

ORDINARY, MS.

<i>Public</i> DEPARTMENT.	
G.O., DATED	15-1-93
No.	767.

INDEXED.

When given for copying. 18/7

[Despatch Abstract.]

Copy to the Govt Astronomer
Extract from the by Lonsdale's
annual report re the alterations
in the Time Signal (Mason's note).

BACK PAPER, No.

FURTHER PAPER, No.

OF 18

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

ENCLOSURES.

CURRENT No.

STATEMENTS WITH DITTO.

ORDER OF GOVERNMENT.

A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILLED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not paged).

N.B.—

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

Public Dept

Gobt. of {1893} Madras.
MARINE.

Issued

Recd. 9 September 1893 Encl.

G.O., &c., 25th August 1893,
Nos. 310, 311.

AUGUST.

Harbour Trust Board.

Reviewing the administration report of the —
for the year 1892-93, and forwarding copy to the
Government of India, Finance and Commerce
Department.

Pub 80593825-8-7

Order 15 Sep 1893, No 767.

The following extract
from the Dy. Conserva-
tor's report will be
comd: to the Govt.
Astronomer:-

"The Sun signal has
been altered and now
drops at 1 p.m. ^(Madras Mean Time) There
were 19 failures or irreg-
ularities during
the year."

35B
14/9

15/9/93

DESPATCHED

4065 Astronomer

20 SEP 93

IN M.S.

19/9

For the Govt

It is not known why this go. has
been comd to put this on

WITH ORDER

5. Under expenditure, the principal differences are as noted in the margin. The increase under "establishment" is reported to be more apparent than real, being due to the inclusion of the portage establishment, which was previously charged direct to the portage accounts. It is observed, however, that a similar explanation was given in the report for 1891-92 of the increase of establishment charges from Rs. 31,159 in 1890-91 to Rs. 43,432. The Chairman will be requested to explain fully the cause of the further increase in the year under review.

The decrease under "portage" is consequent on the decline of the trade of the port. The principal new petty work carried out during the year was the extension of the coal yard to meet the growing demand for storage room for that article.

6. With advertence to paragraphs 20 *et seq.* of the report it is observed that the Board's application for reductions in the rate of interest and annual refund of capital paid to Government has been disposed of in G.O., dated 8th August 1893, No. 746, Financial.

7. The increase in the tonnage entering the port of Madras, which was noticed in the report for 1891-92, was not maintained during 1892-93. The figures for the two years are 436,340 and 363,781, respectively; they show a decline of 72,559 tons. The tonnage in 1892-93 is, however, in excess of that of 1889-90 and previous years. The decline in 1892-93 is principally attributable to the number of bags of food-grains having fallen from 1,147,048 to 205,176 and to the dullness of the foreign import trade. There was a steady increase in the quantity of coal landed, the amount being 63,600 tons against 47,010 in the preceding year. Exports show a continued decrease which is explained by the Board's Traffic Manager as being due to the failure

	1891-92.	1892-93.
Cotton, bales ..	48,202	26,140
Ground-nuts, bags ..	93,132	26,209

of crops and the fact that cotton was railed direct to Bombay for shipment and ground-nuts were mostly despatched from Pondicherry and Cuddalore instead of being sent to Madras. It is noteworthy

that arrangements were made during the year for landing kerosine oil in bulk by means of pipes connecting the shipping with tanks on shore. Special moorings were laid down inside the harbour for tank steamers.

8. The decline in the trade of the port of Madras naturally affected the shipping and tonnage during the year. The figures show a serious decrease. The Port fund and Pilotage revenue consequently fell

	1891-92.	1892-93.
Ships ..	852	731
Tonnage ..	1,248,324	1,156,233

from Rs. 1,54,078 to Rs. 1,29,172. It is satisfactory that no casualty or accident of

any kind occurred to the shipping during the year. With advertence to paragraph 41, in which an accretion of sand in the south-west corner of the harbour is reported, it is observed that in the event of the services of the dredger *Wenlock* being found necessary, early application for her should be made. The rules to regulate the admission of explosives into the harbour, referred to in paragraphs 50 *et seq.* of the report, are under consideration.

9. The slow advance in the work of "construction" is explained to be due to the difficulty experienced in dredging away the old rubble base. Work was confined entirely to the pier heads at the ends of the arms. The foundations of these have been sunk to a depth of 40 feet below sea level as against 22 feet for the groynes, and the width of this portion of the work has been extended to 38 feet, whereas the groynes cover only 24 feet. At the end of the year a length of 20½ feet of superstructure remained to be set to reach the point at which the caisson is to terminate the north pier head. The south pier was not so far advanced as 47½ feet of blockwork remained to be set to reach a similar point. The expenditure on "construction" and protective

works to the north of the harbour amounted to Rs. 2,56,019 against Rs. 6,52,106 in 1891-92 and Rs. 6,66,547 in 1890-91. The total expenditure up to the 31st March 1893 was Rs. 1,19,38,529 against the revised estimated total cost of Rs. 1,23,83,386.

10. In paragraph 65 of the report it is said that the depth of water inside the harbour remains practically unchanged; this statement does not seem reconcilable with that made in paragraph 41 with regard to the accretion of sand in the south-west corner of the harbour to such an extent as to materially affect No. 1 mooring. A blank which occurs in the concluding clause of the Traffic Manager's report should have been filled in before submission to Government.

11. The Government considers that the report is as satisfactory as could be expected in the circumstances of trade which obtained during the year.

(True Extract.)

Immerinch
Chief Secretary

To the Chairman, Harbour Trust Board.

" Presidency Port Officer.
" Financial Department.
" Public Department.
" Public Works Department, with 3 copies of the report.
" Public Works Department, Railway Branch,
" Revenue Department,
" Chairman of Chamber of Commerce, Madras,
" of Madras Trades Association,
" Secretary to the Port Trust of Bombay,

} with copy of report.

Editor's Table.

ENDORSEMENT—dated 25th August 1893, No. 311, Marine.

Copy to the Government of India, Finance and Commerce Department, in continuation of No. 292, dated 13th August 1892.

J. F. PRICE,
Chief Secretary.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Chairman, Harbour Trust Board, Madras, dated 21st July 1893, No. 1346.

ORDER—dated 25th August 1893, No. 310, Marine.

The Chairman, Harbour Trust Board, submits the administration report of the Trust for 1892-93.

2. As in the three 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 was one special meeting in February. The average attendance of trustees was 7.7 against 8.7 in 1891-92, the decrease being consequent on the absence on duty of two of the official trustees.

3. The receipts of the year aggregated Rs. 5,16,631 as against Rs. 5,74,014 in 1891-92. Omitting the contributions of Rs. 50,000 and Rs. 65,000 made from Port funds in 1891-92 and 1892-93 respectively, the receipts of the Board showed a decrease of Rs. 72,383. The opening balance of the year was Rupees 11,45,648, which, added to the receipts,

gave a total of Rs. 16,62,279. The expenditure, including Rs. 2,87,039 paid to Government, was Rs. 4,96,428, and the closing balance was therefore Rs. 11,65,851 or Rs. 20,203 more than the opening balance. Of this sum, however, Rs. 15,000 represents the increase in the contribution made from Port funds. The figures given above do not include a sum of Rs. 1,31,000 which appears on both sides of the account as "advances to construction account" and the corresponding refunds.

4. The reason assigned by the Board for the serious falling off in its revenue is the general dullness of trade. The results would have been still more marked had not the imports of food-grains from coast ports continued to be much in excess of those

	1891-92.	1892-93.
	RS.	RS.
Harbour dues—		
Imports ..	2,85,071	2,08,382
Harbour dues—		
Exports ..	80,716	64,453
Porterage ..	1,08,323	1,02,151

figures for 1891-92 include also the receipts under that head. A serious decline is, however, still apparent.