

- (1) பக்கங்களின் எண்ணிக்கை 18
 (2) புதுக்கித் திருப்பிய நாள் 8/9
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/9

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

(34)

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1132	அச்சகம் பலவகை
நாள் :	23 - 4 - 1891	1981

மடிக்கலோ கண்டயடி கையாளலோ கூடாது

9. sheets
 M. S. S. S.
 ஆவண, எண்-1-18,008-18-8-87.

1132/1

HARBOUR TRUST BOARD OFFICE,
MADRAS, 25th March 1891.

No. 2214

FROM
WARE AUSTIN, ESQUIRE, C.S.,
Chairman, Harbour Trust Board,
MADRAS,

TO
THE HONORABLE J. F. PRICE, C.S.,
Chief Secretary to Government,
Marine Department.

SIR,
I have the honor to submit herewith, for the information of Government, Estimate of Receipts and Charges of the Harbour Trust Board, for the financial year 1891-92, together with copy of proceedings of the special meetings of the Trustees held on the 17th and 24th February 1891, under Section 37, Act II. of 1886.

2. I enclose in connection therewith, Lists of Establishment—Revenue and Engineer's Departments—prepared under Section 21.

Details of proposed expenditure on capital account.

Separate statement in connection with the Porters Department—Receipts and Charges—and Schedule of the Staff maintained to carry on the work.

3. *Opening balance.*—The Trustees have now invested in Government paper Rs. 10,00,000, par value, and it is anticipated that on the 1st April next, they will have in Government securities (par value) and in cash, Rs. 10,37,000, in addition to Rs. 1,89,395 due by Ganjam Port Fund, and Rs. 6,125 due by the Godavari Port Fund, to the Madras Port Funds. These two last items are not incorporated in the account, as Government has ruled that the Trust is not to take credit for either or any portion of either amount until actually transferred in cash by order of Government.

RECEIPTS.

4. *Contribution from Port Funds* is stated at Rs. 10,000, which from G.O. No. 471, Marine, dated 31st December 1890, would appear to be all that is likely to be available. The orders of Government are solicited, as to whether this sum should stand as estimated by the Trustees, or whether modification will be required.

5. *Harbour Dues.*—The various items under this head have been estimated to closely approximate to the Revised Budget Estimate for 1890-91: but the sub-heads Pier Imports and Exports have been reduced by the probable amount which will be received under "Cranage" which is shown under a separate heading Rs. 41,000: Government having in G.O. No. 13, Marine, dated 9th January 1891, approved of this charge being kept distinct.

6. *Interest on investments* is expected to amount to Rs. 43,000 during the course of the year, allowance being made for the sale of a portion of the funds at present invested, to meet refund of capital and interest due to Government on the 1st April.

7. *Receipts on account of Porters.*—The Trustees are of opinion that although no definite orders have yet been received from Government, the receipts under this head should be shown in their General Budget, Government having to a certain extent approved the principle of the Board continuing the work, by sanctioning the entries in the Revised Estimate for 1890-91 showing savings effected thereby during that period.

I will refer more in detail to this account when alluding later on to the subsidiary estimate annexed.

CHARGES.

8. *Refunds*.—This item is stated at Rs. 2,000; double the estimate for last year, as it is found convenient to levy dues upon full invoices of coal, iron and similar cargo, and refund any excess which it may be found has been charged, after exact quantities are ascertained on weighing.
9. *Interest on advances* (under Section 30).—The amount due to Government for interest is estimated at Rs. 1,78,650, the exact figure will be ascertained in consultation with the Accountant-General, before the end of the current month.
10. *Repayment of Rs. 1,00,000*, on account of capital advances is provided for as usual, as incumbent under Section 31.
11. *Chairman's salary* remains as fixed by G. O.
12. *Secretary's salary* is increased by the authorised addition of the usual annual increment of Rs. 50 per mensem.
13. *Office Establishment* shows a reduction of Rs. 4,000 as compared with last year, consequent upon the transfer of certain individuals from the Traffic Department to the Portage Staff, as detailed in the list of Establishment annexed.
14. *The Establishment* in connection with the properties belonging to the Board at Cassimode requires no comment, as it remains unchanged.
15. *Contributions for pensions* are also stated at the same figure as in 1890-91, all Government servants for whom the Board then contributed being still employed under the Trust.
16. *Office rent* will in future disappear from the charges. The Board has not rented any other premises since those lately occupied were burnt. Temporary arrangements have been made for the accommodation of the Clerical staff, and an upper storey is being added to the office at the inner end of the Pier, as the Trustees considered it is true economy to improve their own property rather than spend any more upon rent.
17. *Preventive Service and Boat Establishment*. This large reduction is due to transfer to Portage Establishment, and I will refer to it more in detail in dealing with that account.
18. *Fees to Trustees*.—The sum provided will probably be ample, owing to the reduced number of Trustees, and to the fewer meetings now held.
19. *Contributions to Provident Fund* are practically unchanged; the reduction is due to the difference being charged to Portage account.
20. *Portage Department Charges* will be referred to in detail in connection with the subsidiary estimate of that account.
21. *Contingencies*; Rupees 1,000 to replace furniture burnt; this is, unfortunately, unavoidable.
22. *Pier cooly bills* are now paid from Portage funds, and the Board's revenue has been entirely relieved of this hitherto heavy item of expenditure.
23. *Uniforms for Preventive Service*.—This item has been reduced by Rs. 300, the difference being charged to Portage account.
24. *Overtime fees* chargeable to Revenue have been reduced by Rs. 2,800 as against last year's estimate, as it is considered proper to charge in full to the Portage account all overtime not actually incurred for the collection of Harbour Dues.
25. *Miscellaneous charges* are stated at Rs. 1,000 only as it is anticipated this amount will suffice, Rs. 1,000 for lighting being transferred to Portage account.
26. *Petty construction and repairs*.—The iron screw pile pier repairs will be practically finished within the present month, and it is not intended to undertake any very extensive new works. Should the sums provided prove insufficient, Government will be specially addressed with regard to any additional expenditure which it may appear desirable to incur.

27. *Tools and Plant*.—Provision has been made to the extent of Rs. 5,000; but as all cranes, trucks, &c., are now in efficient working order, it is expected that the full amount will not be required.

28. *The closing balance* is estimated at Rs. 10,13,169 and it is satisfactory to note that it is but Rs. 25,000 less than the opening balance: although contribution from Port funds is taken at only Rs. 10,000, and when interest on loans for the reconstruction of the Harbour has mounted up to over one and three quarter lakhs of rupees.

29. *Capital Account*.—The total liabilities outstanding due to Government on the 1st April 1891, amount to Rs. 42,54,242. The whole sum sanctioned under Schedule B, Act II. of 1886, has been received by the Trust. This amount will at once be reduced by the repayment of one lakh of rupees due to Government under Sec. 31.

30. Government has been separately addressed regarding an additional loan amounting to Rs. 15,00,000 for the completion of the Harbour, with an eastern entrance, on plans approved by Sir Alexander Rendel, after his recent inspection of the works. The Trustees have, in anticipation of sanction being accorded, estimated the amount required during the year at Rs. 7,45,758, details of which are given in a separate estimate prepared by the Board's Engineer and annexed hereto. The Accountant-General has been informed that this sum will be required.

31. *Protective Works*.—The Board have submitted to Government an estimate for Rs. 1,55,500 for extending the rubble revetment a considerable distance further north, for the protection of the foreshore, on a plan approved by the Chief Engineer, P. W. D., after an inspection of the site. This item is shown separately: as it is not an expenditure which can strictly be considered to come under the head of construction of the Harbour. It has not been provided for in any estimate for Harbour Works, and would not be necessary had the land to the north, which is being eroded, happened to be valueless waste.

32. *Repayment of loan*.—Rs. 1,00,000 will be repaid as usual on the 1st April, and this sum will reduce the amount then outstanding under schedule B to Rs. 41,54,242, and, with previous similar refunds, will make a total of Rs. 5,00,000 repaid by the Trust.

33. The total liabilities due to Government at the end of the official year are, in anticipation to sanction being accorded to the above mentioned items, estimated at Rs. 50,50,500.

34. I now come to the subsidiary statement of receipts and charges under the head of *Portage* which, in anticipation of the approval of Government, have been incorporated in the estimate for 1891-92; but before referring to the details of this account it is necessary to submit for the information of Government a short resumé of the circumstances which have led to the Board undertaking this work.

35. When the Trust was constituted, the Board found two contractors handling the cargo landed at the port; one (a) dealt with pier cargo only, and his responsibility ceased with respect to import cargo at the gates of the Custom House: the other (b) received all foreign goods landed on the Beach, conveyed them into the Custom House, and delivered therefrom all goods brought inside both from the pier and beach; (a) had been paid for work done on the pier out of Harbour Funds under the control of the Marine Department, (b) was paid by merchants, at varying rates, under private contracts, for goods removed from the Beach, and for storage and delivery in and from the Custom House.

36. This dual system was a fruitful source of annoyance and loss to merchants, who found it very difficult to fix the responsibility for losses upon either one or the other. The Trustees therefore decided to give the work to one man: and tenders were called for, the lowest being accepted, so far as regards the work on the pier; and the rates for portage from the Beach, and delivery from the Custom House, were fixed by the Trustees in consultation with the members of the Chamber of Commerce, to whom a Schedule prepared by the Board was submitted. The Chamber suggested various reductions, which were accepted by the Board: the schedule so amended was approved by Government, published in the Gazette, and still remains in force.

37. The contract for the whole work was given for a period of three years, which expired on the 1st March 1890. The principle of having one party only to do the work gave satisfaction on the whole, and was an improvement upon the system previously in force: but it happened that the contractors were the Dubashes of one of the leading firms, and this led to a good deal of unpleasantness; so much so, that a reference to Government became necessary in connection with amended bye-law No. 4 and the work entrusted to the contractors thereunder.

38. Towards the expiration of the period fresh tenders were called for. The then contractors did not tender, and all other parties who did, and to whom it would have been possible to entrust the work, did so at considerably enhanced rates; while the objection to employing the Dubashes of any firm still remained, as it was practically only they who tendered such offers as could have been accepted.

39. The Board's Secretary under these circumstances offered to organise the work departmentally, and was directed by the Trustees to submit his proposals. This was done; they were approved, and it was decided that the Traffic Department should undertake the work at the rates paid to the old contractors.

40. Organised opposition of a formidable character was offered by the various Dubashes, and the greatest difficulty was experienced in carrying on the work at first. All difficulties were however speedily overcome; and although the Dubashes have memorialised Government, they have now practically acquiesced in the loss of a very profitable business from amongst their class; and are apparently awaiting the final decision of Government as to whether the Trust is legally entitled to carry on the work or not.

41. Turning to the detailed estimate, I should remark that both receipts and charges may be expected to fluctuate considerably; but the largest item of expenditure is on cooly hire; and if the work, and therefore the receipts, should diminish, the expenditure under this head will also decrease in proportion.

42. The net profit on the work may be at once stated to be about one-third of the turnover, which it is to be presumed would be the profit realized by a contractor; hence the reason for the opposition offered by those interested, and who as they expressed themselves in their memorials to Government consider the work should still be carried on by them as for generations past.

43. This profit is realized without any additional charges imposed upon either Exporters or Importers.

44. Anticipating the approval of Government to their continuing the work the Board have had therefore merely to consider how this surplus should be utilized; and I will now proceed to explain in detail the various items of charges.

45. Refunds become due in the same manner as explained in para. 8 ante.

46. Claims arise principally through the impossibility of noting every package landed in bad order; the Board has in equity, if not at law, to pay for all losses discovered subsequent to the landing of the goods. The Secretary in his original proposals estimated that Rs. 5,000 per annum would cover all such claims; this sum was then thought by the Trustees to be insufficient; and this is still considered a very doubtful item, which may at any time be largely increased. As however the amounts paid have up to date been kept within this limit, although merchants have been, and will be, treated in a liberal spirit, the same sum is now provided; but it should be understood that it may be exceeded. Better organisation on the beach and pier, which the Board has now the power gradually to introduce, must tend to a general reduction of such claims, and attendant uncertainty as to the amount.

47. Boat hire is incurred in connection with the landing of Railway Stores, and will vary according to the tonnage imported. The Board lands all stores for the Madras Railway and delivers direct into that Company's yards. This arrangement has already been approved by Government.

48. Coolies' wages are paid daily, the account being made up after each day's work, and the men are paid the same evening, with the exception of the pier coolies who are paid next

day: their account cannot be prepared the same day as they frequently work till midnight. Rs. 70,000 following this year's expenditure, is the sum stated as the probable amount receipts being based on a tonnage estimated to be the same as in the current year.

The scale of cooly hire has been, item by item, approved from time to time by myself or my predecessor, and has now been tabulated and printed. It is hung up in various places accessible to the coolies, so that each and every man may know what he should be paid for the work he does. The maistry of each gang receives daily a chit stating the work done by the gang, and the rate according to this schedule. The wages are then at once disbursed and the chit becomes the voucher for the payment. In cases of full cargoes of iron and coal the portorage is generally given to a contractor, and I deal with each case as it arises; the rates paid are practically the same.

I should remark that insufficiency of coolies was an almost daily cause of complaint under all previous contracts and systems; and it is pleasing to note that no such complaints whatever are now received.

Every consideration possible is shown for the personal comfort of the coolies; they have been provided with drinking water, latrines both on pier and beach, and are allowed a full hour for dinner in the middle of the day. They consequently work cheerfully, and this hour is by no means lost time.

49. Coolies' Provident Fund.—It has hitherto been the custom of Dubashes to make presents of cloths and rice, &c., during native feasts; this it was felt the Board could not continue; but three pies are added to every rupee paid in coolies' wages, and placed to a separate fund under my control. From this fund coolies are paid 4 annas a day while incapacitated through any accident met with while on duty; grants of a few rupees at a time are also made on the occasion of domestic occurrences, births, marriages and deaths.

When any claim is made for assistance a committee of maistries and coolies is summoned, and presided over by the native Assistant Traffic Manager; the justice of the claim is carefully enquired into, and the committee make their recommendation, which is submitted to me for disposal.

It may be noted that the coolies jealously safe-guard the fund against improper claims; and invariably recommend the disallowance of any put forward for illegitimate connections.

The coolies appear to very greatly appreciate the benefits of this fund, and also the prompt payment of their wages; a marked improvement has taken place in the class of men who work under the Trust, and it is satisfactory to note that they prefer provision being thus made for sickness, &c., to wasting money on tamashas at feast times.

The principle is capable of further extension in time, without additional expense to the Trust.

50. Steam Crane and Engine Charges.—These items of expenditure have until this year been charged to Revenue; they are now shown distinctly under each head in the Portorage account; for it is manifest that as their work forms part of the moving of goods, it should be paid by the separate charges levied for the "portorage" of packages, and not be met from funds collected for the general service of the Trust.

51. Establishment.—I submit herewith a separate schedule of staff employed in the Portorage Department in connection with which I have to remark as follows:—

52. Allowances.—A small allowance has been sanctioned to each of the five individuals Nos. 1 to 5 in consideration of the additional work entailed upon them.

53. Nos. 6 to 31 have been recruited partly from the Board's previous Establishment, and partly from men newly entertained, and Nos. 32 to 50 have been transferred from the Traffic Department; 51 to 62, it is considered will be needed should Government sanction the Departmental continuance of the work; and 63 to 86 have been transferred from the Preventive Service previously paid from Revenue account.

54. In reference to these transfers it should be observed that while on the one hand it is incumbent upon the Trustees to maintain an efficient staff to take a reliable tally of cargo and maintain an efficient discipline within their premises, and although an establishment sufficient for the busiest working day must at all times be maintained in readiness, still on the other hand the transfer of the portage of cargo to the Board has given the Board the opportunity of charging the salaries of certain individuals to this separate account on the following grounds:—

The elaborate system of check and tally in force is not primarily needed for the collection of Harbour Dues; but chiefly in the interest of the trade of the port. It is in this interest that the Trust itself has been constituted, but when it is now found by the practical experience of a full year's work, that the separate charges paid by merchants for the portage of cargo—in addition to Harbour Dues—is sufficient to maintain a staff capable of carrying out such duties as are needed in the interest of the individual merchants, it seems only equitable that this separate fund should be charged with the maintenance of the staff so employed, even although every individual is also needed to take a reliable tally, and to maintain discipline in the general interests confided to the Trust.

To put it otherwise, the Board have hitherto had to maintain a staff to take a tally, &c., which was also taken separately by the Contractors; a staff capable of coping with a heavy day's work without muddling it; while at other times they were comparatively idle, some individuals absolutely so. The portage work gives full occupation to the whole staff at all times; and in carrying out this work, the supervision and care of goods on behalf of merchants, as well as the statistics in connection with the receipt and delivery of cargo,—for the sake of which the Board had previously to maintain this staff,—are now more efficiently secured than before.

It therefore seems clear that if in doing the portage work, and paying the cost out of the separate charges received, the Trust can at the same time do away with the necessity of their previous expenditure from Harbour Dues Revenue for the same purpose, they are fully justified in electing to charge the Establishment, etc., to the funds received directly and specially for the performance of the work.

55. The items under the head of contingencies need no special comment, being chiefly subsidiary to the charges already commented upon.

56. I may however remark that with regard to the two largest items Rs. 1,900 for tarpaulins, and the same amount for lighting, the tarpaulins are required to protect cargo against rain while in transit from Pier or Beach; and as the lighting of the premises is necessary, not only in the interests of the public, but also to carry on the work of the Portage Department after dark, it seems only right that a part of the expenses should be charged to that account.

57. *Overtime fees.*—It will be noted that a reduction has been made in the Revenue Estimate of Rs. 2,800 as compared with last year, but on the other hand Rs. 5,000 are provided on this account in the Portage Department. It is true that the Traffic Department get through work on the Pier quicker than before; but advantage is taken of this by steamers to give them more work to do; and as I have explained in para. 14, the whole staff is now practically occupied at all times, which necessitates enhanced expenditure, under this head, on Sundays and holidays. Every endeavour will be made to keep down the charge, as much as possible, and should Government approve the Board's proposal in connection with the Schedule prepared under Sec. 45, that when ships work on Sundays and holidays a charge should be made, a considerable saving would be effected.

58. Assuming that the estimated receipts and charges on Portage account are borne out by actuals, the working of the Department will show a net profit of Rs. 4,000 for the year 1891-92.

59. The financial position of the Trust is now such that additional income is needed: this can be obtained in two ways (a) by securing the gross profit on the Portage and therewith reducing expenditure from Harbour Dues Funds, or (b) by increasing the Dues. The first alternative imposes no additional charge whatever upon the merchants of Madras: the second would do so in a direct manner, and would be most unpopular.

60. Referring again to the general Budget Estimate it will be observed that the estimated savings, in addition to the net profit on the work of the Portage account, are as follows:—

Item.	Budget Estimate, 1890-91.	Budget Estimate, 1891-92.	Saving.	Remarks.
	Rs.	Rs.	Rs.	
Office Establishment	31,000	27,000	4,000	Vide para. 13.
Preventive Service	13,140	5,000	8,140	} Vide paras. 53 & 54, also Nos. 63 to 86 on schedule of staff.
Do. Boat Establishment	1,224	...	1,224	
Provident Fund	2,400	2,100	300	Vide para. 19.
Pier Contractor's Bills	23,000	...	23,000	Vide para. 22.
Uniform	1,000	700	300	Vide para. 23.
Overtime	5,800	3,000	2,800	Vide para. 24.
Miscellaneous	3,000	1,000	2,000*	*(Lighting and tarpaulins) vide paras. 25 and 56.
Total Savings Rs...	80,564	38,800	41,764	
Add net profit on work...	...	...	3,919	
Estimated balance in favour of Revenue Account by Departmental working of the Portage ... Rs...			45,683	

61. The above—excluding the saving on the Pier Contractor's Bills—is the equivalent of a little more than one anna a ton on the trade of the port, and is realized without imposing any additional charges upon the Mercantile Community; while at the same time the service of the port has been much improved.

62. The above estimate compares as follows with the financial year 1890-91:—

Cash received up to date	Rs. 1,17,328
Cash expended ditto.	83,773
Cash Balance	Rs. 33,555
Cash expenditure saved on account of Pier Bills up to 28th February 1891...	Rs. 22,322
Add estimated saving on account of Pier Bills—	
March 1891	1,500
Total...	Rs. 57,377

63. It will therefore be noted that during the present financial year a saving of Rs. 23,822 has been effected; and the sum of Rs. 33,555 would be available for reduction of Revenue charges on the principles enumerated above, and on the lines submitted to Government in the Revised Budget Estimate for 1890-91; but that from this must be deducted the difference between the Expenditure and Receipts in March 1890, viz., Rs. 6,498—1,306= Rs. 5,192, thus leaving an available cash balance to credit of this account up to date (10th March) of Rs. 28,363; to which on the other hand must be added the surplus of receipts over expenditure up to the end of the current month which may be estimated at Rs. 2,000. Total Rs. 30,363.

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64. The total savings, and cash available for reductions of the estimated expenditure of 1890-91, may therefore be summarised approximately as follows up to 31st March :—

Cash expenditure saved to 28th February 1891	Rs.	
Estimated do. 1st to 31st March 1891	22,322	
	1,500	
		23,822
Estimated cash in hand, 31st March.		
Cash balance 10th March		
Deduct Expenditure March 1890	33,555	
Less receipts	6,498	
	1,306	
Actual cash balance 10th March 1891		5,192
Add Estimated surplus of receipts over expenditure from 11th to 31st March 1891		28,363
Deduct Cost of working steam cranes.		
1st March 1890 to 31st January 1891...		30,363
1st February to 31st March 1891		54,185
	2,799	
	600	
		3,399
Total Rspees...		50,786

65. The following is the statement of the account kept in the Portage Department and deals with the twelve months ending 28th February 1891 :—

To Cash Portage for twelve months, viz. :—	Rs.	A.	P.	Rs.	A.	P.
March	1,315	4	2			
April	5,165	12	7			
May	7,246	5	6			
June	3,531	11	9			
July	3,688	0	6			
August	3,225	5	1			
September	3,662	1	8			
October	3,660	0	0			
November	5,828	6	2			
December	2,174	6	11			
January	2,666	5	11			
February	1,782	8	3			
Amount to be recovered on packages lying in the Custom House, North and South Beach				40,217	4	6
Portage collected on Deposit Accounts				300	0	0
do. Outstanding	Rs. 21,185	5	3			
do. on M. R. C. Outstanding	2,598	12	1			
do. on S. I. R. Outstanding	27,967	0	8	23,784	1	4
do. on Madras Municipality Outstanding	964	14	3			
Amount recoverable from Revenue Account—under the Board's order No. 2, dated 21st February 1890—	14,339	0	4	28,531	14	11
Pier Cooly Bill for March	3,813	5	4			
April	15	15	5	18,182	5	8
May	0	7	9			
June				16	7	2
July	Rs. 1,703	15	8			
August	1,690	13	3			
September	1,823	0	8			
October	2,462	11	8			
November	2,051	0	0			
December	2,215	0	4			
January	1,941	11	10			
February	2,159	10	0			
To Receipts on Haulage from 1st March 1890 to 28th February 1891...	1,259	5	0			
	1,306	3	8			
	1,806	10	4			
	1,477	10	8			
	22,821	13	1			
	12,827	0	5			
				1,46,280	15	2

* N.B.—This amount is a nominal entry and will not be paid to the Portage account; representing as it does an amount which it was intended to pay and which has been found to be unnecessary. Vide para. 66.

	Rs.	A.	P.	Rs.	A.	P.
By Cash spent as per Cash Book less Boat Hire, claims, and Haulage charges—						
March	4,974	6	8			
April	5,754	11	7			
May	3,878	11	3			
June	6,582	2	3			
July	4,430	9	4			
August	4,126	4	10			
September	6,110	1	1			
October	10,511	0	5			
November	5,300	14	5			
December	4,190	7	11			
January	5,231	8	4	65,330	4	11
February	4,239	6	10	11,904	14	0
By Boat Hire paid up to 28th February				3,068	3	9
Claims				2,799	6	7
Steam Crane Charges for twelve months				551	8	1
Engine Charges from October to 28th February				6,234	15	9
Establishment				928	12	2
Overtime fees				1,165	3	6
Amount payable for H. W. Engines				1,000	0	0
Amount payable for cooly hire on goods yet to be cleared						
Surplus Rs.				92,983	4	9
				53,297	10	5

If to the above Rs. 53,298 an average profit and saving of say Rs. 4,000 be added for the month of March and the outstandings due to the Department* are deducted, viz., Rs. 7,407, the balance to credit on the 31st March 1891 Rs. 49,891 would approximate very closely with the estimated savings and cash at credit on the 31st March 1891, vide para. 64.

66. With reference to the foot-note appended (by the Trustees at their meeting of 13th Instant) to the statement printed under para. 65, I should explain that under the Board's resolution No. 2, dated 21st February 1890, the Traffic Department was directed to undertake the portage work, at the same rates as had been paid to the Contractors. Under this order, the sum of Rs. 22,322 should have been paid in the monthly sums stated from Revenue Funds, out of the extra four annas dues levied upon cargo landed at or shipped from the Pier; but owing to the profit made upon the general working of the Portage Department having itself provided sufficient cash to meet all charges, it has been found unnecessary to draw the various Pier Cooly Bills from the Revenue Funds; and the sum of Rs. 22,322 represents the saving against the item Rs. 23,000 provided in the Budget Estimate of 1890-91 for "Pier Cooly Contractor's Bills."

I have the honour to be,
Sir,
Your most obedient Servant,

W. AUSTIN,
Chairman, Harbour Trust Board.

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Extract of Proceedings of a Special Meeting of the Trustees of the Madras Harbour, held at the Office of the Collector of Sea Customs, on Tuesday the 17th February 1891, at 4-30 P.M., under Section 37, Act II. of 1886, to consider estimates of income and expenditure for the year 1891-92, are published:—

Present.

Mr. W. P. Austin, C.S., *Chairman.*
The Honorable Mr. J. A. Boyson.
Mr. C. E. P. Vans Agnew.
Mr. C. Slater.
Major W. L. C. Baddeley, R.E.

Mr. William H. Oakes.
Mr. Mirza Mehdy Ispahani.
Mr. Cowasjee Eduljee Panday.
M.R.Ry. M. Varadarajaloo Chetty Garu.

The printed estimates circulated to the Trustees in accordance with the provision of Section 38 were discussed in detail, as also were the establishment lists in connection therewith, and a letter from the Board's Engineer recommending certain monthly paid men for increase of salary. The Secretary was directed to make certain alterations and additions in the estimates and obtain fuller information from the Engineer. The Board rose at 7 P.M.

The consideration of the estimates was resumed by the Trustees at 4-30 P.M. on Tuesday, 24th February 1891, at the Office of the Collector of Sea Customs:—

Present.

Mr. W. P. Austin, C.S., *Chairman.*
The Honorable Mr. J. A. Boyson.
Mr. C. E. P. Vans Agnew.
Mr. C. Slater.
Major W. L. C. Baddeley, R.E.

Mr. William H. Oakes.
Mr. Mirza Mehdy Ispahani.
Mr. Cowasjee Eduljee Panday.
M.R.Ry. M. Varadarajaloo Chetty Garu.

Examined and approved schedule of officers and establishment, Revenue Department; also proposed establishment for the Portage Department.

The following estimates, as amended by the Trustees, were approved, and it was ordered that they be submitted to Government with an explanatory covering letter:—

Revenue Estimate Receipts and Charges, 1891-92.
The Construction Estimates for the year 1891-92.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Office of the Collector of Sea Customs, on Friday the 13th day of March 1891.

* * *
3. Read and approved draft of explanatory letter from the Chairman to the Chief Secretary to Government in reference to the Budget Estimates of receipts and charges for the year 1891-92.
* * *

(True Extracts.)

C. PINSENT,
SECRETARY,
Harbour Trust Board.

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department

Dated }
Received } *March 1891.*
ENCLOSURES

No. _____

SUBJECT.

ESTIMATES.

Submitting _____ of Receipts and charges of
the Harbour Trust Board for the year 1891-92.

LAWRENCE ASYLUM PRESS.

28TH MARCH 1891, Nos. 216, 217, FINANCIAL.

GOVERNMENT OF MADRAS. FINANCIAL DEPARTMENT.

READ—the following paper:—

From W. AUSTIN, Esq., C.S., Chairman, Harbour Trust Board, to the Chief
Secretary to Government, dated Madras, 25th March 1891, No. 2216.

I have the honor to acknowledge the receipt of your telephonic message regard-
ing budget estimates, which I forward herewith, in triplicate, together with connected
papers as per memorandum at foot.

2. The estimate has been altered as directed in your message, and credit taken for
Rs. 50,000 from Madras Port Funds, instead of for Rs. 10,000 only as passed by the
Trustees.

3. Totals have been telephoned in advance as directed as follows:—

	RS.
Revenue Account—	
Total receipts	5,27,000
Charges	5,10,831
Capital Account—	
Harbour works	7,45,758
Protective works	1,55,500

4. These estimates have been kept back in connection with the explanatory
covering letter which was only finally passed by the Trustees at their meeting last
evening.

*General budget estimate for 1891-92.
Engineer's estimate for "
Porterage Department estimate for 1891-92.
Establishment list, Revenue, "
" Engineers, "
" Porterage, "
Covering letter, No. 2214, dated 25th March.

ORDER—dated 28th March 1891, No. 216, Financial.

It is desirable that the Chairman, Harbour Trust Board, should in future avoid
discussing in detail administrative questions, when submitting the budget estimates
of the Trust, as he has done in the foregoing letter, and the papers recorded in G.O.,
Financial, No. 726, dated 17th October 1890. Such matters should invariably be dealt
with in separate communications addressed to the Marine Department, while the
budget estimates should be forwarded direct to the Financial Department.

28TH MARCH 1891, Nos. 216, 217, FINANCIAL.

2. *Revenue Account.*—The ordinary receipts and charges in 1891-92 are estimated at 3.95 and 3.84 lakhs, comprising the following items:—

Receipts.	Budget, 1890-91.	Budget, 1891-92.	Difference.
	LAKHS.	LAKHS.	LAKHS.
Contributions from Port funds	2.62	.50	- 2.12
Imports, exports, crange, &c.	2.74	2.88	+ .14
Rents and miscellaneous	.15	.14	- .01
Interest on Government securities	.30	.43	+ .13
Total	5.81	3.95	- 1.86
<i>Charges.</i>			
Interest payable to Government	1.44	1.80	+ .36
Repayment of loans	1.00	1.00	..
Salaries	.13	.14	+ .01
Establishments	.59	.43	- .16
Contingencies	.14	.12	- .02
Pier-cooly contractor's bills	.23	..	- .23
Petty construction and repairs	.35	.35	..
Total	3.88	3.84	- .04

The saving of .41 under establishments, contingencies and contractor's bills, as compared with 1890-91, is due to the portage service being worked departmentally by the Traffic department from March 1890, and the consequent transfer of the charges to a separate head.

3. The receipts on this account in 1891-92 are taken at 1.32, consisting of beach portage .60, pier portage .60, and haulage .12. The charges amount to 1.28 and are made up of coolies' wages .70, boat-hire .13, steam crane and engine charges .06, claims for losses discovered after the landing of goods .05, establishment .23, contingencies and miscellaneous .06, and overtime fees .05. Deducting .41 transferred from the ordinary account, the additional charges imposed by undertaking the portage service amount to .87, so that the profit to the Board will be 1.32—87 or .45 lakh. The inclusion of these transactions in the budget is approved as a temporary measure, but the question whether the Board should continue to work the system departmentally will be decided in the Marine Department.

4. *Capital Account.*—The Board propose to borrow 7.46 lakhs for construction works in 1891-92, besides a further sum of 1.55 for extending the rubble revetment required to protect the foreshore north of the harbour, the estimates of which have been sanctioned in G.O., No. 720 W., dated 13th March 1891. It seems doubtful whether this work should be included in the capital account as it does not form part of the sanctioned estimate of the harbour, and interest will have to be paid thereon to the Government of India. This question will, however, be considered in the Marine Department.

5. The estimates will meanwhile be accepted as shown below:—

Estimates, 1891-92.		Opening balance.	Receipts.	Charges.	Closing balance.
<i>Revenue Account.</i>		RS.	RS.	RS.	RS.
Ordinary receipts and charges	..	10.35	3.95	2.84	10.46
Portage account	..	.02	1.32	1.28	.06
Total	..	10.37	5.27	4.12	10.32
<i>Capital Account</i>		42.54	9.01	1.00	50.55

28TH MARCH 1891, Nos. 216, 217, FINANCIAL.

6. The following telegram will be despatched to the Government of India, Department of Finance and Commerce:—

Harbour Trust receipts next year 5,27,000, including 50,000 transferred from Port funds; charges 5,12,000. Capital expenditure from Imperial loan 9,01,000. Estimates and explanations follow.

(True Extract.)

Major R. E. J. W. D.
for Chief Secretary.

To the Chairman, Harbour Trust Board.
" Presidency Port Officer.
" Accountant-General.
" Public Works Department.
" Marine Department.

ENDORSEMENT—dated 28th March 1891, No. 217, Financial.

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

J. F. PRICE,
Chief Secretary.

Exd. P. L. Pereira.

10.7. Copy will follow.

P.W. C. 4115

Govt. of Madras.
FINANCIAL.

G. O. No. 567 in 16-3-90
Memo No. 1321 C 2 14-3-90
778 C 2 21-2-90
A. No. 119 in 13-3-90
B. 1226 in 25-4-90

No 1132 W 23 April 1891
B

Recorded
Recorded

10-13
18-4-91 A.G.

Issued

Recd. 14-4-91 Encl. 1 & 2

G.O., &c., 28th March 1891,
Nos. 216, 217.

MARCH.

Budget Estimate.

Reviewing the — of the Harbour Trust Board
for the year 1891-92.

(9)

AS No. 119 in 13-3-90
With order

Prof
223 in 14-3-90
200 in 14-3-90