S. TRAILL STEAITH AND J. STIVEN, *Auditors.*

MADRAS.

MADRAS,
20th April 1887.

MADRAS HARBOUR TRUST BOARD.

HARBOUR TRUST BOARD OFFICE,
Madras, 1st April 1888.

Certified that we have examined the above statement of receipts and charges with the books of the Harbour Trust Board and find the same to be correct and to be properly supported by vouchers.

MADRAS, 3rd May 1888.

(Signed)	S. HUTCHENCE, <i>Ag. Chief Accountant.</i>	(Signed)	C. PINSENT, <i>Secretary, Harbour Trust Board.</i>
(Signed)	E. S. TRAILL STRAITH AND J. STUYVEN, <i>Auditors.</i>		

MADRAS, 3rd May 1888.

of ships at night. Two improved lights were also procured for the buoys at the entrance of the harbour and suitable tripods were erected on them for their reception; these buoys were also moved from outside the entrance and brought inside.

Cargo Boats.—The daily average number of cargo boats which worked was 45 Masulah boats and 20 lighters out of a total licensed of 99 Masulah boats and 70 lighters. A monthly inspection of these boats has been made.

Harbour Masters.—One additional Harbour Master was appointed on 6th October, bringing the establishment up to three.

Three months' leave was granted to the senior Harbour Master who proceeded to Europe on the 24th March.

The work of conducting vessels from the roads into the harbour and *vice versa*, the latter also carried out at night, has been efficiently performed.

Sub-Marine Diver.—A large amount of cargo is constantly being lost overboard, and this causes the diver to be continually employed.

The following is a list of losses and recoveries :—

	Lost.	Recovered.
Chain, pieces of	3	1
Packages and bales	62	66
Iron, pieces of	99	54
Bars Railway, iron	64	44
Cases, copper	5	1
Girders, iron	2	2

ORDER—dated 20th November 1889, No. 490, Marine.

In calling for an annual administration report from the Harbour Trust Board, Madras, the Government of India expressed a desire that it should be similar in form and substance to the reports received from the Trustees of other large ports; but notwithstanding this remark and the subsidiary instructions conveyed in G.O., dated 14th June 1889, No. 251, the very meagre report now furnished by the Chairman furnishes hardly any specific information on the important matters connected with the general administration of the Trust and the progress made in the restoration of the harbour, and compares most unfavorably in every respect with the full and interesting account of their operations in 1888-89 published in July last by the Port Trust of Bombay. The Government will now proceed to review the working of the Trust during the period embraced by the report, *i.e.*, from the inauguration of the Trust in June 1886 to the end of the official year 1888-89, supplying such information as has not been furnished by the Chairman from the weekly proceedings of the Board submitted to Government under section 17 (i) of the Act and other official papers.

2. **Constitution of the Board, &c.**—The Madras Harbour Dues Act (VI of 1882) was brought into operation with effect from 1st April 1884,* and the dues levied thereunder were collected by the Port

Department, the general administration of the fund resting with Government assisted by the advice of a standing Harbour Committee, of which three were members of the Chamber of Commerce and two of the Trades Association. Parts I and II of Madras Act II of 1886, which created the present Harbour Trust, came into force from 1st May 1886, and Parts III to IX from 1st June 1886, and the harbour and its properties were thereupon handed over to the Trustees. The composition of the Trust during the past 3 years has been as follows :—

	From June 1886 to March 1887.	From March 1887 to March 1889.	From March 1889.
Elected by the Chamber of Commerce		4	3
Trades Association		1	1
Nominated by Government—			
(a) Officials including Chairman	3	3	2
(b) Non-officials	5	6	4
Total	9	13	10

Owing to dissatisfaction with the respective proportion of members allotted to them, the Chamber of Commerce made default in electing Trustees in 1886, and the Trades Association in 1887. Both bodies have sent representatives to the present Board; but as it was thought desirable to reduce the number of Trustees, the Chamber of Commerce consented to elect only three members instead of the four which they might have claimed under the Act. The Collector of Sea Customs was appointed Chairman, with an allowance which was at first fixed at Rs. 600 a month, but was subsequently reduced to Rs. 400. Under section 15 of the Act, every Trustee other than the Chairman is entitled to a fee of Rs. 30 for every meeting which he attends. The number of ordinary meetings held by the Trustees during the official years 1886-87, 1887-88 and 1888-89 was 45, 45 and 47, respectively, while the fees paid to the members amounted to Rs. 9,120 in 1886-87, Rs. 12,030 in 1887-88, and Rs. 13,740 in 1888-89. This would give an average attendance of 7, 9 and 10 members respectively, for the three years in question.

3. **Establishment.**—The Board have a paid Secretary, who receives a salary of Rs. 500, rising by annual increments of Rs. 50 to Rs. 800 per mensem, and who is at the head of their office establishment. Mr. F. N. Thorowgood, who had been sent out by the Secretary of State as Harbour Works Superintendent in 1876, became, on the transfer of the Harbour to the Trustees, the Board's Chief Engineer. He resigned the appointment in August 1888, and was succeeded by Mr. A. Lee Pogson, who had previously been his Assistant. Mr. Pogson's salary has been fixed at Rs. 850 rising to Rs. 1,000 by annual increments of Rs. 50, while Mr. Thorowgood was drawing Rs. 1,500 per mensem from 1st June 1886, and Rs. 1,600 per mensem at the date of his retirement. Mr. Parkes remained Consulting Engineer for the Harbour in England on a salary of £500 per annum till his death on the 5th February 1889. In regard to leave and absentee allowances, the Board have placed their servants under the rules which apply to Uncovenanted Civil officers of Government, and they have established a Provident fund for the benefit of those of their employes who are not entitled to pension as having been taken over from Government service.

4. **Additional duties assigned to the Board.**—The Disabled Boatmen's Fund was transferred to the management of the Harbour Trust Board, with Government securities to the value of Rs. 30,500, by G.O., No. 284, dated 28th June 1888. No report on this fund has as yet been submitted. The Biden Home and its funds were also ordered to be made over to the Trust in November 1888, but the actual transfer did not, however, take place till 1st August

* G.O., No. 161, dated 27th April 1888. 1889. In April 1888, the Board was appointed * Conservator of the Port of

Madras with effect from the 1st July 1888, and the Port establishment, with the Assistant Port Officer, who is now designated the Deputy Conservator, was placed under their orders, as were also the Harbour Masters (pilots) and the management of the Pilotage fund. As Port Conservator, the Board, like the Conservators of out-ports, exercises its functions under the supervision of the Presidency Port Officer, through whom its communications on conservancy matters are submitted to Government. As a necessary consequence of this measure, the Board was subsequently appointed to

be Shipping Master † for the port under Act I of 1859, to perform the functions specified in sections 7, 8, 17, 19 and 37 of the Native Passenger Ships Act (X of 1887), and to be Receiver of Wrecks ‡ under Act VII of 1880.

5. **Progress of Harbour Construction.**—The resumption of active operations in connection with the restoration of the Madras Harbour commenced on 1st April 1885. The three most important branches of the work, so far as labor is concerned, are—

- quarrying stone at Pallavaram;
- construction of concrete blocks at Rayapuram;
- depositing stone in the sea and extending the superstructure of the northern and southern arms of the harbour to the full estimated lengths of 3,600 and 3,700 feet, respectively.

The actual amount of work done during the last 4 years may be summarised as follows:—

Construction works.	1885-86.	1886-87.	1887-88.	1888-89.
(i) Tons of material despatched from the Pallavaram quarries ..	139,569	201,451	*	48,585
(ii) Number of concrete blocks made during the year ..	1,058	2,151	*	2,147
(iii) Tons of rubble stone deposited in the base { North pier ..	80,426	98,560	905	2,545
and in the foreshore. { South pier ..	43,745	16,242	12,267	4,038
Number of concrete blocks dropped into posi- { North pier ..	432	828	575	76
tion over the outer faces of the piers to { South pier ..	87	552	443	714
form a wave-breaker.				
Length of the abutment of the north pier { Feet ..	25	445	6	299
{ Blocks ..	35	645	12	494
Length of the abutment of the south pier { Feet ..	..	300	417	415
{ Blocks ..	..	383	684	656

* Figures not furnished.

The large falling off in the out-turn at the Pallavaram quarries during the last 2 years was apparently due to the death of the old contractor in December 1886, and to difficulties which occurred in regard to new arrangements. The progress of the construction of works on the northern and southern arms has been retarded during the last 2 years owing to discussions in regard to the entrance to the harbour. The following extracts from the Administration Reports of the Public Works Department (General Branch) for 1887-88 and 1888-89 furnish a brief résumé of the history of this question:—

"Having carefully considered the effects on the harbour works of the cyclone which passed near Madras at the end of 1887, and judging from previous experience of the action of the sea within harbour limits, Captain Taylor, the late Port Officer, came to the conclusion that the only way in which smooth water could be secured would be to close the eastern entrance. He suggested an opening at the north-east corner, protected by an extension of the outer sea-wall in a northerly direction. The smooth water thus obtained would, he considered, enable many beach improvements to be adopted, and would relieve the work of the port, which suffers seriously from the inconvenient height of the iron pier. The closing of the eastern entrance would also, he pointed out, enable a very much larger portion of the deep-water space to be utilized—a matter of great importance in the limited area of the Madras Harbour. The ingress and egress for steamers would also, he considered, be facilitated by a north-east passage. The Harbour Trust Board thereupon unanimously requested a re-consideration of the question, and recorded their opinion that a north-east entrance was absolutely essential to the success of the harbour. The Secretary of State, after some correspondence, decided that the question of the harbour entrance should be re-considered and referred to a Committee in London, and Captain Taylor was nominated to represent the Harbour Trust Board before it. The Committee formed consisted of Admiral Nowell Salmon, C.B., V.C., Admiral Sir George Nares, K.C.B., and Sir John Coode, K.C.M.G. They were instructed to examine the question thoroughly, and obtain such nautical and other evidence as they might think necessary. The report of this Committee was received in December 1887. Having carefully considered all the evidence they had been able to collect, which comprised the views of all classes interested, or who have had opportunities of forming an opinion, the Committee pronounced in favor of an entrance at the north-east corner, with a covering arm, the entrance on the east face being closed up. The report was supplemented by observations by Mr. Parkes, Consulting Engineer in London and designer of the works."

"The Board submitted their views on the report in April 1888. They considered that if the harbour is to be a success, smooth water is an absolute necessity, and that this could not be secured with an eastern entrance, through which heavy rollers find free admission in bad weather, rendering unsafe structures within the harbour which may be erected for the landing and shipping operations of the port. They accordingly adhered to their former resolution in favor of a north-east entrance, and gave the preference to plan No. III, which had been approved by the London Committee. The additional cost of this they estimated to be Rs. 27,70,103 or Rs. 30,08,363, according as the overlap of the pier would be 600 or 800 feet, respectively. These conclusions were laid before the Secretary of State for final decision, and meanwhile the Harbour Trust Board were called on for an expression of their views as to the best means of carrying out the proposed plan, and for a detailed estimate of the cost. On further inquiry, the Board found that the carrying out of plan No. III presented great practical difficulties. They therefore resolved, on engineering grounds, to adopt a form of entrance based on plan No. IV of the London Committee, or plan A put forward by Mr. Parkes, and to carry out the work in accordance with Mr. Parkes' suggestions; that is to say, they proposed, as a first step, virtually to restore the harbour to the state it was in previous to the storm of November 1881, with an eastern entrance. Should it then be found that the eastern entrance does not give sufficiently difficulties, and during the period of alteration from the eastern to the north-east entrance, the

usefulness of the harbour will be in no way impaired. Plan No. III was originally preferred on nautical grounds, and as no exception on such grounds could be taken to the new plan No. IV-A, while the arguments in favor of its adoption on engineering grounds were very strong, the proposal was forwarded to the Secretary of State with a request that sanction might be given to the preliminary step of restoring the harbour with an eastern entrance. Sanction to this proposal was received and communicated to the Harbour Trust Board towards the close of the year."

The estimate for completing the north pier provided for an extension up to 3,600 feet from the beach. Of this a length of 2,830 feet had been attained on 31st March 1889. Similarly, the south pier had reached a length of 3,520 feet, against the total estimate of 3,700 feet.

The original estimate of the cost of construction of the harbour was fixed at 57 lakhs. The aggregate expenditure incurred up to 31st December 1884 amounted to a little more than 69 lakhs. Of this, a sum of Rs. 65,55,939 was charged off to the old estimate, and the balance to the revised restoration estimate, which was fixed at Rs. 45,90,051.* The subsequent outlay, chargeable to this estimate, from 1st January 1885 to 31st March 1889, amounted to Rs. 30,33,478. The details of the annual expenditure during the last four official years, as recorded in the Public Works books, are as follows:—

	1885-86.	1886-87.	1887-88.	1888-89.
	RS.	RS.	RS.	RS.
Works ..	4,54,348	7,85,717	3,63,695	5,30,224
Establishment ..	55,929	65,774	65,283	72,714
Tools and Plant ..	2,18,543	70,666	7,602	5,546
	7,28,820	9,22,157	4,36,580	6,08,484
Suspense ..	1,41,586	—1,19,192	—43,862	8,742
Total ..	8,70,406	8,02,965	3,92,718	6,17,226

The percentage of establishment charges to cost of work done was 12.3 in 1885-86, 8.7 in 1886-87, 17.95 in 1887-88, and 13.7 in 1888-89.

6. *General Administration.*—In addition to the measures noticed in paragraphs 5 and 12 of the report, the Board have given increased facilities to steamers for entering and leaving the harbour. Entrance was formerly forbidden after 6 p.m. and egress after 9 p.m., but steamers may now, with the permission of the Deputy Conservator, enter and leave after these hours.

7. *Financial Position of the Trust.*—(a) *Capital Account.*—It had originally been proposed to treat the whole of the expenditure on the Madras harbour as a loan to the Harbour Trust; but the disaster of November 1881 so changed the aspect of affairs that it was finally determined to charge all expenditure up to 31st March 1883 to general revenues, and only to treat charges subsequently incurred as a loan to be repaid by the Harbour Trust Board, with interest at 4½ per cent. The Board accordingly commenced existence with a debt to the Secretary of State in Council as shown below:—

Expenditure on harbour construction—	RS.
in 1883-84 ..	2,24,856
in 1884-85 ..	2,09,087
in 1885-86 ..	8,70,406
in April and May 1886 ..	1,01,816
Total ..	14,06,165

Under Act II of 1886 the Board is permitted to borrow from the Secretary of State in Council for the Harbour Works up to the limit shown in Schedule B of the Act. The amounts thus advanced since the Board commenced operations are as shown below.

* The amount entered in Schedule B of Act II of 1886, viz., Rs. 46,54,641, represents actual expenditure from 1st April 1883 to 31st December 1884 plus estimated outlay from the latter date to the completion of the works.

June 1886 to March 1887	RS.
1887-88	7,04,065
1888-89	4,37,000
	6,20,000
Add amount of previous debt	17,61,065
	14,06,165
Deduct yearly instalments of one lakh for 1887-88 and 1888-89, repaid under section 31 of the Harbour Trust Act	Grand Total .. 31,67,230
	2,00,000
Balance of debt outstanding on 31st March 1889	29,67,230

8. (b) *Revenue Accounts*.—The Harbour dues, which form the Board's principal source of income, were first levied under Act VI of 1882 at the rate of Rs. 1-9-6 per ton on goods landed on, or shipped from, the pier, and Rs. 1-5-6 per ton on goods landed on, or shipped from, the beach. From 1st April 1885,* the charges were reduced to one rupee per ton at the pier and 12 annas per ton at the beach, and these rates have continued in force under the present Act. The accumulated balance of revenue receipts over charges which was handed over to the Harbour Trust Board in June 1886, and invested in Government securities, was Rs. 5,46,279. Since then, their current income and expenditure has been as shown below:—

Revenue accounts.	1886-87 (10 months from June 1886 to March 1887.)	1887-88.	1888-89.
<i>Receipts.</i>	RS.	RS.	RS.
Opening Balance	5,46,279	6,89,883	6,92,032
Current Receipts—			
(a) Harbour Dues—Imports	1,50,405	1,79,800	1,72,481
(b) Do. do. Exports	74,164	93,146	78,568
(c) Godown and Ground Rents	18,822	22,042	14,594
(d) Miscellaneous	1,762	1,596	1,324
(e) Interest on Balance invested in Government Securities	2,572	19,289	11,176
(f) Contributions from Port Funds	25,000	25,000	25,000
	2,72,725	3,40,873	3,03,143
Grand Total	8,19,004	10,30,756	9,95,175
<i>Expenditure.</i>			
Salaries of Chairman and Secretary	8,700	11,318	11,950
Fees to Trustees	9,120	12,030	13,740
Establishments	30,404	48,281	47,026
Overtime Fees	6,986	6,910	6,273
Pier-cooly Contract	13,110	19,000	19,345
Other Charges	8,230	8,829	8,502
Contribution for Pensions	..	3,496	3,738
Refunds	19,384	..	..
	95,934	1,00,864	1,10,574
Petty Construction and Repairs.. { Works	3,338	17,239	56,413
{ Repairs	19,977	33,334	53,338
{ Tools and Plant	9,872	3,686	9,292
	33,187	54,259	1,19,043
Interest on Loans from Secretary of State	..	74,601	1,00,245
Repayment of Interest on Loans from Secretary of State	..	1,00,000	1,00,000
Total Expenditure	1,29,121	3,38,724	4,29,862
Closing Balance	6,89,883	6,92,032	5,65,313
Grand Total	8,19,004	10,30,756	9,95,175

It will be seen that the year 1888-89 shows a very considerable decrease in receipts. The falling off under items (a) and (c) is ascribed to a diminution of imports, more especially under the head of railway material, and to improved facilities for the removal of goods, but the most serious decrease—under (b)—has not been explained.

On the expenditure side, the increase under *Salaries* is due to the increments of pay received by the Secretary.

The growing expenditure under *Fees to Trustees* is noticed with regret. It is hoped that it will be soon found possible to reduce the number of meetings with reference to the wishes expressed by Government in paragraph 2 of G.O., dated 5th April 1887, No. 450, Financial, and the expectations held out in paragraph 4 of the Chairman's letter recorded in G.O., dated 17th June 1887, No. 728, Financial.

The large and increasing outlay on *Establishment* is a matter to which the attention of the Board has frequently been called. The following abstract gives the strength and cost of the subordinate staff

- on the introduction of Act VI of 1882,
- on the formation of the Harbour Trust Board, and
- at the close of the period under review:—

Establishment.	1st April 1884.		1st June 1886.		1st April 1889.	
	No. of officers employed.	Monthly cost.	No. of officers employed.	Monthly cost.	No. of officers employed.	Monthly cost.
		RS.		RS.		RS.
Traffic Department	2	500	2	500	10	695
Pier	35	340	36	371	30	378
Beach	25	264	20	188	31	294
Iron and Customs Yard	10	97	17	166	16	198
Combustible Shed	..	..	..	..	6	63
Cassimode Timber Depot	..	..	..	..	16	115
Cash and Account Department	8	385	9	405	19	608
Secretary's Office Establishment	2	32	2	47	5	225
Preventive Service	32	704	36	994	30	1,192
Peons and Messengers	..	..	..	..	19	126
Total	114	2,322	122	2,671	182	3,884
Cost per annum	..	27,864	..	32,052	..	46,608
Revenue collected	..	3,70,000	..	3,12,000	..	2,67,000
Percentage of Establishment to Revenue	..	7.53	..	10.27	..	17.46

These figures, exhibiting a vast increase in charges concomitant with a large decrease in the amount of revenue collected, show clearly, in the opinion of His Excellency in Council, that the Board's administration has in this respect been marked by needless extravagance.

The decrease in 1888-89 under *Overtime fees* is noticed with satisfaction, and will, it is hoped, continue.

The large increase under *Pier-cooly contract* during the last 2 years, in the face of diminishing receipts, requires explanation.

The expenditure under *Petty construction and repairs* has been devoted mainly to the laying down of new railway lines for the conveyance of materials, repairs to the iron pier, and erection and repair of cranes and the other improvements specified in the report. 2,520 feet of new railway lines were laid down in 1887-88, and 2,978 in 1888-89. Particulars of the expenditure under this head, and of the works executed, should be given in the administration reports of future years.

9. (c) *Net Liabilities of the Board*.—As above shown, the Board were, on the 31st March 1889, in debt to the Secretary of State in Council to the extent of Rs. 29,67,230, while they had a current balance of Rs. 5,65,313. The Port Fund accounts, as revised up to the 31st March 1889 on the principles approved in G.O., dated 24th April 1889, No. 171, show a balance of Rs. 7,23,394 in favor of the Madras port under General Funds, and a surplus of Rs. 75,390 under Pilotage. A portion of these sums

has already been made over to the Harbour Trust, and as the port shows a considerable surplus of ordinary receipts over charges, the whole amount (Rs. 7,98,784) may be treated as ultimately available for harbour construction. Assuming that there were no claims against the Trust at the close of the period under review except those of the

Debt to Government		rs. 29,67,230
Deduct current surplus		5,65,313
		<hr/>
Deduct Port Fund and Pilotage		24,01,917
balances		7,98,784
		<hr/>
		16,03,133

Secretary of State in Council—a matter which should have been referred to in the report—the net liabilities of the Board would thus be some 16 lakhs, as shown in the margin. But as, with the progress of the harbour, the debt to Government, and with it the charges for interest, will be constantly increasing, it is clear that the Board will, at no distant date, either have to reduce their revenue expenses very considerably, or else increase the Harbour tolls or obtain a raising of Port dues.

10. *Audit of Accounts.*—Previous to the formation of the Trust, all accounts relating to expenditure on the harbour were audited by the Examiner of Public Works Accounts. The general accounts of the Trust for 1886-87 and 1887-88 were audited by two independent non-officials appointed by Government on the recommendation of the Board, while the accounts of expenditure on harbour construction continued to be audited by the Public Works Department. The audit of all the accounts has now been transferred to the Accountant-General's office, and the Accountant-General and Assistant Accountant-General for the time being appointed * auditors under section 43 of the Act. The Accountant-General's audit for 1888-89 has been separately dealt with in a recent order (G.O., dated 12th October 1889, No. 434.)

* G.O., 24th April 1888, No. 149.
 „ 9th July „ „ 315.

11. The conservancy administration of the port will be noticed in reviewing the Presidency Port Officer's general Administration Report.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.
 „ Presidency Port Officer,
 „ Public Works Department,
 „ Revenue Department,
 „ Chairman, Chamber of Commerce, Madras,
 „ Secretary to the Port Trust of Bombay,

} with plan.

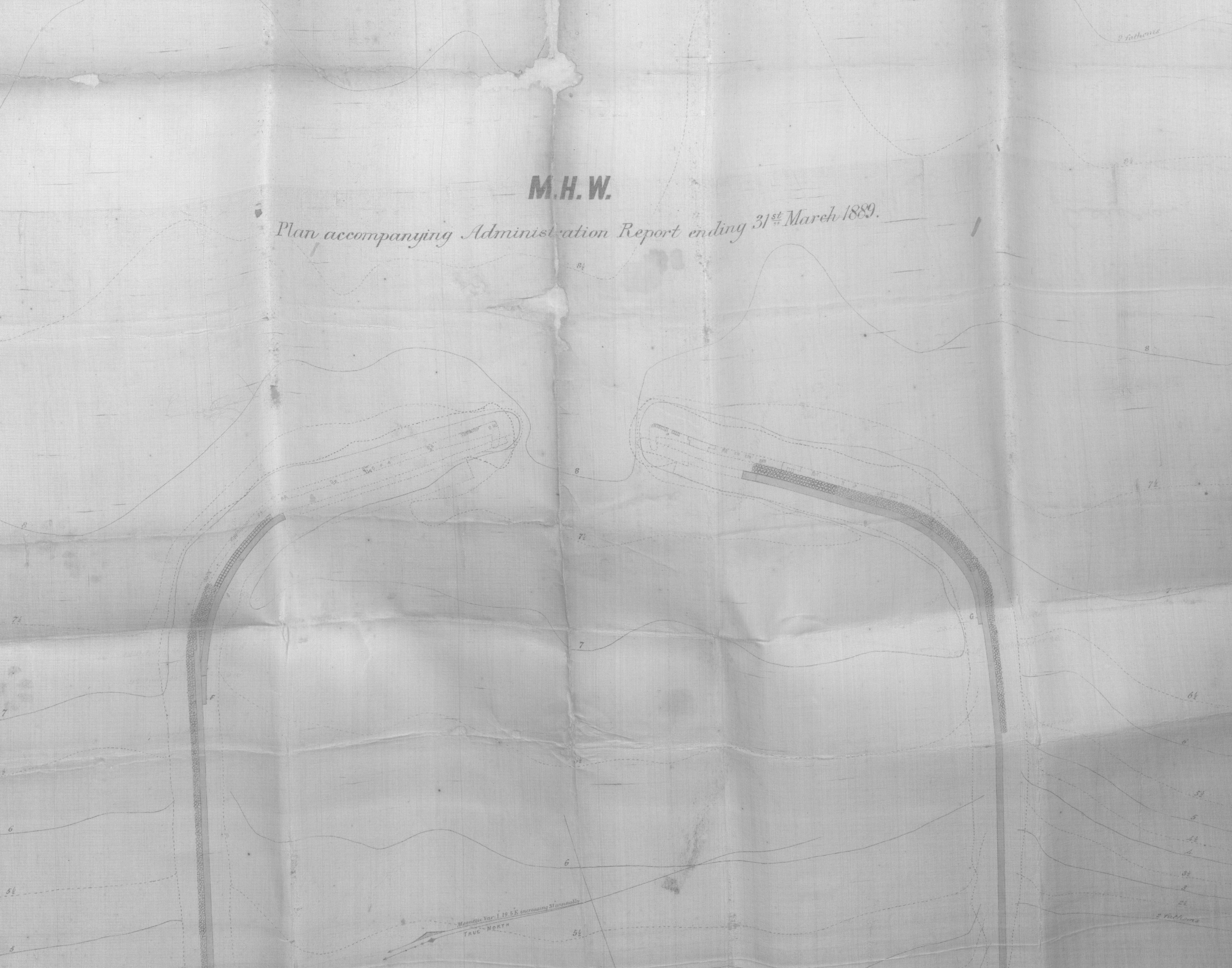
ENDORSEMENT—dated 20th November 1889, No. 491, Marine.

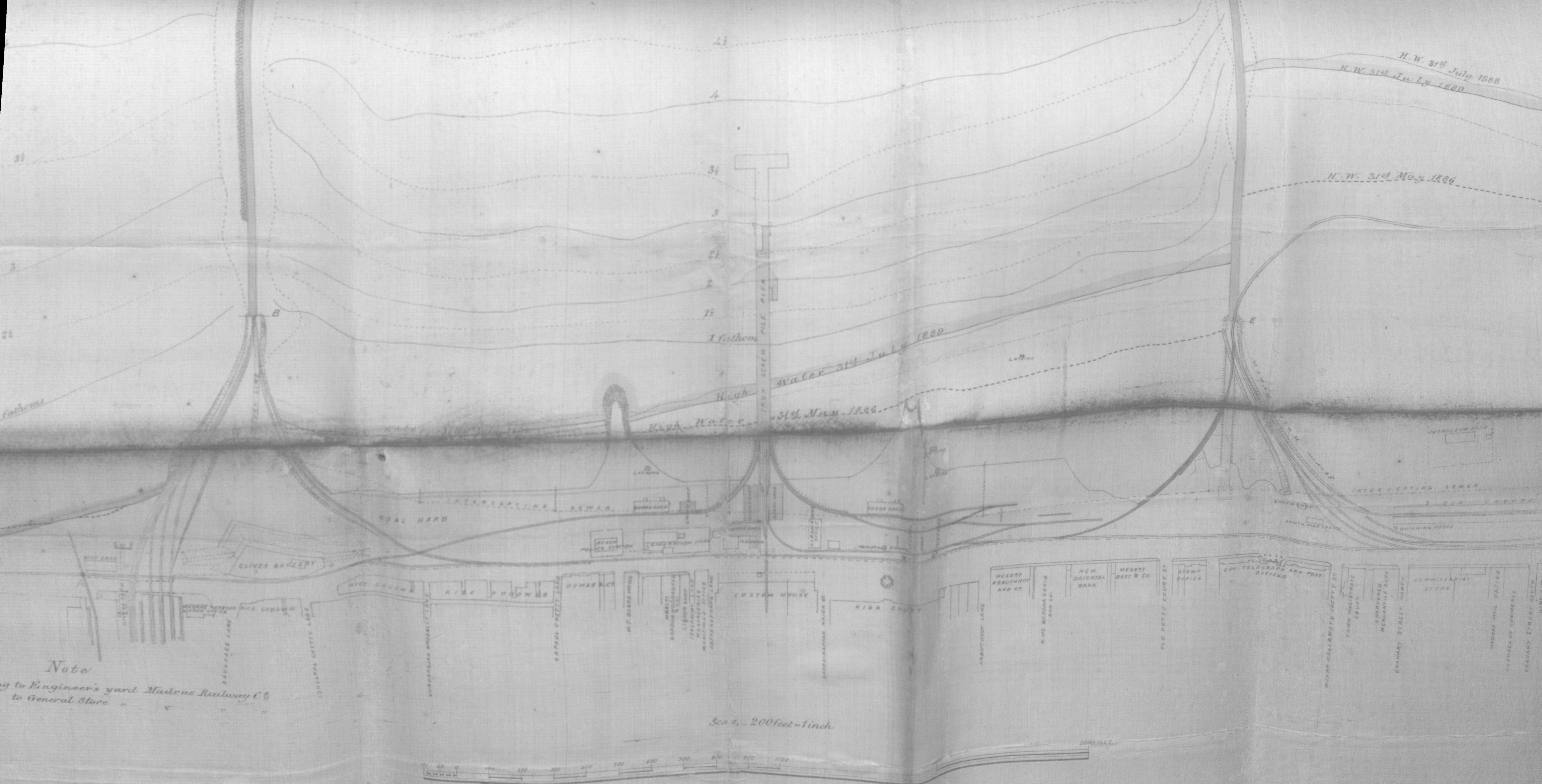
Copy to the Government of India, Department of Finance and Commerce.

J. F. PRICE,
Chief Secretary.

M.H.W.

Plan accompanying Administration Report ending 31st March 1889.





Note
 to Engineer's yard Madras Railway C.S.
 to General Store "

Scale - 200 feet = 1 inch

NOTE - The Contour lines show the depths below De Havillands Mean Sea Level in September 1886.
 Neutral tint shows state of work on Beach June 1886
 Red shows Progress at Sea & Beach Improvements 31st March 1889.
 - under direction of Harbour Trust Board.

LITHOGRAPHED BY THE LAWRENCE ASYLUM PRESS, MADRAS, 1889.

A. S. P. S.
 Engineer
 Harbour Trust Board.