[G./11]
2,500—8-3-95.

3917

✓

ORDINARY, MS.

Marine DEPARTMENT.

G.O., DATED 26-7-95
No. 222

INDEXED.

C

When given for copying.

[Despatch Abstract.]

Informing the Chairman, Harbour Trust Board, that, in the opinion of Govt., the rate for loaded railway vehicles passing over the Board's lines without being hauled by its locomotives should be fixed at one anna a ton, and requesting an early expression of the Board's views on the proposal.

PRINTED IN G.O., dated

23 Augt. 1895 No. 260

138

Marine Dept.

Current Nos. 41, 163, 468. and 562
479

Order Dy 26th July 1895 No. 222.

Print

W
25 July

The Chairman, Harbour Trust Board, will be informed that, in the opinion of Govt., the rate for loaded railway vehicles passing over the Board's lines without being hauled by the Board's locomotives should be fixed at one anna a ton.

2. An early expression of the Board's views on the proposal will be requested.

JB 24/7/95

FDB 23/7/5.

To

The Chairman,

Harbour Trust Board.

DESPATCHED
1 AUG 95
M.S

Copies 29/7

Marine Dept.

C. No. 468 & 479 of 1895

Memo

The Hon Col. J. Pennycuick is requested to be so good as to return the original papers forwarded with Endorsement No. 656 d/ 26th March 1895.

Sd/- J. F. Price
Chief Secy

CURRENT No. 468

Marine Deptt.

CHIEF SECRETARY
26. JUN. 1895
GOVERNMENT OF MADRAS

Recd 21/6
Regd 22/6/95

CHIEF SECRETARY
21. JUN. 1895
GOVERNMENT OF MADRAS

1/2 6

418 D. 21st June 1895

Transferred to the Marine Department with reference to P. W. D. No. 775 C, dated 1st March 1895.

F. Rupert

Joint Secy: to Govt: P. W. D. Ry: Bch

Rec 26/vi/95

Marine Endt No 656 d/ 26-3-95
G.O. 198 d/ 16-11-94 Routine
458 d/ 30-11-94 origl

Endt. No. 1460.

Forwarded to the Hon: Col: J. Pennycuick in continuation of Endorsement No: 656, dated 26th March 95.

by order

C. G. Todhunter
Actg. Asst Secretary

24.VI.95.

F.D.B.
24.6.5.

108

Ootacamund
25th June 1895

CURRENT No. 479
Marine Deptt
Recd 26 June
Regd 28 "

Print

Ootacamund,
June 1895

No. 458 d. 26th June 1895

Attention is invited to the Proceedings of the Harbour Improvement Committee dated 29th March 1895 printed with the report forwarded to the Chief Secretary with the office note from the 0.165.

2638

11B

Recd 17-6-95

undersigned No. 38¼ D
dated 14 June 1895.

It will be seen that the Committee preferred to express no opinion in the matter.

Colonel R.E.
President, Harbour Improvement Committee,

To,
The Hon'ble the Chief Secretary Marine Dept.

M.S.

✓

Mar Cir. 163/95

CURRENT No. 468

R. 500—18-9-93.

No 7817/6

From
Offg The Agent and Manager,
Madras Railway Company,
Madras,

No. 450
in ~~case~~

To
The Consulting Engineer
for Railways,
Madras

Dated 15th } June 1895.
Received }

No. 6604 R / 539

The undersigned has the honour to request the favour of an early reply to his letter No. 6604 R/156 dated 19th Febr 1895 on the subject of charges levied by the Harbour Trust Board for using their turntables & lines for the removal of timber landed on the beach.

Henry Walsh
Offg Agent and Manager.

Forwarded to the Secretary for circulation to the Committee, and discussion at the next meeting.

Colonel R.E.
President of the Committee

Cir M
2/7/95

To,
C. Puisent Esqre.
Secretary Harbour Impt. Committee.

Mar. Go. No 458 d 30-11-94
" 287 d 5-8-92 oc
" 919 d 18-4-91 oc
" 13 d 9-1-91 oc

CURRENT No. 562
Marine Dept

CHIEF SECRETARY
19. JUL 1895
GOVERNMENT OF MADRAS

D

591 D dated 18th July 1895

Forwarded to the Marine Department with reference to Endorsement in that Dept. No. 1572 dated 8th July 1895.

C. H. B. Barlow
Under Secty P.W.D.

R.S.
Recd & Regd 19-7-95
Encls — Curr 4 & 763 retd.

Marine Dept

Original of G.O. $\frac{458}{30.11.94}$.

Currents 41 and 163, with one enclo.

No 656 d/ 26 March 1895.

Forwarded to the President of the Committee appointed by G.O. d/ 9. Feb: 95, No. 47, with the request that the question involved in the papers quoted supra may be taken into consideration by the Committee and included in their recommendations.

Chief Secretary

To The Hon'ble
Col. J. Pennycuick
R.E.

35B/16.3.5

Forwarded

Marine Dept

Memo to Col Pennycuick

No. 656 d/ 26.3.95

Further c/o 24/8/95

9B

Marine Deptt.

Original of G.O. $\frac{458}{30-11-94}$.

Currents 41 and 163, with one enclosure.

No 656 d/ 26 March 1895

Forwarded to the President of the Committee appointed by G.O. d/ 9th Feb. 1895, No. 47, with the request that the questions involved in the papers quoted supra may be taken into consideration by the Committee and included in their recommendations.

(Signed) J. F. Price,
Chief Secretary.

Print

To
The Hon: Col. J. Pennycuick, R.E
with ~~with~~ Engl G.O. No. 458
and C. Nos. 41 & 163 with Encls } despd 26/3/93

Marine Current 163.

Orders are requested whether these papers may be forwarded to Col. Pennycuick in view to the matter being considered by the Committee with
(G.O. 9th Feb 1895 No 47)
~~[illegible]~~
[illegible]

Haulage Rates

Not to go

I think that as the two matters are separate and the whole question of ~~[illegible]~~ [illegible] the Madras Harbour provides for working the [illegible] of the port including suggestions for the provision of [illegible] machinery &c. the matter might well be brought before it.

[illegible]
15 Mar

C 11/3
R 15/3

Marine Current 163.

Orders are requested whether these papers may be forwarded to Col Pennycuick in view to the matter being considered by the Committee ~~wh~~ appointed under G.O. No. 47 dated 9th Jany 1895: ~~meets for the first time~~ ~~tomorrow~~.

F.D.B.
6.3.95.

The matter appears to be hardly one within the scope of the Committee though in a way it may be said that it is. Bringing it before it may however lead to a settlement of it.

11/3/95

I think that as the Committee has to enquire into the "whole question of tt improving the means wh. the Madras harbour provides for working the trade of the port, involving suggestions for the provision of improved railway comn" etc. this matter might well be brought before it –

W
15 Mar

[G/9]
2,000—23-1-95.

Current No. 163.

Marine DEPARTMENT.

From

P. W. D.

No. 775 C

Dated 1.3.95

Received 2/3
Regd 4/3
Enclosures 1st mar
c no 41.

SUBJECT.

Stating that the reduced rate prescribed in G.O. No 458 Mar dt 30.11.94 for loaded railway vehicles passing over the Bd's lines without being hauled by the Bd's locomotives should be fixed at 1 anna per ton.

CURRENT NO. 163

No. 758

200—17-3-94.

8

PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH.

Station Chepauk date 1st March 1895.

Recd. 2/3 Regd. 4/3
encls 1st Mar
c no 41

OFFICE NOTE.

CHIEF SECRETARY
2 MAR 1895
GOVERNMENT OF MADRAS

Quote

From The Joint Secretary to Government
P.W.D. Railway Branch. Madras.

To The Honourable the Chief Secretary
to Government, Marine Department
Madras

✕ Letter No $\frac{6604}{156}$ dated 19th Feb 1895 from the Agent and Manager, Madras Railway is transferred to the Marine Department with reference to its endorsement No 146 dated 25th January 1895.

✕ herewith returned.

2. It is considered that the reduced rate prescribed in G. O. No 458 marine, dated 30th November 1894, for loaded railway vehicles passing over the Boards' lines without being hauled by the Boards' locomotives should be fixed at 1 anna per ton.

F. Rufsell
Joint Secretary to Govt

613

Mar 30 4588 30-11-94

Register No. 793

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

No.

Dated

Recd.

1895
Mar
1
C. No. 163

CURRENT NO. 163

No 875 E

3

78

objection to offer as all we shall then require will be permission to lay ~~a~~ short lengths of rail where the turntables are now placed so that we may be in a position to utilize the short lines which have been laid at this Company's expense on the east side of the turntables.

I have the honour to be,
Sir,
Your most obedient Servant,

Lewis S. Moss

Agent & Manager.

613

Mar/90 4588 30-11-94

MADRAS RAILWAY.

From
The Agent and Manager,

To
The Consulting Engineer
for Railways.

Dated

Recd.

No.

2

68

over it and placing them in a convenient position for loading the trucks and passing them back again when the loading work has been completed. As explained in my letter of the 12th July last the trucks of necessity have to pass over the Board's turntable near the entrance to our Engineer's yard but that we should have been expected to pay so large a sum as Rs 287-10-1 on our last consignment for using the Board's property was inequitable. For the use we make of the line and turntables I am prepared to pay a reasonable charge but 2 annas per ton is out of all proportion to the services rendered.

2 It will be understood that the special facilities for removing timber carried out at considerable expense to which reference is made in para 3 of the Chairman's letter were, as a matter of fact, not made expressly for dealing with our timber consignments but for facilitating the delivery by the Trust of all our stores when they were acting as our Landing and Delivery Contractors and it would be unfair to levy a heavy charge on timber because the necessity for the line and turntables has almost passed away.

3. If the Board wish to remove the turntable and connecting beach line I have no

---

Mr 50 45887 30-11-94

112

over it and placing them in a convenient position for loading the trucks and passing them back again when the loading work has been completed. As explained in my letter of the 12th July last the trucks of necessity have to pass over the Board's turntable near the entrance to our Engineer's yard but that we should have been expected to pay so large a sum as Rs 287-10-1 on our last consignment for using the Board's property was inequitable.

With reference to your endorsement No 2204 of the 21st instant returning our copy of a letter from the Chairman, Madras Port Trust Board, I have the honour to inform you that in the latter part of the year 1888 an arrangement was made with the Trust by which they undertook to land and deliver in the Company's yard at Royapuram all our consignments of stores and material, coal etc. and it was for the purpose of facilitating delivery that the two turntables and connecting broad gauge line were laid down. This arrangement was terminated by the Trust in March with very brief notice, since which date the line and turntables have not been used by the Company except for landing of our timber consignments and in these instances the use of the line has been confined practically to the passing of our

(A. & M. T.)

No. 6604^K / 156

58

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 19th February 1895.

From

The Agent and Manager.
M. R. C.

To

The Consulting Engineer for Railways.
Madras

Print

Sir,

With reference to your endorsement No 344 of the 31st ultimo on copy of a letter from the Chairman, Harbour Trust Board, I have the honour to inform you that in the latter part of the year 1888 an arrangement was made with the Trust by which they undertook to land and deliver in the Company's yard at Rayapuram all our consignments of stores and material, coal, Coke &c and it was for the purpose of facilitating delivery that the two turntables and connecting broad gauge line were laid down. This arrangement was terminated by the Trust in March 1893 with very brief notice, since which date the line and turntables have not been used by the Company except for loading up our timber consignments and in these instances the use of the line has been confined practically to the passing of our Cranes over

20/2

tables and connecting beach line I have no

CURRE 613

MARINE DEPARTMENT.

CURRENT No. 41

From

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

Dated 19th January 189~~4~~5

Despatched 19th January 189~~4~~5

Received 19th 28
Rep. 21st

Enclosure Nil

CHIEF SECRETARY
19 JAN 1895
No. 362
GOVERNMENT OF MADRAS

SUBJECT.

Replying to G.O. Marine No 458 dt 30-11-94 regarding Entry upon Harbour Trust property of M.R.C. Vehicles Carrying timber, not hauled by Trust Locomotives

Mar G.O. 458 dt 30-11-94
466 dt 5-12-94 etc.

Endt. HP dt 25-1-95 No 146

Referred to the Public Works Department (Railway Branch) for remarks with advertence to Mr Moss' letter in G.O. 30. Nov. 94, No. 458.

Chief Secretary

No 344 / 31-1-95

Copy to Agent M. Ry for favour of reply

30/1

TO BE RETURNED

what is to be paid
to them for the haulage,
and what to the Board
for the entry of Vehicles.

I have the honor to be
Sir
Your obed^t Servant

E Knaust
Chairman
Harbour Trust Board

P
Secy:

jul

and the terms upon which vehicles not hauled by the Board's locomotives are to be admitted, must form an important item for the Board's consideration, therefore in view of this, and of the facts stated above regarding the special facilities provided for M R C timber, I would deprecate any alteration of, or departure from, the existing Sanctioned Scale of rates, at present.

5. I trust it can be arranged for the two Railways to do all the haulage, and the question which will have to be settled would then be

In all other instances — Railway vehicles entering upon the Board's lines are hauled by the Board's Engines; but I submit that in view of the Special arrangements made for the Railway, facilitating the landing and removal of timber, at considerable expense to the Harbour Trust, the charge for entry of vehicles has been rightly levied, although the vehicles were not hauled by Harbour works Engines.

4. With regard to para 2 of the G. C under reply, Government is aware that the question of improved Railway communication is under consideration, in connection with a proposed boat-basin and joint M. R. C and C. I. R passenger Station;

and since the Board discontinued to land and deliver Railway stores, the line, and the turntables, have invariably been made use of by the M R C to facilitate the landing and delivery of their timber; and have not been required by the Board for any purpose whatever. So far as the Trust is concerned the line and the turntables may be at once removed, having been laid and left entirely for the convenience of the Railway. They have in fact been disconnected from the Harbour Trust system of lines.

3. It will therefore be seen that it is not a question of merely passing the timber trucks over the turntable; but the facilities afforded in connection therewith that have to be taken into consideration.

In

dock in the possession or occupation of the Board. This reduced rate has since been charged for all Railway vehicles carrying goods, so entering upon the Board's lines.

2. In the case of timber imported by the M. R. C for greater facilities have been afforded than the mere haulage of Railway vehicles by the Board's Engines. A turntable has been placed opposite the gate of the Railway's general stores yard, and another opposite the gate of the Engineer's yard, with a Broad gauge line connecting the two, and the M. R. C has been permitted to lay a short line opposite the Engineer's yard alongside of the M. R. C line previously in existence. These turntables, and the connecting line were laid down specially for the M. R. C Stores, being required by the Trust for no other purpose;

and

— the Board —

18

41

Madras Harbour Trust.

SECRETARY'S OFFICE,

19th January 1895.

No. 3623

Print

Mar 260 d 23-8-95

From Edward Turner Esquire I. C. S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To The Hon'ble Mr E. Gibson I. C. S.

Ag: Chief Secretary to Government,

Marine Department.

SIR,

I have the honour to acknowledge the receipt of G. O. Marine No 458 dated 30th Novemb and to submit that the rate for "haulage" proposed by the Harbour Trust Board, 4 annas per ton, was based upon the rate previously charged under that designation and with reference to proposed additional facilities; but under section 45 Act II of 1886 the rate was reduced to annas two per ton under the head Vehicles × × × entering upon any wharf pier or

---

Marine C. 256.

No precedent for such a grant as that proposed can be traced. As it is to be paid from "Construction funds" perhaps the matter had better be dealt with in the P. W. D. The time for such a proposal is unfortunate as it has recently been reported that an additional 5 lakhs will be wanted to complete the harbour. It might be advisable to defer the consideratio of all such grants unti the harbour is actuall completed.

F. B.
29.3.95.

This is [illegible] substantial certainly not the time [illegible] ask for the payment of extra remuneration.
1/4/95

ask the D. P. W. as to this bonus.
It appears that the men will be discharged very soon. The actual completion of the harbour does not affect these men.

4
4 apr.

8

Bonus to Harbour Employ

H.E. the Governor

CURRENT No 256

Madras Harbour Trust.
SECRETARY'S OFFICE,

25th March 1895.

No. 4596

From
Edward Turner Esquire I.C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To
The Hon'ble Mr. J. F. Price C.S.I. I.C.S.
Chief Secretary to Government,
Marine Department.

SIR,

I have the honour to submit for the information and for favour of the orders of Government, copy of a letter from the Board's Engineer No. 967 dated 18th instant, reporting that the South Pier caisson was successfully placed in position on the morning of the 11th idem, and that the width of the Harbour Entrance is 515'-6".

2. Mr. Pogson recommends a bonus of two months pay

to

19·1

to each of the foremen, the divers, Signalmen and the boat Syrang amounting in all to Rs 6310.

3. The Trustees have carefully considered this recommendation, and I submit herewith a copy of the resolution passed at the last meeting of the Board: granting, subject to the approval of Government, a bonus to each man named by Mr Pogson, at a reduced rate: aggregating the sum of Rs 3230 payable from Construction funds.

4. Early orders are solicited as most of the men mentioned in the list will now be discharged.

I have the honor to be
Sir
Your obedt. Servant

G Turner
Chairman
Harbour Trust Board

Secy

No. 967

From
The Engineer
Harbour Trust Board
Madras

To
The Chairman
Harbour Trust Board
Madras

Madras 18th March 1895

Sir

I have the honor to report that the South Pier Head Caisson was successfully set in position on the 11th instant at 7.45 a.m. and that to-day it is sufficiently weighted with concrete to render it safe from movement.

2. The final width of the entrance has now been measured and is 515'-6" from Caisson to Caisson.

3. I wish to record with thanks the

19.1

the able assistance rendered by Mr. Canfield, the senior Harbour Master, who with his two boats, considerably lessened my labour in getting the caisson into position and would ask that he might receive a fee for the days work.

4. The two caissons have been accurately set, and the Harbour is now practically completed, and as the Staff have had greater difficulties, and more tedious work in setting the second caisson, I would beg to be permitted to again ask the Board to grant the following staff, a bonus of about two months pay each; for the difficult undertaking, their energy, and hard and dangerous work, has enabled me to carry out – The men I would recommend as deserving some remuneration are.

Mr.	W. J. Boteler	Genl Foreman	Rate of salary per mensem Rs 350/-
"	G. Gunther	Foreman mechanic	do Rs 350/-
"	J. MacDonald	Foreman Diver	do 350/-
"	R. Underdown	Diver	do 180/-
"	W. Gear	do	do 180/-
"	A. Micelich	do	do 180/-
"	C. Muster	do	do 180/-
"	M. Vyrodich	do	do 180/-
"	J. Olsen	do	do 180/-
"	Mahomed Kurreem	do	do 180/-
"	J. Dawson	do	do 165/-
"	W. Brammer	do	do 160/-
"	S. R. Deare	do	do 140/-
"	D. Jeffreys	Signalman	do 90/-
"	E. Claish	do	do 90/-
"	J. Newman	do	do 90/-
"	J. Harton	do	do 70/-
	Syrang Vencata Reddy		do 40/-
			Total Rupees 3155/-

I have &c. – – –

(Signed) A. Lee Pogson
Engineer Harbour Trust Board

(True Copy)

Secretary
Harbour Trust Board

HARBOUR TRUST
MADRAS 25 MAR. 95
SECRETARY'S OFFICE

P.W. Enc 2 / 2975/95

1895
Marine Dept
Index No. 2
O. No. 256

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 22nd day of March 1895.

2. Read letter No. 967, dated 18th March 1895, from the Board's Engineer, reporting that the south pier caisson had been successfully placed in position, on Monday morning the 11th idem, and recommending the payment of a bonus to the foremen and divers.

Resolved that a bonus be granted, from Construction funds, under the head of Establishment, to the men mentioned in the list furnished by Mr Pogson according to the scale now approved, subject to the sanction of Government viz:—

Mr	W. S. Boteler	General Foreman	Rs 500	×
"	G. Gunther	Foreman Mechanic	" 500	×
"	J. MacDonald	Foreman Diver	" ~~500~~ 250	×
"	R. Underdown	Diver	" 150	
"	W. Gear	Do	" 150	
"	A. Micetich	Do	" 150	
"	C. Muster	Do	" 150	
"	M. Vyoodich	Do	" 150	
"	J. Olsen	Do	" 150	
"	Mahomed Kurreem	Do	" 150	
"	T. Dawson	Do	" 150	
"	W. Brammer	Do	" 150	
"	S. R. Deane	Do	" 150 /	Rs 1750
"	D. Jeffreys	Signalman	" 50	
"	E. Claish	Do	" 50	
"	J. Newman	Do	" 50	
"	J. Harton	Do	" 50	
	Ayyang Vencata Reddy		" 30	
		Total	Rs 3230	

O.W. Encl / 2975/95

True extract

C. Arbuthnot

Secretary

Harbour Trust Board

HARBOUR TRUST
MADRAS 25 MAR. 95
SECRETARY'S OFFICE
Marine Dept.
Marine No. 1
To
156

CURRENT No. 256

P. W. CURRENT No. 2975

MARINE DEPARTMENT

Mar. C. No. 194 [illegible] 17-3-95.
Mar. G.O. No. 836 7-94 Mis (precedent)

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

Recd 13-4-95
Enc: 2

DATED 25th March 1895

DESPATCHED 26th do 1895

CHIEF SECRETARIAT
27 MAR. 1895
GOVERNMENT OF MADRAS

RECEIVED 27/3

ENCLOSURES Two

No. 4596

No. 800 d/ 10th April 1895

Referred to the Public Works Department for favour of remarks.

Chief Secretary

Note
This Endt. is from H.E.'s orders.
J.D.B.
6/4/95

+ not communicated

SUBJECT.

Recommending a bonus to each of the men mentioned in the list submitted by the Harbour Trust Board's Engineer in recognition of their services rendered in having the South Pier Head Caisson successfully placed in position

North End

o.l.s. 13

TO BE RETURNED WITH [illegible]

P. W. D

Letter from the Chairman, H. T. Board, No. 4596 dated 25 March/95.

Endt. in the Marine Dept. No. 800 d/ 10 April 1895.

Note by the Chief Engineer P. W. Dept.:—

I must confess to an entire inability to understand the ground on which the grant of the bonuses proposed by the Harbour Trust Engineer is advocated.

2. The work of setting the caisson, though no doubt more troublesome than the every day work of blocksetting is ~~put~~ part of the ordinary duty for which the establishment is engaged, and does not seem to involve any such labour or

14.1

responsibility as to justify the grant of even such bonuses as are proposed by the Board.

3 The grant of extra pay whenever a man has a bit of work a trifle harder or more responsible than the every day routine is not a practice to be encouraged, nor is it followed in this Department.

4. There is probably not a day in which some subordinate of the P.W. establishment is not engaged in work far more laborious than anything involved in the setting of this caisson, but it is not once in five years that any proposal for a bonus is submitted

5. I question whether ~~in this case~~ any bonus at all is justifiable, but in any case, before one is granted, a statement should be called for shewing the exact period occupied in moving the caisson to its final position at the pier head, and the number of hours daily each of the individuals named was on duty in connection therewith; it can then be seen what was ~~of~~ the actual amount of extra work involved.

(Sd) John Pennycuick
Col R.E.
Chief Engineer P.W.D.

Ootacamund
April 17. 1895

Transferred

CURRENT No. 306
Marine Dept.

No. 13 D of 19th April 95

CHIEF SECRETARY
10 APR 1895
GOVERNMENT OF MADRAS

Transferred to the Marine Department and the referred paper returned

J. Pennycuick
Colonel R.E.
Secretary to Govt. P.W.D.

Comm 18/4/95

To

The Marine Dept.
with Marine C.W. 256
returned

Department.

MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

19.1

[G/9]
790—24-7-94.

Current No. 306

Marine DEPARTMENT.

From

The P. W. Deptt

No. 13 D.

Dated 19th } april/95.
Received 19th }
Regd 20th
Enclosures C. No 256 and 1 enclos. returned

SUBJECT.

Transferring Note by the Chief Engineer, P. W. Deptt, re granting of bonus to certain persons in recognition of their services rendered in having the South Pier Head Caisson successfully placed in position

---

Marine Current 306

Submitted to H. E. the Governor with ref: to his note of the 4th inst.

Orders are solicited whether the particulars indicated in para: 5 of Col: Pennycuick's note should be called for, or the proposed bonuses disallowed at once.

JDB.
23.4.95.

24/4/95

Call for the particulars.
25 Apr.

Endt No. 931 d/ 29.4.95

Ref. on Current 256

The Ch: H. T. Bd. is requested to furnish a statement showing the exact period occupied in moving the caisson to its final position at the pier head and the number of hours daily each of the individuals recomd for a bonus was on duty in connection therewith.

for orders

JDB.
for CS
26.4.95

Chairman, H T Bd.

Despd 4/5

Please have [illegible]
& return to me for [illegible]

19.4

Bonuses to harbour staff

H.E. the Governor

C.24/A
R.25/A

CURRENT No. 359

Madras Harbour Trust.
Secretary's Office,
10th May 1895.

No. 545

From
W. J. H. Le Fanu Esqr. I.C.S.
Chairman, Harbour Trust Board,
Madras.

To
The Hon'ble Mr. J. F. Price C.S.I. I.C.S.
Chief Secretary to Government,
Marine Department.

Sir,

I have the honour to acknowledge the receipt of memo No. 931 Marine Department, dated 29th April and to submit for the information of Government a copy of a letter from the Board's Engineer No. 108 dated 8th Instant reporting the circumstances under which he recommended a bonus to the Harbour Works foremen and staff, upon the successful setting of the Caisson at the south pier head.

A

19.1

2 A Similar recommendation was made by the Board's Engineer when the North Pier caisson was successfully placed in position, and considered by the Board; but the Trustees were of opinion that no such bonus should be paid until the work at the South Pier was also completed.

3. The Board went carefully into the matter, and reduced the bonus recommended by the Engineer by nearly one half, which the Trustees are of opinion should be paid, on the scale recommended by the late Board.

4. The actual operation of setting the caisson occupied only a few hours, but the construction thereof and the preparation of the base for its reception was a matter of difficulty and danger, respecting which the Trustees acquainted themselves

by

by personal observation, from time to time, as the work was in progress.

5. Had any hitch occurred at the last moment, through want of thorough preparation, much delay and heavy additional expenditure must have resulted, besides possible damage to the pier heads in the event of bad weather.

I have the honorable
Sir
Your obedt Servant

Chairman
Harbour Trust Board

Secy.

No. 108

From

The Engineer
Harbour Trust Board
Madras

To

The Chairman
Harbour Trust Board
Madras

Madras, 1st May 1895

Sir,

I have the honour to acknowledge the receipt of Memo No. 931, Marine Department from the Chief Secretary to Government regarding the setting of the Pier Head Caissons.

2 In recommending the Staff of these works for a bonus upon the successful setting of the two caissons, it was not for any short period of extra work, as it would appear from the above memo; as the actual moving of each caisson to the Pier Heads was about

three hours work, and the final setting in position, not more than ten minutes, which I of course did myself, but the bonus was recommended for the hard work, and long hours the staff were called upon to work for months; and the thorough work done, which alone enabled me to set the caissons so successfully, and at the required time

3 Had the staff not worked so hard, and well, the caissons could not have been set before the monsoons set in, and in all probability would have been wrecked — before the next working — season had commenced, due to rough sea; which would have delayed the completion of the work another year, to say nothing of the enormous loss & cost of maintenance

of Staff's

4 The work of the North Pier Caisson commenced on the 10th January and was completed on the 10th March 1894, and the South Pier caisson was commenced on the 6th January, and was completed on the 11th March 1895; and during this period the staff were at work, 10 to 12 hours daily, Sundays, and Holidays.

5 During March, work commenced at 6 A.M. and continued till 9 and 10 P.M. The work was most difficult, and dangerous, and it is only fair to the men to say that I much doubt whether a better working staff could be found anywhere, and certainly not one which could have done better, or more rapid work in

the time, considering the rough sea and difficulties they had to contend with.

I have &c

(Signed) A. Lee Pogson

Engineer, Harbour Trust Board

True Copy

C. Vincent

Secretary

Harbour Trust Board

HARBOUR TRUST
MADRAS 10.MAY.95
SECRETARY'S OFFICE

1895
Marine Dept.
Enclos. No. 1
To
357

CURRENT No. 359

MARINE DEPARTMENT.

From
THE CHAIRMAN,
Harbour Trust Board,
MADRAS.

To
The Chief Secretary to Government,
Marine Department.

Dated 10th May 1895

Despatched 11th — D 1895

Received 12th

Regd 14th

CHIEF SECRETARY — GOVERNMENT OF MADRAS — 12 MAY. 1895

Enclosure One

No. 545

SUBJECT.

Replying to Memo No. 931 Marine of 29th April 95 in regard to the proposed bonus recommended by the Trustees for Harbour works divers and Foremen upon the successful setting of the Caissons:-

---

Marine Current 359

Submitted in compliance with His Excellency's instruction of the 25th ultimo.

F.D.B.
14.V.95.

18/5/95

It seems to me that this is a very special case, and very different from the ordinary work of the D. P. W. and is one wh. would perfectly justify the grant of the concession asked for by the H. T. B.

I would therefore sanction it.

W
21 May

Circ

I am sorry to disagree with H.E. — I admit that the work is different from the ordinary work of the P.W.D., but then the scale on which the men have been paid is also different — at least so I believe. The men employed also get overtime pay, I believe — at least this is the usual thing with men of the class to which they belong — Considering the finl. position of the H. T. Bd., which is the reverse of favourable, I do not think these bonuses should be sanctioned.

22/5/95

I don't think bonuses shd be granted if the men were well paid for the work

JG
24/5

19.1

Bonus to H. T. employees

H.E. the Governor

Circ

(draft) 2/

Copy of telegram sent to the Chairman, H.T.B., Madras on the 27th instant.
No. 300. Do members construction Establishment receive overtime pay"

[illegible]

CURRENT No. 416

Madras Harbour Trust.

SECRETARY'S OFFICE,

29th May 1895.

No. 830

From W. J. H. Le Fanu Esqre. I.C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To The Hon'ble Mr. J. F. Price C.S.I. I.C.S.

Chief Secretary to Government,

Marine Department.

SIR,

I have the honour to acknowledge the receipt of your telegram dated 27th Instant and to submit herewith copy of a letter from the Board's Engineer No. 155 of this date giving the information called for.

I have the honour to be

Sir

Your obedient Servant

Chairman

Harbour Trust Board

Secy:

J.S.
19.1

No. 155

From
The Engineer
Harbour Trust Board
Madras

To
The Chairman
Harbour Trust Board
Madras

Madras, 29th May 1895.

Sir,

In reply to your letter — No. 123 E dated 28th instant regarding a telegram from Government calling for information as to the working hours on these works. I have the honour to inform you that the working hours on these works on weekdays and Sundays are from 7 A.M. to 12, and 2 P.M. to 5 P.M. = 8 hours to the working day.

2 Overtime to all employés except the Diving Staff (as below) is paid by the hour, at 1/8th the daily rate of salary viz 12 hours work constitutes 1 1/2 days pay.

3. When work is necessary on Holidays all employés except

the Foremen are paid double rates viz. the days pay they were entitled to as a holiday + one days pay for attending upon a holiday + any overtime necessary on such days.

The Foremen draw one additional days pay, when present upon a Sunday or Holiday.

Foremen On weekdays the Foremen draw 1 days pay for 8 hours work, but during the Caisson building and setting &c, 12 hours work was put in for only 8 hours salary, hence the recommendation for a bonus, costing considerably less than overtime, which is not advisable to Foremen.

Divers & Others On weekdays and Sundays 8 hours = 1 days pay. overtime or extra hours, are paid at 1/8th a days pay, per hour worked.

Example Salary Rs 1-..-.. per day, worked 10 hours

8 hours = Rs 1-..-.. per day
2 " = ..-4-.. "
10 hours = Rs 1-4-..

These men received overtime for the actual hours worked, and therefore, although the hours worked were long, no additional remuneration has been recommended.

Diving Staff The working day consists of 4 hours work, under water, called a "Shift", and one shift constitutes a days work paid on weekdays at 1/26 of a months salary per shift.

On Sundays and Holidays, double time is paid, viz 1 shift of 4 hours, is calculated at 1/13 of a months salary, per shift.

During the preparation of the foundations for both Caissons, it was necessary for the divers to work two shifts, or 8 hours under water at any time of the day, or night, and as 4 hours, or 1 shift constitutes one days work, and considering the depth was 40 feet below water level; no man could be forced to work two shifts; but by carefully portioning out the work and giving each man a few hours rest between each shift, the work was just completed at the required date.

The Divers were at times too ill, and tired, due to overwork, to be sent down twice the same day, and volunteers were called for from the remaining men, to work even 1/2 shifts, and so the work was got through.

It was quite optional with the men to refuse to work more than 1 shift a day, as elsewhere, and had they done so, and not worked so hard for me, the Caissons would not have been set at this date, and therefore some recognition is asked for as a reward for the hard work, and long hours put in, which alone has enabled me to complete the works.

I have &c

(Signed) A. Lee Pogson

Engineer, Harbour Trust Board

True Copy

Secretary

Harbour Trust Board

1895
Mar. Dept.
Enclos. No 1
To
C.S. 416

HARBOUR TRUST
MADRAS 29 MAY. 95
SECRETARY'S OFFICE

CURRENT No. 416

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 29th May }
DESPATCHED 30th do } 1895

RECEIVED Regd 1/6.
ENCLOSURE one

CHIEF SECRETARY * 31 MAY 1895 GOVERNMENT OF MADRAS

No. 837

SUBJECT.

Submitting copy of a letter No 155 dated 29th instant from the Boards Engineer giving the information regarding the working hours on the Madras Harbour Works

---

Marine Dept

C. No. 416.

Submitted with reference to the notes on C. No. 359.

3. VI. 95

5/6/95

These men get overtime pay, except Foremen & divers – The Foremen × & divers are therefore the only men who seem entitled to bonus. As to the divers, I gather that they have been working double shifts, or nearly so, & I wd. therefore sanction the reduced bonuses as proposed by the H. T. B. – A bonus of Rs 250 might also be given to the Foreman Diver, as a special case – I don't quite × see why the other Foremen shd. get a bonus –

6/6/95

I agree

6/6

The hon. Mr. Bliss says that he thinks the Foremen (and Divers) are entitled to a bonus, but that the "other Foremen" should not get it. I cannot make out who these other Foremen are. I understand my hon. colleagues are agreed that the men who did not get overtime pay should get the bonus recommended by the H. T. B. – and the Foreman Diver 250 Rs. If this is so, I agree.

W
6 June

Three foremen are mentioned on the last page of C. No. 256, the General Foreman, the Foreman Mechanic & the Foreman Diver. I meant that the Foreman Diver only shd. get the bonus (of Rs 250, not of Rs. 500, as the H. T. B. recommended)

8/6/95

So I understand

8/6

19

Bonus to H. T. Employees

√ The Hon'ble H. W. Bliss C. I. E.
√ " " T. Grose
√ H.E. the Governor

E

Resubmitted to Honorable Members with reference to His Excellency's note of the 6th.

J.D.B.
for C.S.
7/6/95.

C 6/6 C 6/6 C 8/6 –
R 6/6 R 7/6 R 8/6

Bonus to H. T. Employees.

There appears to be some misapprehension about this matter. The Bd: recomd. reduced bonuses to:-

3 Foremen - 1 general
1 mechanic
1 diver.
10 divers.
4 Signalmen
1 Syrang.

From the details given by Mr Pogson in his letter of the 29th May it appears that the Foremen (all 3 presumably) worked 12 hours instead of the usual 8 and recd: only their ordinary 8 hours' pay. Mr Pogson does not consider it advisable to give Foremen overtime pay. He points out that the bonuses recomd. come to less than the men wd: have earned as over-time had they been eligible for it.

In regard to the divers it seems certain that they were paid for the second shift altho' it is not expressly stated - the inference is however that they recd: 1/26th of a months'

19·1

pay for the first shift and 1/13th for the second - and on a holiday they recd: 2/13ths for two shifts.

The signalmen and syrang apparently recd: overtime at the usual rates - viz 1/8th a day's pay for each hour over 8.

But from Mr Pogson's remarks under "drivers and others" it appears that bonuses have not been recom^d for men who recd: overtime. It may therefore follow that he looks upon the second shift done by the divers as a second day's full work and not as overtime at all.

The matter does not seem to be clear. It is ∴ submitted to the C.S. in detail before orders are drafted on Hm's notes.

A further reference seems called for.

F.S.B.
8/6/95.

Let us have it cleared up
L.D.
8/6/95

Bonus to H. T. Employees

E

Marine Dept.

Reference No. 1370 / 8/13 - 6 - 95

With reference to his letter No. 850 of the 29th May, the Chairman, Harbour Trust Board, is requested to obtain from the Engineer, with reference to his letter No. 155 of the same date, precise information as to the men whose names are appended to the resolution of the Trustees passed on the 22nd of March last - who received no over time allowance~~s~~ for any Extra work they were called upon to perform ~~do~~ in connection with the Caissons.

2. It is not clear whether only the Foreman diver received no over time or whether the General Foreman and the Foreman Mechanic were also called upon to work 12 hours a day for

19.1

Bonus to H. T. Employes

for their ordinary 8 hours' pay

3. In regard to the divers, it is not distinctly stated what remuneration they received for the second shift of work, or part of it, performed by them on any one day. If they received any payment for work done after they had completed their first shift it was tantamount to granting them over time fees.

4. It is presumed that the signalmen and syrang received over time at the usual rates, namely, 1/8th a day's pay for each hour over 8.

5. An early reply is requested.

11/6/95

F.D.B.
11/6/5.

To
The Chairman
H. T. Board, Madras.

Desp'd 13/6

12/6

E

CONFIDENTIAL

No. 219

From
The Engineer
Harbour Trust Board
Madras

To
The Chairman
Harbour Trust Board
Madras

Madras 19th June 1895

Sir

In reply to the information called for in Memo No. 1373 Marine Department dated 15th instant in reference to the bonus to the Foremen and Divers &c on these works.—

Encl
1 statement

2. I have the honor to forward a statement showing in column 4 the actual hours worked by each individual, during the building and setting of the two Caissons, and for which payment ha

19.7.

has been made.

3. Column 5. shows the extra hours, and amounts, of overtime yet due to the men, if fully paid up as overtime for the extra work, each man was called upon to do.

4. Column 6. shows the Bonus recommended in lieu of such overtime not paid for; and column 7. shows the saving to the works, by having withheld payment of such extra hours put in; and by granting a Bonus, now on completion.

5. When preparing for the first Caisson I was asked to pay full overtime for every hour worked, but as it was so uncertain whether the Caissons could be completed in the limited time. I limited the payment of the hours worked, and to urge the men on, promised that if the work was completed successfully at the required date. I would ask the – elf
Trustees to grant each man a bonus igh
for the extra work, and this satisfied b
the men, and accordingly the Board ch
was addressed on the subject. The –
Bonus it will be seen from the –
statement is due to the men, being
really part payment of the sums en
they would have received had – nd
full overtime been paid at the time ws

6. In reply to para 2 of the ra
memo, the General Foreman and or
Foreman Mechanic did not – re
receive overtime, but were paid ll
one days pay for working on an
– on Sunday or Holiday, and on at
all such days, and ordinary –
working days, although 12 hours re
was worked, only 8 hours was – en
paid for. The hours not paid, or
for, amounts to the sum shown d
in Column 5., as also all other
men.

The Foreman Diver —

7. received payment for 10 hours work, which is the length of his working day —; for which he was paid; he was also paid one days pay on Sundays and Holidays, —, and no overtime; excepting the actual hours for night work, after the other Foremen had left the works

8. He has therefore the — extra hours worked, for which he was not paid, still due, as shown in Column 5.

9. The Syrang worked 14 hours daily, but was only — paid for 12 hours work, he has therefore the sum shown in — Column 5, still due.—

10 The Divers were paid one days pay for the first — shift, and the same remunera- the second or night shift; and half days pay for half a shift +, Overtime to Divers for night work should be double time, but only single time was paid, therefore each man has due, if fully paid up, — for overtime work done, the sums — shown in column 5.—

11 With regard to the Signal men, they were paid their salary and overtime only for the actual hours each man worked in the Diving boats; but it was always necessary for these men to be present upon the works from Commencement till finish; as it was, never certain how many men would be required at any moment. The extra hours — these men were present upon the works, and drew no pay, is given in Column 5, as pay still due; or on payment of the bonus recommend-ed, the saving shown in column 7, will be made.—

12. Three of the Divers it will be seen have less overtime due, than the amount of the hours this is due to their having worked the extra, unpaid for hours, for part of the time, and then were prevented from working ~~days~~ by to illness.

13. The second Caisson presented greater difficulties, and in addition to the long hours &c and the dangerous and hard work the Divers and men were called upon to do, there was a large amount of sickness amongst the men due to exposure, and extra work, all of whom at other times are never sick; and it was due to the willingness, and hard work of all the men, which enabled me to set the caissons at the necessary dates.

14. Mr. Gunther was hurt in the leg, and Mr. Bolster injured his foot. Messrs Gear, Underdown, Mahomed Cumeen, Vonpodiels and Olsen, were in Hospital. Mr. Brammer was hurt in the hand, and Messrs. Dean, Claish, Newman and Harlan were ill.

I have &c

(Signed) A. Lee Pogson

Engineer: Harbour Trust Board

True Copy

Secretary

Harbour Trust Board

HARBOUR TRUST
MADRAS-3.JUL.95
SECRETARY'S OFFICE

JCS

19.7.9

Comparative Statement Showing time worked in Setting two Caissons, also additional hours and Sund
fully paid up as Overtime, for hours worked; also Bonus recommended in lieu of such Overtime, and diffe nce
Saving by payment of a Bonus.

1	2	3	4	5				6			7	
Names	Building and Setting North Pier Caisson 1894 Actual time paid including Sundays and Holidays	Building and Setting South Pier Caisson 1895 Actual time paid including Sundays and Holidays	Totals for both Caissons of actual time as paid including Sundays & Holidays	Overtime yet due to the men if fully paid up for hours worked				Bonus recommended in lieu of overtime worked, but not paid Col: 5			Difference of Cols 5 & 6 or Saving to works by payment of a Bonus	
	Hours	Hours	Hours	Hours	Rs	A	P	Rs	A	P	Rs	A
Mr J Boteler Genl. Foreman	1480	1456	2936	664	968	5	4	500	"	"	468	5
" Gunther Foreman Mach:	1480	1456	2936	664	968	5	4	500	"	"	468	5
" McDonald " Diver	1682	1710	3392	658	959	9	4	500	"	"	459	9
Venkata Reddy Syrang	924	957	1881	639	122	14	.	30	"	"	92	14
Mr R Underdown Diver	704	712	1416	200	173	1	3	150	"	"	23	1
" W. Gear "	636	668	1304	88	76	2	6	150	"	"	-73	13
" A. Mieticla "	724	764	1488	272	235	6	2	150	"	"	85	6
" C. Mudter "	732	740	1472	256	231	8	7	150	"	"	81	8
" M Voyvodich "	744	720	1464	248	214	9	10	150	"	"	64	9
" J. Olsen "	720	712	1432	216	186	14	9	150	"	"	36	14
Mahomed Currim "	684	688	1372	156	135	"	"	150	"	"	-15	"
Mr T. Dawson "	"	728	728	120	95	3	1	150	"	"	-54	12
" W. Brammeer "	736	704	144	224	177	11	1	150	"	"	27	11
" S. R. Dean	716	736	14	236	158	13	6	150	"	"	8	13
" D. Jeffreis Signalman	876	788	1664	496	214	9	.	50	"	"	164	9
" E. Claith "	756	761	1517	643	278	4	.	50	"	"	228	4
" J. Newman "	793	752	1545	615	266	2	.	50	"	"	216	2
" J. Horton	778	657	835	521	175	"	"	50	"	"	125	.
											2551	2
					5631	7	9	3230	.	.	-143	10
											2407	7

Harbour Works Office }

HARBOUR TRUST
MADRAS 3 JUL. 95
SECRETARY'S OFFICE

True Copy

Secretary
Harbour Trust Board

Sd/. A Lee Pogdon
Engineer Harbour Trust Boa

1895
~~Civil~~ Dept
Proceedings No. 2
5/3

Madras Harbour Trust

No. 182E

Secretary's office
22d June 1895

From

H. Le Fanu Esquire I.C.S.
Chairman, Harbour Trust Board
Madras

To

The Engineer
Harbour Trust Board

Sir

Referring to your letter No. 219 (Confidential) dated 19th instant, to the statement received therewith, and in continuation of my letter No. 175E dated 20th idem I observe that the three foremen are stated to have worked "total hours for "both Caissons actual time as paid "including Sundays & holidays," as follows

Mr. Boteler	Mr. Gunther	Mr. McDonald
2936	2936	3392

2

Continuation account

19.7.9

2. In your letter No. 155 dated 29th May, copy of which has been forwarded to Government and upon which the reference under reply in your letter above quoted was received, you explain that "during "the Caisson building and setting &c "12 hours work was put in for only "8 hours salary. It therefore results that the number of days worked by each foreman "actual time including "Sundays and holidays" is as follows:—

	Mr. Boteler	Mr. Gunther	Mr. McDonald
÷12	2936	2936	3392
days & hours	244.8	244.8	282.8

In your letter No. 168 dated 8th May you reported that "the work "of the north pier caisson commenced "on the 10th January and was completed "on the 10th March 1894 and the South

Pier

"pier caisson was commenced on the "6th January and was completed "on the 11th March 1895 and during "this period the staff were at work "10 to 12 hours daily Sundays and "holidays"

Taking both periods & reckoning that the three foremen worked 12 hours daily the total number of days comprised is only 125.

These dates have been submitted to Government, please therefore before I send on the statement now received explain how the foremen can have worked regular days of 12 hours on the average more than double the time occupied in building and setting both caissons and have also put in 664, 664, & 658 hours overtime respectively, in addition for which they have not been paid.

I have &c.—

(Signed) H. Le Fanu

Chairman

Harbour Trust Board

Replye 19.1.

No. 256

From

The Engineer
Harbour Trust Board
Madras

To

The Chairman
Harbour Trust Board
Madras

Madras 1st July 1895

Sir

In reply to your letter Nos. 175 & 182 E. calling for further information regarding the Bonus to the men who were engaged in building and setting the Caissons, I have the honor to inform you that I withheld payment of the actual time due to the men, because I have repeatedly been told, and it has been recorded by "Consecutive" "Boards" that the staff is unnecessarily large, and in many instances too highly paid, and was asked to keep down the "heavy payments on account of overtime &c" but as I knew well, that if the work was to be done at all, long hours, and overtime had to be worked, and therefore all I could do, was to make the men work as long as was necessary and restrict or make short payments.

2. In reply to the second letter No. 182 E., I beg to state, that the statement referred to is correct and that the reference to my letter No. 155 dated 29th May was in reply to the memo No. 931 calling for the "exact" period "occupied in moving the Caisson &c" and the dates given in your para 3 are correct; but do not apply to the statement now referred to, submitted with my letter No. 219 (Confidential); as therein I pointed out, the actual time the men put in while working at the Caissons; and the statement is to show

19.7.95

Vn 24/7

show what the men would have drawn, had I paid for the actual hours the men worked, without bearing in mind the Trustees wishes to keep down overtime

3. The actual time the three Foremen commenced to work long hours, was from the dates the Caisson Docks were started and the overtime continued till the Caissons were fitted viz: from November to April 1894/95; but the statement is only calculated upon the time put in from 1st December to 30th April each year, or 5 months with the Foremen and 3 months with the Divers for each Caisson.

4. From the above it will be seen the difference of time has arisen by the Government calling for the actual period occupied in "moving the [illegible]" to their final positions

and this was while they were in float, viz 3 months; but as soon as a statement of actual hours due to the men is drawn up, all time put in and not paid for, must be included, for a correct statement, viz: from start to finish and therefore the time due to the Foremen is spread over 10 months in both Caissons, while the time of the other staff only extends over 6 months for both Caissons.

	Hours worked
The Foremen at 10 months of 30 days of 12 hours	3600
Time paid ..	2936
Total time, if fully paid up:	664

The Foreman Divers time slightly exceeds the days in 10 months at 12 hours per day, as he had to put in 13½ hours a day, + night work, after

The

19.1.7

the other Foremen had left the works,
so his time stands at - - - Hours 4050
Time paid - - - 3392
Time due, if fully paid up 658

I have &c -

(Signed) A. Lee Pogson

Engineer, Harbour Trust Bd.

True Copy

Secretary

Harbour Trust Bd.

HARBOUR TRUST
MADRAS - 3 JUL. 95
SECRETARY'S OFFICE

1895
Mar Dept.
Enclos. No. 1
To
O. No. 573

CURRENT No.

Harbour Trust Board Office,

MADRAS, 2nd July 1895.
Despd 4th July 1895

No. 1350.

From
H. Le Fanu Esquire I.C.S
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To
The Hon'ble Mr J. F. Price C.S.I., I.C.S
Chief Secretary to Government,
Marine Department.

SIR,

I have the honour to acknowledge the receipt of memorandum, Marine department, No 1370 dated 13th June and to submit herewith for the information of Government a copy of letter with statement enclosed No 219 dated 19th June from the Board's Engineer.

As this statement appeared to require explanation I addressed Mr Pogson on the subject and also submit copies of my letter No 182 E dated 22nd idem and of his reply No 256 dated 1st July.

I have the honour to be
Sir
Your obedient Servant

H Le Fanu
Chairman

19.7.95.

MARINE DEPARTMENT.

From

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 2nd July 1895

DESPATCHED 4th do 1895.

RECEIVED 5/7
Regd 6/7

ENCLOSURES Three

CHIEF SECRETARY
5 JUL 1895
GOVERNMENT OF MADRAS

No. 1350.

SUBJECT.

Replying to memo No, 1370 Marine ~~dated~~ 13th June 95 in reference to the bonus recommended for the Foreman and Divers of the Madras Harbour works for successfully setting the Caissons at the Pier Heads.

X Marked with red tape

Bonus to Harbour Trust employes.

X

Please see the Office Note of the 8th June and the Reference of the 13th idem, No. 1370.

From the latest reports of the Engineer it appears that the matter amounts to this. Were the men entitled to overtime ? If so, why were they not paid at the usual rates ? If not, why were they required to work extra hours on the promise of remuneration in the absence of any communication to the Board on the subject ?

It is submitted that in view of the further particulars now afford the bonuses entered in column 6 of the statement, which are the same as tho recommended by the Board, may be sanct ed with the remark the Engineer shou not have entered into such an arrange ment with his men without the sanct of the Board.

F.D.B.
10.7.95.

There seems under the explanation now given just grounds for giving bonus's recommended. They are considerably less than if the men had been granted over-time

12/7/95

The Engineer seems to have promised these men to recommend them for a bonus, if they did good work – & on that understanding they did what was wanted of them well & heartily. It seems to me that on such a special job the Board shd. have been consulted – & a special arrangement come to with these ~~these~~ men as to overtime. But as this was not done, we have to face the situation as it is now presented. I would therefore sanction the bonuses in col. 6. The men deserve them – & it wd. amount to a breach of faith not to give it them.

W

14 July.

To

To my mind the case is still far from clear – I wd. ask the Exam. P.W. accounts, who has to audit the construction accounts of the H.T.B.

19.7.95.

Cx 24/7 95

MARINE DEPARTMENT

to check the figures & see what the men (1) were entitled to (2) got (3) are now owed.

It wd. be well, I should say, to enquire whether this huge staff is still being kept on & if so why —

17/7/95

I think the sums recommended by the H.T.B. shd be given. This really is not a "bonus" but a payment due for work done. The amounts are so much smaller than what Mr. Boyson originally recommended that they may be given safely. He shd not have made the engagement about a "bonus" without the previous consent of the H.T.B. Enquiries shd be made about the retention of the estabt.

JG 18/7

Bonuses to H. T. employees

H.E. the Governor

and circ

Cir/7 Cir/7
19/7 19/7

Marine Dept

—

Currents 256, 306, 359, 416 and ~~412~~ 513.

—

G.O. 27 July 1895. No. 224.

Mis

Payment of the bonuses aggregating Rs. 3230 approved by the Harbour Trust Board is sanctioned from construction funds with the remark that the Engineer should not have made any special arrangement with his men without having first taken the orders of the Board in the matter.

2. With reference to para 4 of his No. 4596 of 25.3.95, the Chairman will be requested to state what reductions in the construction staff have been effected.

from orders

24/7/95

F.D.B.
19.7.95.

Seen — I don't concur

26/7/95

Copies 30/7.

To the Ch: H. T. Board
" T. W. Dept.

2 AUG 95
M.S

30/7

24/7/95

Bonuses to H. T. Employees

Hon: A. W. Bliss C. S. I.

Issue
D. B.
26/7

Secry to Govt P. W. dept
for favour of communication

(25/7
26/7)

READ AGAIN ORDER OF GOVERNMENT, DATED 189 , No. , MISCELLANEOUS.			
ENCLOSURES.			
URRENT No.			
256	} 2	1	also pages 4 7 to [illegible]
Others		2	
STATEMENT WITH DITTO.			
ORDER OF GOVERNMENT	A	A	
TTER OF GOVERNMENT.			
STATEMENT WITH DITTO.			
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BACK PAPER, No. of 189 .

FURTHER PAPER, No. 637 of 1895

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