

Public Works (1897) Department.

G.O., No. 2238 W

¹⁷
DATED 16 August 1897

[Despatch Abstract.]

Railway Siding via at the Port of Lukerim from
Marine Dept passing orders in regard to the
incidence of the cost of the — and directing that
an estimate of the cost of maintaining the out-
wall of the reclamation be called for in
the P.W. Compt. & S.E. VI. Aids for necessary
action.

D.C.
17/8

[illegible]

FURTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

S.S. VI [✓] *cinerea*
Gm. No. 19/8/11

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 9th January 1897, No. 163/8 G.

In G.O., Public Works, No. 2327 W. of 13th September 1894, the sum of Rs. (37,500) thirty-seven thousand and five hundred was sanctioned in connection with the Tuticorin reclamation scheme. As the cost of the "turn-table" and of the laying down of the "permanent siding" from the main line of the South Indian Railway to the shore end of the new pier referred to in the enclosure from the Agent, South Indian Railway, which accompanied the letter from the Superintending Engineer, VI Circle, printed with the Government Order above quoted, seems to have been included in the sum of Rs. 37,500, I submit that, as the Railway Company will probably benefit largely by the establishment of through communication to the pier, the cost of the "permanent siding" and of the "turn-table" should be met by the Company. The expenditure of Port Funds on these works would appear to be contrary to the instructions contained in sub-section 5 (b) of section 36 of the Indian Ports Act, as only works maintained chiefly for the benefit of vessels entering or leaving the port can be charged to Port Funds, and the works in question apparently will chiefly benefit the Railway Company. The "line" has been laid down, but the "turn-table" has not yet been placed in position; as the line is being used daily its upkeep and maintenance should be met by the Railway Company for the reasons already given for debiting the Company with the original cost of the work; and I also consider that, for the use of the ground, a small rent, say Rs. (12) twelve yearly, might be charged, and a rate of 1 anna per ton of goods carried by each railway vehicle passing within port limits should be levied. The levy of this fee could be legalised under Madras Act III of 1885.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 18th February 1897, No. 163/47 G.

In continuation of this office letter No. 163/8 G., dated 9th January 1897, I have the honour to state with reference to the provision in G.O. (Public Works), No. 2327 W., dated 13th September 1894, of Rs. (2,500) two thousand and five hundred for a turn-table and of Rs. (9,30) nine thousand three hundred and thirty for a permanent siding from the main line to the shore end of the new pier at Tuticorin, that the Executive Engineer, Tinnevely division, reports that no expenditure has yet been incurred on these two items.

Office-note from the Officiating Joint Secretary to Government, Public Works Department, Railway Branch, dated 14th May 1897, No. 217 D.

With reference to Marine Department, No. 61 E. of 28th January 1897, forwarding letter from Presidency Port Officer, Madras, the undersigned has the honour to forward copy of a letter, No. 494, dated 7th May 1897, from the Agent, South Indian Railway, and to recommend that the proposals therein contained may be accepted.

ENCLOSURE.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Madras, 7th May 1897, No. 494.

With reference to your endorsement, No. 442, dated 5th February 1897, I have the honour to offer the following remarks. The siding will undoubtedly be of benefit to both the port and the railway and should, therefore, in my opinion, be constructed and worked at the expense of both departments. The port department having paid for the reclamation of the land on which the siding is laid, this Company should, I think, bear the cost of the permanent-way and of the turn-table. If this be agreed to I do not think the railway should be called upon to pay rent or any further charges, and I think it should be allowed to retain possession of the land on which the siding is laid subject to rendition when required and after receipt of six months' prior notice.

2. As regards working charges, it must be remembered that most of the export grain traffic can bear no addition to freight without being seriously affected. We are endeavouring to divert to Tuticorin the rice which now finds its way from the small ports in the Tanjore district to Colombo and the Tinnevely district by British India steamers and country craft. To do this it has been necessary to quote rates that are barely remunerative, and if the route is blocked by port charges at Tuticorin, the railway will not be the only loser. Passenger traffic can bear enhancement of rates, and I see no objection to both the port department, and the railway making a small charge for the use of the siding. I am willing for the siding to be maintained at the expense of the Company, provided the port department undertake to maintain the permanency of the reclaimed land on which it is laid, I ask for this as we have already incurred expense in replacing the sand which has escaped through the interstices of the coral retaining wall. As this Company bears all the expense of haulage from the station to the pier and will make no charge for the goods service, I hope the Presidency Port Officer will waive his suggestion for the tonnage charge mentioned in his letter, No. 163/8 G., dated 9th January 1897.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 12th June 1897, No. 163/220 G.

With reference to Marine Department memorandum, No. 360 E., dated 27th May 1897 (enclosures herewith returned), I have the honour to state that, after a careful perusal of the letter of the Agent, South Indian Railway, No. 494, dated 7th May 1897, to the Consulting Engineer for Railways, I regret that I am unable to meet his views on the questions referred to therein, for I find nothing put forward which in any way causes me to change the opinion expressed in my letter, No. 163/8 G., dated 9th January 1897, and which is also that of the Collector of Tinnevely—vide paragraph 7 of Proceedings of Board of Revenue (Separate Revenue), dated 7th November 1896, Mis. No. 4662—in respect to the railway extension.

2. The siding referred to by the Agent, South Indian Railway, up to the present has not benefited the port in a pecuniary way. Since its opening, about seven months ago, some 600 passengers and 2 cargoes of salt have passed over it, but it is the Railway Company that has benefited and not the port. Judging from the small number of passengers which have used the siding since its opening, I consider that a charge for the same would bring in no appreciable increase of income unless the passenger traffic largely increases.

3. Should the cargo traffic by the siding increase, it is the Railway Company that will largely benefit thereby, and I therefore strongly protest against any part of the cost of the siding or of the upkeep of the permanent way being debited to Port Funds. As pointed out in my letter, No. 163/8 G., of 9th January 1897, Port Funds cannot be expended on purposes which do not benefit the shipping visiting a port. It may be said that the siding will benefit the shipping by affording facilities for passengers and cargo, but it would not have been made had not the railway authorities perceived that it was likely to largely increase their revenue in the future, and I do not think that it will bring any increase to Port Fund.

ORDER—No. 642, Marine, dated 19th July 1897.

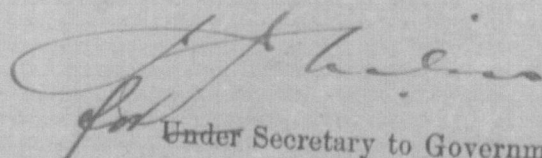
In G.O., No. 2327 W., dated 13th September 1894, an estimate amounting to Rs. 37,500 for reclaiming the foreshore at Tuticorin near the Government pier, was sanctioned. This estimate includes the following items:—

(a) Permanent railway siding	...	...	...	...	...	...	RS.
(b) Turn-table	...	...	...	...	...	...	9,330
							2,500
						Total	11,830

2. The Presidency Port Officer contends that the original cost of these items as well as their future upkeep should be borne exclusively by the South Indian Railway. In this view His Excellency the Governor in Council concurs. The works form part of the railway system, and there is no reason why Port Funds should bear any portion of their cost. The maintenance of the land occupied by the railway works is also a legitimate charge against the Company, but the upkeep of the outer wall of the reclamation will devolve on Port Funds on the understanding, however, that the Marine Department will not be responsible for damage or interruption of traffic caused by storms. There will be no objection to the railway undertaking, as a matter of convenience, and at the request of the port authorities, any repairs to the sea wall which may be urgently required. The cost would in this case be repaid by Port Funds.

3. The proposals that the traffic of the railway should be tolled by the port department, and that the railway shall pay rent for the use of the land which has been reclaimed and will be maintained so far as the outer wall goes at the cost of Port Funds, may stand over. For the meantime, an estimate of the cost of maintaining the outer wall will be called for in the Public Works Department.

(True Extract.)



Under Secretary to Government.

To the Presidency Port Officer.
 „ Public Works Department.
 „ „ Railway Branch.