

ORDINARY, MS.

<i>Public</i> DEPARTMENT	
G.O., DATED	20. 10. 91
No.	889

INDEXED.

When given for copying

[Despatch Abstract.]

Copy to the Govt. Secy.
 under with reference to
 from 10. 10. 91
 Dept. reviewing the re-
 port of the Standard Fund-
 Rtd. for 1090-91

READ AGAIN ORDER OF GOVERNMENT, DATED
18, No. , MISCELLANEOUS.

ENCLOSURE.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DISPATCH
IN ORIGINAL (not paged).

Ask me for report
from report.

A A

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

9TH OCTOBER 1891, Nos. 442, 443, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From the Chairman, Harbour Trust Board, Madras, dated 5th September 1891,
No. 1522.

ABSTRACT.—Submitting Administration report of the Trustees of the Madras Harbour for
the year 1890-91.

From the Chairman, Harbour Trust Board, Madras, dated 7th September 1891,
No. 1544.

ABSTRACT.—Advising the despatch of additional copies of the report.

ORDER—dated 9th October 1891, No. 442, Marine.

The Chairman, Harbour Trust Board, submits the Administration report of the
Trust for 1890-91.

2. There were during the year, as in that preceding it, ten Trustees, but the
number of ordinary meetings fell from 37 to 26, which latter is the minimum number
prescribed by section 17 (2) (a) of Act II of 1886. The average attendance fell from
9.35 in 1889-90 to 8.6. The changes in the constitution of the Board are recorded
in paragraph 2 of the report. Mr. Austin succeeded Mr. McWatters as Chairman.

3. The receipts of the year aggregated Rs. 7,78,592, which, added to the closing balance of the previous year, gives a total		
	RS.	
* Contribution from Port Funds ..	2,62,000	
Harbour Dues—Imports ..	2,41,441	
Porterage	1,22,533	
† Interest on loans from Secretary of State		1,43,542
Porterage		1,11,946
Repayment of loan from Secre- tary of State		1,00,000
‡ 1890-91		7,78,592
1889-90		6,40,326
		1,38,266

of Rs. 15,65,627. The expenditure was
Rs. 5,05,453, and there was a closing
balance of Rs. 10,60,174 at the end of the
year. Under receipts, the items * noted
in the margin were the largest, and the
expenditure included three † items of
or above a lakh each. The current
receipts exceeded those of 1889-90 by
Rs. 1,38,266, ‡ which is principally
accounted for by the increase under "Por-
terage" from Rs. 1,306 to Rs. 1,22,533.
Owing to the loss of the records when
the Board's office premises were destroyed
by fire in October 1890, a sum of
Rs. 6,089 has been returned as miscel-
laneous receipts, there being no inform-
ation available as to the heads under which it should be distributed. The causes
of the increase in imports and the decrease in exports are explained in paragraphs 10
and 11 of the report.

4. The porterage of foreign import cargo and all goods landed at, and shipped
from, the pier was taken by the Board into its own hands during the year under review
and the Government notes with pleasure the testimony borne in paragraph 21 of the
Chairman's letter to the energy and exertions of the Secretary and the Traffic Manager
in placing the system on a successful footing.

5. It is stated that the expenditure under all heads has been largely reduced owing to the Board having undertaken the portage work. The amount received under this head was Rs. 1,22,533, and the total expenditure against it has been worked up to Rs. 1,11,946 by the inclusion of the sums shown in column 3 of the statement in paragraph 12 and the amount of pier cooly charges in paragraph 13 of the report, which, in the opinion of the Board, are charges fairly debitable to the portage account. This transfer of establishment charges heretofore debited to revenue has enabled the Board to show a large reduction in the percentage charge for revenue establishment; but the correctness of the debits to portage seems open to question, and the Chairman will be requested to furnish a statement showing in detail the receipts and charges under that head with an explanation of the grounds for the debit of any sums which, under previously-existing arrangements, would have fallen against ordinary revenue. As the case stands, it appears that the profit to the Board on the portage account amounted in the year to Rs. 53,596, made up as follows:—

	RS.
1. Establishment charges transferred from Revenue account ..	19,189
2. Pier cooly charges do. do. ..	23,820
3. Surplus in portage account	10,587
Total ..	53,596

and this sum has been realized without any additional charge on the trade of the port, the rates for portage previously paid to contractors not having been altered since the Board took the work into their own hands. This result is certainly satisfactory, especially as it appears from the report that the work has been much better done. There has been less confusion, greater speed, more cheerful work by the coolies, better tally of goods, and smaller claims on account of goods lost or damaged, notwithstanding a considerable increase in the quantity of goods handled. The change thus appears to have been in every way beneficial, but it seems a question whether the trade of the port should not get the full benefit of the improved management in the shape of reduction of portage charges. No doubt it matters little whether the trade pays in this shape or in increased harbour dues for the purpose of enabling the Board to meet the heavy liabilities arising out of the construction account in respect of which

G.O., dated 9th May 1891, No. 313.

their financial position is, as has recently been shown, susceptible of improvement; but the Board should take the question

into consideration and report the result to Government.

6. The fees to Trustees fell from Rs. 9,180 to Rs. 6,600. This is accounted for by the fewer number of meetings held and the decrease in the number of members who attended them. It is stated that the expenditure on establishments fell from Rs. 43,243 to Rs. 31,159. If, however, the amounts transferred to portage are added, it will be found that there was no actual reduction of establishment charge, but a small increase of Rs. 236.

7. The outlay on new works, repairs, &c., was Rs. 79,579 against Rs. 83,063. Of these amounts, Rs. 61,206 and Rs. 62,530 were expended on repairs to the pier, and it is satisfactory to learn that, for some years to come, there will be no further heavy charges under that head. Considerable improvement in traffic facilities have also been effected during the year. The Government is glad to learn that the loss sustained by the Board, through the fire at its office premises in October 1890, was comparatively slight.

8. The work of "construction" appears to have been carried on satisfactorily during the year. The north arm of the harbour was extended to a length of 3,617 feet and the south arm to 3,775 feet. The length of the arms at the beginning of the year was 3,279 and 3,706½ feet, respectively. The advance was therefore 338 and 68½ feet only. This is accounted for by the fact that the pier heads were reached, and consequently the width of the arm was greater and the work more difficult. The

expenditure on "construction" during the year was Rs. 6,66,547 against Rs. 7,40,752 in 1889-90 and Rs. 6,17,226 in the preceding year. The total expenditure up to the end of the year under review was Rs. 44,40,777.

9. There was again an increase in the outturn of stone from the Pallavaram quarries. The haulage charges were Rs. 70,307 as against Rs. 64,962 in 1889-90.

	Tons.
1888-89	48,585
1889-90	61,083
1890-91	74,161

10. It is gratifying to learn that the nuisance complained of by the Military authorities has been entirely removed by the open drain constructed by the Board to the north-east of Fort St. George.

11. The increase in the amount of shipping using the harbour is satisfactory, and the fact that, although 1,331 steam vessels were piloted in and out, there was no mishap, reflects much credit on the Harbour Masters.

12. The Government has perused, with interest, the particulars of the trade of the port during the year afforded in paragraphs 60 *et seq.*; also the reports by the Board's Engineer, the Deputy Traffic Manager and the Deputy Conservator.

13. The attention of the Government Astronomer will be called in the Public Department to paragraph 12 of the Deputy Conservator's report. The matter referred to in the concluding portion of paragraph 11 of the same report will no doubt be dealt with by the Board.

14. The Governor in Council is pleased to be able to congratulate the Harbour Trust Board on the generally efficient management of port concerns during the year under review.

(True Extract.)

Admiral

Chief Secretary.

To the Chairman, Harbour Trust Board.

„ Presidency Port Officer.
 „ Financial Department.
 „ Public Department.
 „ Public Works Department,
 „ Public Works Department (Railway Branch),
 „ Revenue Department,
 „ Chairman, Chamber of Commerce, Madras,
 „ Chairman, Madras Trades' Association,
 „ Secretary to the Port Trust of Bombay,

} with copy of the Report.

ENDORSEMENT—dated 9th October 1891, No. 443, Marine.

Copy to the Government of India, Finance and Commerce Department, in continuation of No. 323, dated 29th August 1890.

J. F. PRICE,
Chief Secretary.

Exd. P. L. Pereira.

Govt. of {1891} Madras.
MARINE.

or

Order 20 Oct 91 No 889

Comm: to the Govt.
astronomer with ref:
to para: 13. a copy of
para: 12 of the Dy. Con-
servator's report is
furnished.

Issued

Recd. 15/10/91

Encl.

G.O., &c., 9th October 1891,
Nos. 442, 443.

7013

for C.S.

17/10.

OCTOBER.

Harbour Trust Board.

Reviewing the administration report of the —
for the year 1890-91. Copy to the Government
of India.

Govt. Astronomer
with copy para 12 of
the Dy Conservator
report