Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 557 - Ry

DATED 10th May 1899

Includes G.O. No 185 Ry of 1892 99.

[Despatch Abstract.]

Appointment of Mr. F. W. Read, Traffic Manager of the Madras Railway as a Trustee of the Madras Harbour

Comng. to the Agents, M. & S. Ry. Copy of the Marine Dept. ordering the publication of a notification in the Fort St. George Gazette in regard to the —— to represent the railway interests

Indexed.

[P. W. Ry. 500—13-6-98.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

(No. I.)

No. 126

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 1st February 1899.

635
2.2.99.

RECEIVED
2 FEB. 1899
CONSULTING ENGINEER FOR RAILWAYS
MADRAS.

From

The *Agent and Manager.*

M. R. C.

To

The *Consulting Engineer for Railways.*

Madras.

SIR,

I have the honor to enclose a memorandum showing the sums paid to the Harbour Trust by the Members of the Chamber of Commerce, Members of the Trades Association, the various Government Departments, the Railways, and others showing a total of Rs. 291,000. These figures relate to the year 1886 and were compiled for a special purpose. I am however unable to give figures of a more recent date as the Administration reports of the Harbour Trust Board do not contain the necessary information. I desire to invite your attention to the large amount paid by the Railways - about one eighth of the whole - and to the fact that although 15 trustees may be appointed under the Harbour Trust Act no representative of the Railway interest is appointed to serve on the Board. It is, I understand, intended that the Board shall consist of 10 Trustees only and if this be so, one of the ten should, in my opinion, be an officer of the Madras or South Indian Railways

Section 5 of Act 2 of 1886

and I shall be glad if you will kindly bring my views to the notice of the Government.

The Chamber of Commerce and Trades Association have, I believe, elected their representatives on the Board for the en-suing official year and the Government should be addressed early on the matter before the Board is finally constituted.

I have the honor to be,

Sir,

Your most Obedient Servt,

Agent and Manager.

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

Amounts paid to Harbour Trust Board - 1886-87

Particulars	Import	Export	Godown & Ground Rent	Miscellaneous	Total
	Rs	Rs	Rs	Rs	Rs
Chamber of Commerce	50.817	35.443	1.584		87.845 *
Trades association	1.972	375	532		2.880
Government	18.742	7.169	-		25.911 †
Railways	27.013	36	8.386		35.435
Others	85.748	41.643	9.867	1.667	138.927 ‡
Total Rs	184.294	84.668	20.371	1.667	291.001

* Exclusive of Banks

† Including State Railways

‡ Includes whole of General native trade of Port + represents business done by natives with banks

Wm Sykes.
Agent & Manager
1-2-99

1. 635 99
126 1.2.99
Am

Form No. 10.

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

Comm. Engrs C. No. 635

SUBJECT.

A Railway representative on the Harbour Trust Board

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE MR. ARUNDEL C.S.I.
THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

FOR ORDERS.

The Collector of Madras should be asked to report on this proposal.

A.S.H.
9.2.99

I have long thought that the Railways ought to be represented on the H.T. Boards, especially now that the Railways are getting admission on the Trust Lands, and that with the probable advent of the Docks Railway into Madras the Railway interest will become more prominent than heretofore.

On the Bombay Port Trust the Consulting Engineer to Govt. for Railways is a Member.

The Moore proposal is that either the Madras or South Indian Railway should have a representative. I rather think that as their interest are often divergent it would be better that the Bombay practice should be followed and that the Con. Engr. (and, if the latter office of it, in his absence his Deputy) should be a Member of his office, not as an individual, be a Member.

H.E.T. Adams
3.1.99.

R.B. Thomas
10.2.99.

J.W.S.
3/2/99

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

187

Again G.O., dated 189 , No.

Again G.O., dated 189 , No

~~Current~~ letter No. 126 of 1897, dated 1st Feb. , from Govt M.B. & Ca. Eg.

Note thereon „ 189 , „ 3rd Feb. 99 , by Ca. Eg. for Br.

„ „ „ 189 , „ , „

ORDER. No 185 Ry dated 18/2/99

The Collector of Madras will report on the proposals.

7/2/99

To The Agent & Manager Madras
& Collector of Madras
Marine Deptt.

Marine Deptt for c.r.
Asst
15/2/99

Sent 7/2/99
17.

Despatched on 18/2/99

THE MADRAS HARBOUR TRUST,

A CRITICISM OF ITS MANAGEMENT.

THE Madras Harbour, as the older residents will remember, was commenced some 20 years ago, after considerable discussion, and the design was only adopted after every one had been afforded an opportunity of airing his latest fad. This harbour, after being wrecked by a cyclone, has now once more been completed, and one would have thought that, during all these years, some practical steps would have been taken to utilise to the utmost the facilities which it would offer to trade by carrying out the extra works which are obviously necessary. This, however, is not the case, and instead of attention being confined to practical improvements, we are treated to discussions regarding the depth which should be maintained at the entrance to suit the ships of the future, without any reference whatever to the fact that it will be quite sufficient to maintain the entrance and to dredge out the berths to suit the ships of to-day. The Harbour Trust Board has, in fact, failed to recognise that the harbour was designed for a certain depth which cannot be materially increased without endangering the foundations of the work; and that it will be time enough to provide for ocean monsters when the Suez Canal has been deepened.

If, therefore, instead of busying themselves with abstract questions regarding the entrance to the harbour and the height of an ocean wave, the authorities would recognise that the harbour has, rightly or wrongly, been constructed according to a certain design, and that what they have to do is to make the best of it and the facilities which it is undoubtedly capable of affording to trade, a great advance will have been made. We would suggest the following as the important questions to be decided, though they do not include any radical alterations in the design of the existing work:—

(1) The maintenance of the harbour according to the sanctioned design until it has been actually proved to be so defective as to necessitate alterations.

(2) Improved facilities for landing and shipping and conveyance between ship and shore.

(3) Improved Custom House accommodation with convenient sheds for he reception of cargo and examination of passengers' baggage.

(4) Facilities for landing and stacking coal where it is not exposed to the tfull force of the wind and where it is not a nuisance to the principal centre of business.

(5) Railways.

(6) Facilities for landing horses and dealing with troops.

These appear to be the principal improvements called for at the present time. It seems hardly credible that, twenty years after the commencement of the harbour, the iron pier and the beach are the sole permanent facilities for landing and shipping cargo and passengers. There are the same masulah boats, the same inconvenient Custom House arrangements, and a desultory system of extending railway lines without any reference to the convenience of passengers or shippers, or to the waste of time and money which unnecessary handling of cargo entails. Now, there must be some reason for this extraordinary state of affairs, and we propose to try and throw some light on the subject. This we can best do by studying the Administration Reports of the last few years. Examination of these Reports, we are afraid, merely reveals a record of good intentions which have come to nothing, as in no instance has any practical progress been recorded in the direction of improving the port, if we except the facilities for landing petroleum in bulk, due, we believe, to private enterprise and energy. The Secretary, Engineer and almost every one connected with the Trust has, it is true, at one time or another brought forward a scheme to which no one else will agree unless he claims that his ideas have been borrowed; and the only thing we can be perfectly certain about is that every one acknowledges that the Madras Harbour, as it now exists, is not as good as it might be, and does not afford sufficient facilities for trade; and that so long as the present inefficient administration lasts but little improvement can be looked for. This being the case we think that we are justified in calling for an enquiry with a view to the establishment of some other system of management and the formulation of some scheme for the improvement of the port.

So long ago as 1894-95 a Committee of the Board was appointed, which the Chief Engineer, D. P. W., the Consulting Engineer for Railways, and the Agents of the South Indian and Madras Railways were invited to attend. At this meeting the Chief Engineer explained the various proposals which had been made for connecting the Buckingham Canal with the harbour, and the decisions arrived at were :—

(*a*) That this meeting approves Mr. Pinsent's proposals (for a boat basin in the sand accretion South of the harbour) subject to such modifications in detail as may be found desirable hereafter.

(*b*) That provision should be made for a double line of mixed gauge from the Fort to Royapuram, with a joint M. R. C. and S. I. R. Beach Station upon a convenient site near the harbour.

(*c*) Having heard from the Hon'ble Colonel Pennycuick particulars of the various routes suggested for connecting the harbour with the Buckingham Canal, all present are of opinion that the northerly route is preferable both from a sanitary and commercial point of view and that the Harbour Trustees should afford every facility for such a connection.

Here at all events a start had been made, and the Committee's proposals were reported to the Board, which, with that curious mania for delay so characteristic of its every proceeding, resolved to ask

Government to appoint a strong representative Committee to consider the question. By this action it was apparently admitted that the Trustees recognised that they represented none but their own interests, though they were conscious that a feeling undoubtedly existed amongst the mercantile community that the time had arrived when something might be attempted to improve facilities at this port. The representative Committee duly met, but so representative was it that the Marine Department was entirely ignored, and the following proposals were actually sanctioned by Government subject to the Board being able to raise the necessary funds :—

(*a*) To construct a canal entrance in the North-West corner of the harbour with a deep water quay connected therewith, alongside of which a steamer could work cargo and land or ship troops and horses, etc.

(*b*) A boat basin in the South-West corner of the harbour inside the present water area.

(*c*) Additional work at the South arm to render it sand tight.

(*d*) Deepening the harbour by dredging to provide additional berths for steamers.

Once more the Board was faced with the necessity of coming to some decision; but it was not long before it discovered means of ridding itself of this responsibility. It will be observed that the representative Committee formulated proposals which differed materially from those put forward by the Board's Committee, in that an integral part of the new scheme was the proposal to take up a part of the existing area within the harbour for a boat basin. This proposal was at once put a stop to by the Marine authorities, and would probably never have been put forward had a nautical man been on the Committee. This part of the scheme having been objected to, the Board, alarmed at its own temerity, came to the conclusion that it would not be justified in spending so much money, because other satisfactory arrangements, which it omitted to indicate, might probably be made, which would not cost so much money; it also (Administration Report 1895-96) came to the conclusion, in spite of the decisions arrived at previously, "that it is doubtful whether the North-West corner of the harbour is the best place for a canal to enter it, or, indeed, whether any canal to the harbour is required at all, and that no further action regarding harbour improvement, connected with such a canal, can be further considered until the point is settled." Thus the whole of the strong representative Committee's proposals were satisfactorily disposed of, and the Board was once more at liberty to settle down to a further period of barren discussion which, so far as we are aware, is still going on.

The abandonment by the Harbour Trust Board of the North-West entrance for the canal led Government to re-consider its proposal for a northerly canal to the harbour and the question of a South canal through the sand accretion was re-opened. This

abandonment, from a commercial point of view, seems to be a pity, for a northern canal would have been extremely convenient to trade as the line would pass near the business part of Madras, and would be of great value as a means of reducing the existing coal nuisance, besides providing accommodation for lighters and quays for cargo at a place where its distribution would be easy either by canal or rail. We trust, however, that whatever line is finally selected for the canal the coal question will not be lost sight of.

At the end of 1895-96, therefore, the position appears to have been that nothing practical had been done and that the whole question had to be re-considered. The proposals of the original Board's Committee for a boat basin in the sand accretion South of the harbour was, therefore, resuscitated, and, in November 1896 were submitted for the sanction of Government, presumably in connection with a South canal. Whether this canal is to be used for navigation seems doubtful, however, as we notice in the Administration Report for 1896-97 an outrageous proposal to stack coal on the accretion South of the harbour. This proposition, we may confidently assume, will never be sanctioned, being absolutely indefensible from every point of view.

It might be imagined that having resuscitated the old scheme and submitted it to Government for sanction the Board had at length made up its mind that the ship-owners are correct in their opinion that vessels in the Madras Harbour can do a better day's work overside into lighters than alongside any dock wall, and that a boat basin is all that is needed ; but we understand that a fresh change of front is probable, and that the Board at the present moment is prepared to plump for a ship-dock. It seems useless to discuss this last development, which will probably only last for a short time, and we would merely suggest that it might be better, before wasting time in preparing innumerable plans, to decide once for all whether it is to be a ship's dock or a boat basin, and having once arrived at a decision to stick to it. Failing this the Board's Engineer might be asked to prepare a plan which can be easily suited for either a ship dock or a boat basin, according to the momentary wish of the Board. This will save much trouble and enable the Trustees to continue their discussions, merely recording at the end of each month which scheme is the favourite of the day. After some years spent in this profitable manner Government might step in and order the adoption of the scheme which had been approved the greater number of times. In this way something might at length be settled.

It would also be as well if Government would narrow down the field for discussion by letting the Trustees know once for all whether it intends to allow any tampering with the existing harbour, as we notice that proposals for a north-east entrance occasionally crop up. It is to be presumed that the present entrance

was determined on after due consideration and, so far as we are aware, no actual inconvenience has ever been experienced from shoaling or anything else. It seems, therefore, a little absurd to talk of the only really satisfactory solution of the supposed difficulty regarding shoaling to be the north-east entrance, as Colonel McNeil Campbell did in his note of July, 1896. It is not usual to provide for supposititious difficulties, nor to make radical alterations in the design of a work, to remove a difficulty which has not yet and never may become serious, or, at all events, so serious that ordinary dredging will not cope with it. On this question the Board were, we think, wise, in pursuance of their traditional policy, to consider that the time had not yet arrived to enter into a consideration of the expense involved in the construction of a north-east entrance, though we are sorry to notice that they have so little confidence in the stability of the harbour works. Instead of basing their plea for delay on the desire to await a really bad cyclone to thoroughly test the present work before going into the question of improvements involving radical alteration in the design or form of the harbour or its present entrance, they might have contented themselves with accepting Sir A. Rendel's opinion that any difficulties caused by the movement of the sand may be removed by dredging. This opinion the Board apparently intend to test, as they have secured the dredger *Wenlock* and it is now being converted into a sand pump dredger. What they are going to do with the *Wenlock*, without a boat basin, in the event of a really bad cyclone, they have not apparently decided.

A short time ago it was announced that the P. and O. steamers would, after the current cold season, no longer call at Madras, and this action on the part of the Directors was, at the time, much criticised. It was, in fact, felt that, with the plague at Bombay, and the consequent increased demand for passages from Madras to London, some good and sufficient reason ought to be forthcoming. The question we would now ask is whether the Company's abandonment of the port is not due to preventable causes, and whether the Port administration is not primarily responsible for the decision arrived at, either by refusing reasonable facilities, or by exorbitant charges on steamers which merely call to take up or set down passengers. We are aware that the local Agents of the P. and O. Company, when challenged, declined to attach any blame to the Harbour Trust Board, but we have it on the authority of the Superintendent of the Company in Calcutta that the restrictions and general want of facilities to be found at this port were the chief factors that influenced the Company in its decision. The Agents presumably consider that complaints would merely give the Board a further opportunity to exhibit its utter inability to come to a decision on any point whatever, and probably felt perfectly certain that, in the end, no practical result would be attained. We can well imagine how the Secretary, by direction

of the Chairman, would write to the Deputy Conservator, Traffic Manager, and Engineer; how these officials would keep up a spirited correspondence amongst themselves in which the Collector of Sea Customs would eventually take a part, disagreeing on all points with his own opinions as Chairman of the Harbour Trust Board; and how all would be unanimous in raising objections to any scheme which, however beneficial to trade, might entail extra trouble on themselves. We know that Madras is at an inconvenient distance from Colombo, and that, unless special arrangements are made to facilitate trade by working at night or on holidays, steamers are likely to be delayed to a greater extent than the trade warrants; but we imagine that with a little energy and common-sense on the part of the authorities, these delays could be minimised if not altogether avoided. At any rate it seems inconceivable that a large shipping Company would give up traffic if the conditions were such as would enable it to work at a profit; and until those conditions are altered, passengers from Madras must, apparently, put up with the loss of the most comfortable direct line of steamers to Europe.

We presume that the majority of people have very little idea regarding the way in which the affairs of the port of Madras are managed, and the quantity of red tape, unequalled in any Government Department, which is consumed before anything is decided. Above, we attempted to give some idea of the work of the Harbour Trust Board in the direction of harbour improvements, and the provision of increased facilities for trade, and the conclusion we were forced to arrive at was, that, with the existing Board, nothing but unprofitable talk and indecision can be expected. We have pointed out that, though harbour improvements have been discussed for years, the only result has been the edifying spectacle of the body of gentlemen entrusted with the management of the port holding frequent meetings and arriving at a different decision at each. We have, in fact, been forced to the conclusion that the Trustees are prepared to support any scheme so long as their support does not mean that they are obliged to take action and carry it out. The Trustees have, we believe, only been consistent in one thing, viz., the increase they have annually made in the cost of establishment—an increase which no one would grudge if there was any idea that the public received value for their money. The Harbour Board has, it is true, no real power under the Act; but it has not even managed to acquire influence by proving its business capacity and ability. It takes no responsibility and has been aptly described as the creature of Government; and Government, its master, appears to take but little interest in its work, unless, as we may reasonably suspect, it is engaged in giving the proverbial sufficiency of rope wherewith to make an end. This setting up of a Board which is not even representative, is probably one of the principal causes of the present inefficient state of the

harbour, and it would be far better for Government, if it is not prepared to sanction the formation of a representative Board with power and responsibility, to take over the direct management of the port. Then at least some progress would be possible.

As matters now stand Government is the master of the Trustees and, with its adviser, the Presidency Port Officer, has a finger in everything. Under Government the members of the Board act as Trustees for the general upkeep of the port and its revenue, and, under another Act, the same Board is Conservator of the Port, with a Deputy Conservator as executive officer. The Board is presided over by a Chairman who is also Collector of Madras, Superintendent of Sea Customs, Superintendent of Stamps and Stationery, and Protector of Emigrants. This gentleman is, as a rule, in the hands of his subordinates, who draft his opinions and write his letters, as it is quite impossible for one man, no matter how able, to look after so many duties personally. It is true that Government has quite recently made a new departure and has appointed men of acknowledged ability, while it no longer regards the appointment as a "shelf" for senior men not good enough for the Board of Revenue; but unfortunately changes are still of frequent occurrence and the Harbour Trust Board has no permanent head. Besides the Chairman, the Trustees consist of four elected and five nominated members; three of the elected members are chosen by the Chamber of Commerce, and one by the Trades Association; of the five nominated members two are officials and three non-officials. The European mercantile community is represented by four gentlemen who, owing to the limited powers entrusted to them and the obvious impossibility of making any real progress, are liable to look upon the rest of the business of the Board as an interruption to their ordinary work. The two officials nominated by Government consist of an Under Secretary and the Presidency Port Officer, the last-named being doubly powerful as, besides being a Trustee he is the Marine Adviser to Government to whom all proposals of the Board are ordinarily referred. The other three non-official members are Native gentlemen who, we believe, do not take any active interest in the affairs of the Trust. We have, therefore, a Chairman who has to undertake many other duties, among which we would specially notice those of the Collector of Sea Customs, whose interests are sometimes opposed to his interests as Chairman of the Harbour Trust Board; a small body of European merchants, a couple of officials and three Native non-officials. The railway and steamship interests are entirely ignored, and it would be difficult to devise any scheme more calculated to obstruct the development of the port. A non-representative Board without influence and without any permanent Chairman to direct its policy must, we think, always be a failure.

If the existing organisation is to continue, we would advocate a whole-time Chairman, who should be a man well

versed in harbour management specially recruited from England. We would further advocate a change in the construction of the Board, so as to include representatives of the Railway and Steamship Companies which use the port of Madras, but with the proviso that the Railway Trustee shall belong to the Traffic and not to the Engineering branch of the service. The Board has already an Engineer of its own in addition to an Engineer Trustee, who, between them, should be able to offer advice on engineering subjects. What is wanted is a man accustomed to deal economically with traffic, a branch of Harbour Trust management which, at present, escapes all practical criticism. The Trust need not be materially increased in numbers ; nor is this advisable, as a whole-time Chairman, with members of the Marine and Public Works Departments and the Collector of Sea Customs as official Trustees, two merchants elected by the Chamber of Commerce, a member of the Trades' Association, representatives of the Railway and Steamship Companies, and a couple of Native members would be far stronger than the existing Trust, and, even with its present limited powers, might, if it knew its own mind and stuck to its decisions, become extremely influential with Government instead of being, as now, merely its "creature." No Board can be strong so long as large and important interests are not represented, and so long as it is presided over by a Chairman who, however able, has no special knowledge of the details of his work and no time to master them. We have suggested a member of the Marine Department in lieu of the Presidency Port Officer, as that officer is the Marine Adviser to Government and should not, therefore, be a member of the Board whose actions he is expected to criticise. A double position such as this must tend to reduce the value of his advice to Government and give him an undue advantage in pressing his opinions.

So far we have only dealt with the constitution of the Board, but the executive is, we believe, equally capable of improvement, as might be expected when we remember that the Trustees being without real power can only propose changes at the risk of a snubbing from Government. The management being practically powerless we have Secretary, Traffic Manager, Engineer, and Deputy Conservator working under the Board in its dual capacity, with separate offices not all under the same roof, engaged in writing to one another, often at open strife, and some, we are afraid, only nominally the servants of the Board. The Deputy Conservator is a member of the Royal Indian Marine, a mere bird of passage, who puts in a few years on shore between his periods of sea service ; and we do not imagine that he, for one moment, considers the Board as his master. His appointment is made from Simla and his future prospects, so long as he does nothing to bring himself into prominent notice, are absolutely independent of his work. He draws his pay and does his routine work, but beyond this has no

interest. This appointment might well be reserved for a local officer of the Port Department whose knowledge of the coasting trade and practical acquaintance with the needs of the merchant service would be of great assistance to the Board. The Engineer, again, is apparently semi-independent and, for some reason or other, possibly friction with other members of the executive, his services and those of his staff appear to be only partially utilised. We thus find the Traffic Manager reporting on the condition of the iron pier, cranes, and trucks, all of which should appertain to the Engineer's Department. Indeed, what that gentleman now does with himself and his establishment, costing over a quarter of a lakh of rupees annually, we are at a loss to understand. We know, it is true, that he prepares numerous plans and estimates for the extension of the harbour which the Trustees accept and then abandon, and that he occasionally makes a survey of the harbour, the accuracy of which the Trustees appear to dispute ; but this, the construction of an office, and petty maintenance works costing a few thousands in the course of the year, cannot possibly take up any great part of his time. Surely, now that construction has been completed, and there are no practical signs of any extension of the harbour in the near future, some employment can be found for the Engineer, even though it involves the redistribution of work and a possible reduction of establishment. An Engineer is necessary, as the harbour works require watching, especially with regard to the reported shoals of the entrance and some of the berths, but, in other concerns, Engineers have not been found incapable of managing traffic and performing duties not strictly relating to construction ; and anything is better than to keep establishment without sufficient work.

We would suggest, therefore, to Government, that if it is not prepared to take over the management of the harbour itself or to grant increased powers to a thoroughly representative Board presided over by a whole time experienced Chairman, it should at least make the Trust as representative as possible and not interfere with its work or establishment more than is absolutely necessary. It is not giving the harbour management at Madras any chance whatever if the salary of the Chairman is utilised to swell the emoluments of the Collector of Madras, so as to make that appointment (as it was until quite recently) a sop for disappointed seniors of the Civil Service. Neither is it giving harbour management a much better chance, when owing to the fall of the rupee and sterling pensions disappointed seniors are scarce, to make the appointment a temporary resting place for younger men of the same service who are destined for higher places. These last, with the best intentions, do not stay long enough to learn their work ; and the net result, so far as efficiency is concerned, is much the same as if the Harbour Trust Board had no Chairman.

Government has recently published an able and most useful Note by Mr. F. J. Wilson, Trustee and Local Consulting Engineer to the Madras Harbour Trust Board, on an estimate for constructing a boat basin in connection with the Madras Harbour, together with the views of the Chief Engineer, D. P. W., on the same subject. In this Note Mr. Wilson tells us that the Madras Harbour has now reached a crisis in its history and that its future success will very much depend on the general plan of development which *must* now be decided on. It is quite refreshing to find a member of the Madras Harbour Trust Board using the word "must" in this uncompromising fashion, but we very much doubt whether Mr. Wilson will find all his fellow Trustees disposed to fall in with his views, and come to a decision, unless considerable pressure is put upon them. This would be too great a departure from their usual methods, as we have previously endeavoured to show, and we expect that they will yet try to find some plea for delay. Mr. Wilson's proposals provide for the construction of a 17 acre dock suitable for vessels of all kinds, with a protecting mole extending into the existing harbour, and also for two quay walls in the latter,—one alongside the North, and the other alongside the South arm. The Chief Engineer approves of Mr. Wilson's scheme so far as the construction of a ships' dock is concerned, but suggests many alterations in design, location, and size. He objects altogether to quay walls within the existing harbour area, partly because they would curtail the harbour space, and partly because, on Mr. Wilson's own showing, the water in the harbour will rarely be quiet enough for vessels to lie alongside such quays. We are, moreover, not surprised that the Chief Engineer has come to this conclusion as the whole plea for an inner dock is based on the supposition that ships cannot, except on rare occasions, lie alongside quay walls. We also imagine that Mr. DeWinton's proposal to locate the entrance to the proposed dock as far seaward as possible, is a move in the right direction, as anyone who has visited the harbour during rough weather must have observed that there is a well-defined area of comparatively calm water on each side of the existing entrance, due to the protection afforded by the curved arms, and that the nearer the proposed entrance is located to this protected area the greater probability there is of ships or lighters being able to enter the proposed basin without difficulty. Though some of Mr. Wilson's proposals have not found favour, he has at least devoted a very large amount of time and thought to the preparation of his scheme, and by his careful summary of the whole history of the Harbour has materially helped to advance the question of improvements. Mr. DeWinton too puts the matter plainly when he says :—"The first thing to be done, it seems to me, is to settle what we want, and then to see whether we can afford

it." Words of wisdom these which the Harbour Trust Board might have thought of years ago.

We do not propose to attempt to discuss all the details of the scheme, nor the modifications suggested by the Chief Engineer, Public Works Department, as we note that these have merely been forwarded to the Harbour Trust Board for such remarks and recommendations as it may desire to offer, and, therefore, the time for detailed criticism has not arrived. We trust, however, that the wording of the Order means that Government is, at last, tired of the delays which have taken place and of the lamentable indecision which has been apparent in all the Board's proceedings, and now intends, after giving a reasonable time for the expression of an opinion, to formulate a scheme and carry it out without further waste of time. Whilst the Harbour Trust Board is engaged in fruitless discussion the trade of Madras is suffering, and the landing dubash is king. It is needless to point out how hardly this system presses on the consignee and how it hampers the general trade and development of the Port.

It must be acknowledged, we think, that any scheme for the improvement of the Madras Harbour cannot be dissociated from the proposed canal from the Cooum, as this canal, if it is to be constructed at all, must form an integral part of any scheme and cannot be taken separately. The points for consideration then become : (1) The sanitary condition of the Cooum and the harbour ; (2) Landing and shipping facilities and the provision of a place of refuge for lighters and cargo boats ; (3) The convenience of passengers and Railway communication ; (4) Customs House arrangements. And it is evident that Government, which practically finds the money for the whole scheme, and is the only representative of the general public, is as much interested as any one else. So far as the canal connecting the Cooum with the harbour is concerned, we presume that it will be designed to take water from the harbour to the river, and that means will be provided to prevent the pollution of the harbour with Cooum water. We also presume that the canal will be deep enough to prevent the growth of weed, the fragrance from which renders the Island so agreeable at certain times of year. Whether the canal would be required at all, from a sanitary point of view, if sewage were no longer allowed to enter the river and the Buckingham Canal, is also a question worth considering, as it might be found that money spent in this direction would be just as effectual in dealing with the Cooum nuisance.

The provision of landing and shipping facilities is, however, the main question with which the Harbour Trust Board is concerned. It is the question on which the future of the Port

of Madras depends, and it is much to be regretted that no definite decision has as yet been arrived at regarding the form harbour improvements and extension shall take. Mr. Wilson has, in his Note, brought the matter forward in a practical manner and has done useful service, whether his recommendations, those of the Chief Engineer, or any other modifications which may hereafter be suggested, are accepted. He, as we have said before, plumps for a ship dock, or inner harbour, unaffected by the sea, in which vessels of all kinds can load and unload alongside quays. and to which vessels of all kinds can fly for refuge during stormy weather with the certainty of complete security; and with this part of his scheme the Chief Engineer, with certain modifications, agrees. He also points out that the existing harbour was originally intended merely to form an entrance to an inner still-water basin in the sand accretion to the South, and that this intention has never yet been definitely abandoned, though to some extent lost sight of during recent years. The real question to be decided is, therefore, whether the original scheme shall be adhered to, or whether, owing to want of funds, a less expensive boat basin can be substituted without serious detriment to the trade of the port. This question of funds is a matter on which it is impossible to hazard an opinion; but some of our financiers ought to be able to prepare a fairly accurate forecast, after duly considering the present trade and probable future increase. The provision of a safe and convenient harbour at Madras is really a matter of Imperial interest, as India possesses only three or four ports where large ocean-going steamers can remain in all weathers; and this, with a coast line of more than 3,000 miles in length. For vessels which merely call at the port for a few hours, to land or ship passengers and small quantities of cargo, the existing harbour will probably always suffice; but for full or heavy cargoes, troops and horses, there can be no question that an inner harbour, with still water, and facilities for landing and shipping alongside quay walls, must be more satisfactory.

If sufficient funds are not available, or if it is found impossible to arrive at a decision regarding the probable increase of trade, we would enquire whether it would not be possible to construct an entrance and to form a boat basin with quay walls sunk like wells, as suggested by the Chief Engineer, but only, in the first instance, to the depth required for a boat basin. If these wells were filled with sand, and hereafter the necessity for a ship dock is fully demonstrated, they could easily be sunk to the full depth required for a ships' dock. This suggestion, if carried out, would enable an opinion being formed at leisure whether an unimpeded entrance to the inner basin will give the practically still water which is necessary if ships are to lie alongside quays. It will

not be necessary to surround the shallow boat basin with a quay wall as, with a wall on one side, a sufficient area can be dredged out for any length that may be required, with a shelving beach, protected with rubble, if necessary, on the other side. This proposal, in fact, merely means that the canal should be widened for a certain distance with a quay wall on one side, this quay wall to ultimately form part of a ships' dock. A canal basin such as this would afford the necessary protection for lighters and dredgers during stormy weather, and the proposed Customs House sheds could be constructed alongside, but would be a compromise which we trust it will not be necessary to adopt.

In this connection we must once more direct attention to what we may well call the threatened coal nuisance. The Municipality, by using so much laterite for road metal, already makes Madras sufficiently uncomfortable with clouds of red dust, and why add coal dust to our many trials? Yet we notice that one of Mr. Wilson's proposals and, as the Chief Engineer points out, his aim in placing his basin so far inland, is apparently *to stack coal between the basin and the sea.* This idea that coal must be stacked on the foreshore, exposed to the full force of the wind, where it will be a nuisance to the whole neighbourhood, and where the wastage will be a maximum, seems to pervade every scheme for harbour improvements, though we can well imagine the state of the rest of the sheds, railway premises, and other buildings, in the neighbourhood, if such a thing is allowed. We know, from a recent decision, that it is illegal to build so as to interfere with your neighbour's light; and surely it must be equally illegal to place a coal heap, unprotected from the wind, in front of your neighbour's door. Why should it not be obligatory for the harbour authorities either to stack their coal in sheds which will prevent its being blown all over the neighbourhood, or else to despatch it at once by rail, road, or canal, to its destination? There seems to be no reason why coal should be allowed to be stacked on Harbour Trust premises in unprotected heaps to the great discomfort of the public, when, at comparatively small expense, the nuisance can be avoided.

The convenience of passengers and Railway facilities can be left to the care of the Agents of the Madras and South Indian Railway Companies. Whatever form harbour extension takes, it seems unlikely that large passenger steamers, which merely call for a few hours, will enter the inner harbour. Passengers must therefore not expect much better facilities (except larger and better boats) than now exist between ship and shore; and the only way in which they will benefit is

that they will start from the proposed basin or dock in rough weather, and avoid the cartage of their baggage across Madras. It is to be presumed that arrangements will be made for through booking to the harbour, and that convenient waiting and refreshment rooms will be provided, with or without sleeping accommodation. Customs House arrangements and the storage of goods should also not be a difficult question to settle as Government has full control and, if it makes up its mind that the convenience of the public is to be the main point considered, a satisfactory scheme will soon be forthcoming. Mr. Wilson's scheme provides for the necessary sheds, but nothing of course can be done either to improve Customs arrangements or Railway facilities until a decision has been arrived at regarding the proposed inner basin. Whether the Board will be allowed to stop the way indefinitely depends solely on Government. We would further suggest that if the Customs House is to be removed from its present site or, at all events, if the bulk of the goods are to be stored within Harbour Trust premises, Government may well consider whether it cannot turn the valuable property which it possesses on the Beach to better account than it now does.

D.O.

Montcalm House.
Feb 25. 1899.

My dear Bruce:

I am afraid that I shall not have time to report officially in reply to D.O. no 85 of 8th Feb. regarding the suggestion to put a representative of the Railways on the Harbour Trust Board. I have called for figures similar to those quoted in Moore's letter for the past year or two. But it will take some time to compile them; & in the meantime perhaps Government would

like to have my individual views on the general question.

At present the Railways are represented on the Chamber of Commerce, & the C. of C. is represented on the H.T.B. It might therefore be urged that the Railways need not be separately represented on the Board. But when the quota of representation on that Board to be allotted to C. of C., Trades Association & Others was considered, the amount of Harbour dues paid by the Chamber, & value of the Chamber's trade was, as Mr. Sise's figures rightly show, calculated apart from those of Railway materials imported or exported. Had the latter been added to the value of C. of C. trade, the C. of C. would have been entitled to larger representation than it obtained.

Apart from any exact calculation on the basis of the value of trade or the like, the Railways stand in a different position from other importers & exporters. As carriers of goods they are brought into more intimate business relations with the H.T.B. Their vehicles are in & out of the Board's goods yard all day long & every day; & there is a constant interchange of traffic, at the present time mostly

coal; but if a Dock be constructed it is not unlikely that the Railways will receive & deliver on the Harbour quay other kinds of goods, which at present intermediate between the Railways & the Harbour Board's lands pass through the merchants' godowns. The Railways therefore to the speedy despatch of their traffic, & the safety of their rolling stock are very intimately concerned in the efficiency of Harbour Board administration.

For yet another reason I should be glad to see one or more representatives of the Railways on the Board. For easily intelligible reasons. The official

members are lacking in the commercial instinct, while the Commercial members are inclined to a "laissez-aller" attitude, unless their own personal interests are affected, in which case it is probably difficult for them to take a broad & impartial view of the matter under consideration. A Railway man would come midway between the official and the merchant. While alive to the supreme necessity of fostering trade, he would be able to take a broad view of administrative questions & to correct any tendency to subordinate general principles to mere temporary or individual

interests.

For these reasons I think it eminently desirable that one of more representatives of the Railways should be on the Board. I am doubtful of the expedience of giving the seat to the C.E. for Railways, as a representative of all Railways concerned. You say that the C.E. could act as umpire between the H.T.B. & the Railways when their interests clash. But please do not take it amiss if I say that the H. Board would naturally imagine that the C.E. for Railways could hardly fail to look at things through Railway-tinted rather than neutral tinted glasses.

Furthermore all proceedings, reports etc of the H.T.B. go up to Govt through the Secretary to Govt in the Marine Dept. Would it not be anomalous & perhaps inconvenient that H.T. reports which might have had their genesis in the brain of the C.E. for Railways should be subject to dissection by the Sec. to Govt P.W.D.

My recommendation would be to have one representative from the R., & one from S.I.R.

Yours sincerely,

C.U. Atkinson.

Publicdeptt Rs

Revenue (1899) **Department.**

Railway Branch

CURRENT No. 373

JOINT SECRETARY TO
RECEIVED
14 MAR 1899
GOVT. OF MADRAS RYS.

From The Collector of Headquarters

Order

No. 135
R

Dated 11 March
Despatched 13 do } 1899
Received

Registered

Enclosures one

Spare copies

SUBJECT.

Reporting on the desirability or otherwise of appointing a representative of Railway interests on the Harbour Trust Board, Headquarters

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

D No. 135/R

MADRAS COLLECTOR'S OFFICE,
13 March 189

From

Herbert Bradley Esqr
Offg. COLLECTOR OF MADRAS,

To

Enclosures. one

The SECRETARY TO GOVERNMENT,
Public works DEPARTMENT,
Railway Branch. MADRAS.

SIR,

In reply to G.O. P.W.D, Railway Branch, dated Febuary 18th 1899 No-185 I have the honor to enclose a Statement prepared in the office of the Harbour Trust Board, showing the extent to which the Railways were concerned in the Harbour during 1897-98, so far as can be judged by the collection of Harbour dues

2. It will be seen that the interest of the Railways at present, so far as can be judged in this way, is just about half as great as it was in 1886-87, the year of Mr Moss' figures. The total of Harbour dues has rather more than doubled, while the interest

of

the Railways has remained almost
stationary. The interests of the Chamber
of Commerce and the Trades association
have grown more than threefold, and
there has been an increase of about
70 percent under the head "others".
3. It is only upon the consideration
that the Madras and South Indian
Railways are about to have an
interest in the land under the Trust
that the addition to the Board of
a Railway member or members can be
justified, unless it is conceded that
the Railway interests ought to have been
represented 10 years or more ago. I
do not think the present interests
of the Railway Companies so important
that the appointment of one
representative each for the Madras
and the South Indian Railways
could be justified. The Consulting
Engineer for Railways seems to fear
that, if only one of the companies is
represented, the other may suffer,
and suggests the appointment of
himself as a member of the Board,
his Deputy being his representative
when he is absent from Madras.

4. For the present, I do not think
the appointment of any Special
representative of the Railways is
needed. If, after the new Railway Station
is finished, it should be found that
Railway interests are being neglected,
a representative of the Railways might
be appointed. But, so far as I am
aware, it has never been suggested
that Railway interests have suffered
owing to the absence of a representative
of the Railways from the Board, and I do
not think there is any danger of
their suffering in the future.
5. If it should be decided that the
Railways require representation on
the Board, it would be advisable, if
possible, to appoint an official
who will be able to hold the scales
evenly between the two principal
companies, and whose duties will
enable him to remain continuously
in Madras.

I have the honor to be,
Sir,
Your most obedient Servant
Frederick Bradley
Collector

Abstract of Harbour Dues collected during the year I897/98.

Total amount collected Vide Traffic Manager's report in the yearly administration report for I897-98.----------Rs 6,02,699-6-4

Deduct items which cannot readily be allocated to the various bodies or firms,viz.

Wharfage----------Rs	7I4I-2-I	
Collections for water supplied to shipping ---"	68I6-4-0	
Rent of properties---------- "	639-5-0	
Sundries ---------- "	I463-6-8 ---- "	I6,060-I-9
Net amount collected from Chamber of Commerce,Railways,Government Trades Association and the general public including banks. ---------- "		5,86,639-4-7

Amount collected from Chamber of Commerce -------Rs		3,27,604- 2-9
" Railways-------- "		36,458- 0-8
" Government------ "		I2,532-I3-I
" Trades Association		8,976- 8-9
" General public including banks.	" 2,0I,067-II-4	" 5,86,639-4-7

Harbour Trust Board)
)
9th March I899.)

Signed S.Hutchence,
Traffic Manager,
Harbour Trust.

(True Copy)

HARBOUR TRUST
MADRAS-9.MAR.99
SECRETARY'S OFFICE

Secretary,
Harbour Trust Board.

Office of Consulting Engineer for Railways,
MADRAS,
16 . 3 . 1899.

My dear Ross,

With reference to your letter N° 126, dated the 1st Febry 1899. I enclose in original D.O. from Atkinson and also in original, an official letter from his successor and shall be glad if you will note on the subject and return to me.

Yours Sincerely,
Sd F.T.E. Spring

REPLY.

From
To
Dated Time

R/ PORy cno 373/99

(No. I.)
No. 11692
301

By special messenger.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 20th March 1899.

CONSULTING ENGINEER FOR RAILWAYS RECEIVED 20 MAR 1899 3.15 PM MADRAS.

1482
20.3.99

From

The Agent and Manager.
Madras Railway.

To

The Consulting Engineer for Railways.
Madras.

Sir,

In compliance with the re-quest contained in your telephone message of the 18th instant, I have the honor to return herewith the ori-ginal papers received with your D.O. letter of the 16th idem regarding the appointment of a representative on the Harbour Trust Board.

I have the honor to be,
Sir,
Your most obedient servant,

Agent & Manager.

3/5/99

TELEPHONE.

From ER
To AM
Dated 18.3.98 Time 3.20 Pm

Please return urgently the original paper sent to you with my D.O. of the 16th regarding the appointment of a Railway representative on the Harbour Trust Board.

18.3.98

Despatched 18/3

REPLY.

From
To
Dated Time

21
PORT CHQ 37.3/99

SOUTHERN RAILWAYS
2 MAR 1929
MADRAS.

1668
29-399

Note for Consulting Engineer.

Hay R

Your D.O.letter of the 16th March and enclosures. Mr. Atkinson's remarks are very much to the point and he seems to me to have taken a broad and comprehensive view of the position.

Mr. Dunsterville the Company's Chief Auditor tells me that when the Harbour Trust was first established he then held the position of General Storekeeper to the Madras Railway and that he was asked at the time to accept a seat on the Board.

Subsequently the late Mr. Hanna the Company's Agent was nomina-ted to the Board by the Chamber of Commerce, his views as an Engineer being considered of weight.

I learn that the greater part of the Railway stores brought into Madras are really consigned to the Madras Railway, the South Indian Railway obtaining the bulk of its stores through other ports.

The Madras Railway represents three main arteries or chan-nels which make traffic between the Port of Madras and the West Coast North West and East Coast lines possible and this fact alone seems to me to establish our claim to be represented on the Board irrespective of the additional reasons given by Mr. Atkinson.

The Madras Railway has always endeavoured to work in the best interests of Madras trade and the Madras Port, instead of turning the scale in favour of Bombay, and it should be the policy of the Madras Harbour Trust to secure permanently the goodwill and assistance of the

Madras

9/3/29

Madras Railway Company at the present time too, when the Beach line is about to become an established fact, the admission of a represen-tative of the Madras Railway to the Board should be a great assist-ance in preventing difficulties and unnecessary correspondence from arising.

Yours &c.

Agent and Manager.

Madras Railway.

Royapuram.

28th March 1899.

(No. 1.) 6000-15-3-88.

No.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 188

From

The Agent and Manager,

Madras Railway Company,

To

The Consulting Engineer for Railways.

SIR,

MADRAS RAILWAY.

From

The Agent and Manager,
M. R. Co.,

To

The Consulting Engineer
for Railways

Dated 188

Read.

No.

SCRT. & SECRETARY TO
RECEIVED
5 MAY 1899
GOVT. OF MADRAS RYS.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Hon'ble Mr. S. R. TURNBULL, Chairman, Chamber of Commerce, Madras, to the Secretary to Government, Marine Department, dated 15th April 1899.

I have the honour to acknowledge the receipt of your letter, No. 179 E., dated the 7th instant, and to inform you that the Chamber has elected Mr. F. W. Read, Traffic Manager of the Madras Railway, to represent the railway interest on the Harbour Trust Board.

The proposals of Government to increase the strength of the Board from ten to eleven members are approved by the Chamber.

ORDER—No. 354, Marine, dated 25th April 1899.

Ordered that the following notification be published in the *Fort St. George Gazette*:—

NOTIFICATION.

Under the provisions of Act II of 1886 (the Madras Harbour Trust Act), the undermentioned gentleman elected by the Chamber of Commerce is appointed to be a Trustee of the Madras Harbour, in addition to those appointed in notification No. 39, dated 18th April 1899, published on page 439, Part I of the *Fort St. George Gazette*, dated 18th April 1899:—

Mr. F. W. Read.

(True Extract.)

for Sy A Edgington
~~Under~~ Secretary to Government.

To the Chairman, Chamber of Commerce.
" Chairman, Madras Trades Association.
" Chairman, Harbour Trust Board.
" Presidency Port Officer.
" Public Works Department.
" Superintendent, Government Press.
" Public Works Department, Railway Branch.
Editors' Table.

B(Misc)

No. 557 Rg dated 10th May 1899.

Communicated to the Agents, Madras & Southern Mahratta Railways.

Exd. T. K. Narayana Aiyangar.

Despatched 10/5/99

Acty A
ER. Letters issued

9/5/99

Prizen^rs called for on 5-5-99
Proceds: 637

Government {1899} of Madras.

MARINE.

Recd. } 1899. *Enclosures*

Regd. } *Spare copies*

G.O., No. 354, 25th April 1899.

APRIL.

Mr. F. W. Read, Traffic Manager, Madras Railway

Notification appointing — to be a Trustee of the Madras Harbour, in addition to the members appointed in notification No. 39, dated 18th April 1899, ordered to be published in the *Fort St. George Gazette*.