

13TH AUGUST 1892, Nos. 291, 292, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Chairman, Harbour Trust Board, dated Madras, 23rd July 1892, No. 1507.

ABSTRACT.—Submitting, for the information of Government, Administration Report of the Madras Harbour for 1891-92.

ORDER—dated 13th August 1892, No. 291, Marine.

The Chairman, Harbour Trust Board, submits the Administration Report of the Trust for 1891-92.

2. As in the two preceding years, the Board consisted of ten Trustees, and the minimum number of meetings prescribed by section 17 (2) (a) of Act II of 1886, viz., one a fortnight, was held. There were also two special meetings in February. The average attendance of Trustees was 8·7, as against 8·6 in 1890-91. The changes in the constitution of the Board during the year are recorded in paragraph 2 of the report.

3. The receipts of the year aggregated Rs. 5,74,014, as against Rs. 7,78,592 in the preceding year. This is accounted for by the decrease in the amount * that the Government was able to place at the Board's disposal from the Madras Port Fund. The opening balance of the year was Rs. 10,60,174, which, added to the receipts, gives a total of Rs. 16,34,188. The expenditure, including Rs. 2,78,888 refunded to Government, was Rs. 4,88,540, and the closing balance was therefore Rs. 11,45,648, or Rs. 85,474 more than the sum in hand at the opening of the year. This is satisfactory.

4. Of the receipts the marginally noted were the largest items. † Compared with the figures for 1890-91, the first item shows an increase of Rs. 43,630, the second a decrease of Rs. 11,574, and the third a decrease of Rs. 14,210. In the last case, however, the receipts in the previous year were really 13 months' earnings. The increase in the first item is accounted for by the larger importation ‡ of food-grains to meet the unusual demand. This, however, as remarked in paragraph 17 of the report, is not a satisfactory reason for enhanced receipts. Had the year been a normal one it is shown that, instead of an increase on account of dues on

	RS.	
* 1890-91	2,62,000	
1891-92	50,000	

	RS.	
† Harbour dues, Imports	2,85,071	
" Exports	80,716	
Porterage	1,08,323	

	Bags.	
‡ 1890-91	449,490	
1891-92	1,418,730	

imports, there would probably have been a decline of Rs. 10,000, accounted for by the reduced importation of railway stores and material. The falling off in the amount of dues collected on exports was, no doubt, principally caused by the want of produce available for shipment. The decrease under "Porterage" is largely attributable to the cessation of the importation of railway material.

	1890-91.	1891-92.	
	RS.	RS.	
* Establishments	31,159	43,432	page 7 of the report, are those * noted in the margin. The increase under "Establishment" is reported to be due to the
Overtime fees	3,000	8,487	Porterage establishment having been
Porterage	1,11,946	96,806	incorporated with the Traffic Department,
Petty construction and repairs	79,579	26,111	and to its cost having accordingly been charged against "Revenue" instead of against "Porterage" as in the report for

1890-91. The work on account of which overtime fees were paid by the Traffic Department is fully set forth in paragraph 12 of the Traffic Manager's interesting report. The fact that on only three days out of the 365 no work was done is evidence of the facilities afforded to the shipping and of the satisfactory working of the port. The expenditure on petty construction and repairs fell from Rs. 79,579 in 1890-91 to Rs. 26,111. The previous high figure was due to large expenditure on repairs to the pier, which, it is hoped, will not recur for some years.

6. With reference to the remarks in paragraph 50 *et seq.* of the report, the Government is of opinion that in order to arrive at the result of the working of the porterage system during any year, only such items of expenditure should be taken into account as have been necessitated by the Board working the monopoly. Items on which expenditure was necessary before the Board undertook the work should be excluded. The receipts on account of porterage are probably more liable to fluctuation than the expenditure, but, as long as the two approximate as they have done during the past year, the Government will not press for a reduction of the rates charged. Particulars of the item "General—Rs. 45,599" under "VIII, Porterage," should be afforded. It is observed that there are separate charges for "Establishment," "Pier coolies" and "Boat-hire."

7. The summary of tonnage which has entered the port of Madras since 1881-82, given in paragraph 32, is both interesting and instructive. The facts that the tonnage has doubled in the past ten years, and that 436,340 tons of goods were landed or shipped on or from the pier and beach during the past year, against 391,972 tons in 1890-91 and 359,184 in 1889-90, evidence the increasing trade and popularity of the port.

8. The slow advance in the work of "Construction" is explained in paragraphs 106 and 107. At the end of the year there still remained 95 feet of the north and 89 feet of the south arm to be completed before the cylindrical pier heads are reached. The expenditure on "Construction" during the year, including protective works and machinery, was Rs. 6,52,106, as against Rs. 6,66,547 in 1890-91. The total expenditure up to the end of the year under review was Rs. 1,16,47,374, against the revised estimate of total cost of Rs. 1,23,83,386. The quantity of stone from the Pallavaram quarries used was 89,000 tons, or 14,839 more than 1890-91.

9. It is satisfactory to learn from paragraph 118 of the report that the depth of water inside the Harbour has remained practically unchanged since 1889. It is observed that the total revenue for 1891-92 on account of Port and Pilotage Funds, &c., shown in paragraph 88, does not agree with that given in paragraph 3 of the Deputy Conservator's report. The latter includes Rs. 195 on account of the sale of a lighter and Rs. 74 for sundries.

10. Paragraph 11 of the Deputy Conservator's report will be communicated to the Government Astronomer in the Public Department.

11. The Government is glad to be able to repeat the congratulations conveyed in the concluding portion of its review of the report of the Trustees for 1890-91.

(True Extract.)

M. C. S.
Under Secretary to Govt. P. M. S.
Chief Secretary.

To the Chairman, Harbour Trust Board.

" Presidency Port Officer.
" Financial Department.
" Public Department.
" Public Works Department, with 3 copies of the report.
" Do. do. (Railway Branch),
" Revenue Department,
" Chairman, Chamber of Commerce, Madras, } with copy of report.
" Do. Madras Trades Association,
" Secretary to the Port Trust of Bombay,
Editors' Table.

ENDORSEMENT—dated 13th August 1892, No. 292, Marine.

Copy to the Government of India, Finance and Commerce Department, in continuation of No. 443, dated 9th October 1891.

J. F. PRICE,
Chief Secretary.

Exd. A. Raiff.

Govt. of {1892} Madras.
MARINE.

Not a marine's report

Issued

Recd.

Encl. 4

Recd 25th Aug 92

G.O., &c., 13th August 1892,
Nos. 291, 292.

AUGUST.

Harbour Trust Board.

Reviewing the Administration Report of the —
for the year 1891-92. Copy to the Government
of India, Finance and Commerce Department.

WITH ORDER

CV
Order 25th Aug. 92 No 593

*Comm. to the
Govt. Astronomer
with reference to
para: 10.*

*J.D.B.
for C.S.
25/8.*

*To the Govt Astron^r
with extract para 11
of the Dy. Secy's report.*

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

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT.

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO

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OF 15 93

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3/9/92*

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ORDINARY, MS.

<i>Public</i> DEPARTMENT.
G.O., DATED 25-292
No. 593.

When given for copying.

[Despatch Abstract.]

*Copy to the Port Adm.
naries priv. Marine Dept.
renewing the Harbour
Board House Adminis-
tration report p. 1091-
-92 with reference
to p. 10 regarding
the time signal.*