2-6-10

7 1395 of 86

18-5-15

ORDINARY, PRINTED.

Mar DEPARTMENT.

G.O., DATED 7-10-95

No. 294-5

INDEXED.

First copy sent to Press. 16/10

Returned for signature. 24/10

Despatched in print. 25/10

7 Copies

[Despatch Abstract.]

Mangalore Harbour

Addressing the G of I on the subject of the proposed survey of the —.

Abstract of letter to India

Mangalore Harbour.

Expressing the opinion of this Govt. on the subject of the proposed survey of the —.

G. P.—No 409 7—19-12-93—22,00,000.

Read again Order of Government, dated
18 , No.

Back Paper, No. of 18
Mar/sp 5-6-95 : 159-60

Further Paper, No. 839 of 1895
Mar/sp 10-10-95 : 300

Enclosures.

Current No.

Print all papers.

ment with ditto.

, &c., of Government—A).

kept out of File for despatch in original
(not paged).

Recd copies { Order complete. 30
Letter only. 15
Order complete with Letter. 10

At

G. P.—

A = Print in full.
B = Not to be printed.
= Print abstract only.
= Print heading only.
= Print, but not for monthly returns.

Govt. of {1895} Madras.

MARINE.

Issued

Recd. Encl.

G.O., No. 294, 7th October 1895.

OCTOBER.

Mangalore Harbour.

Addressing the Government of India on the subject of the proposed survey of the —.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From P. N. BUCKLAND, Esq., Assistant Secretary to the Government of India, Marine Department, to the Chief Secretary to the Government of Madras, dated Simla, the 4th September 1895, No. 831.

I am directed to acknowledge the receipt of your letter No. 160 of 5th June 1895, regarding the proposed survey of the Mangalore harbour, and, in reply, to state that the Government of India are informed that the inner harbour of Mangalore cannot be made accessible to European shipping, and in this case a survey would be useless as native craft do not, as a rule, use plans of ports, but prefer trusting to local knowledge.

Under the circumstances, I am to request that the Government of India may be favoured with a further expression of the opinion of His Excellency in Council on the subject.

Endorsement No. 2191.

Referred to Mr. G. T. Walch for favour of remarks with advertence to G.O., 159, Marine, dated 5th June 1895, to be submitted through the Presidency Port Officer.

Ootacamund,
17th September 1895.

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

From G. T. WALCH, Esq., to the Chief Secretary to Government, dated Ootacamund, 20th September 1895.

With reference to your endorsement, No. 2191, dated 17th instant, on No. 831,* dated 4th September 1895, Marine Department of the Government of India, I have the honour to say that it is certainly the case that the inner harbour or backwater of Mangalore is not likely to be made accessible to European shipping of large size. The steamers of the "Shephard's" line, which draw about 9 feet, have, however, often entered and anchored in the backwater and will probably be glad to do so again when there are greater facilities than now for knowing the state of the tides, for distinguishing the best entrance channel, and for seeing from periodical charts the state of the shoals and ports just inside the entrance. For the proper prosecution of any continuous and extensive improvement of the inner harbour, such a survey as I suggested is also a necessary preliminary.

* Returned herewith.

M

Expressing
the subject

2. I understand that as objection is raised to the preparation and publication of tide tables, such tables have, I would point out, been issued for other Indian ports with backwaters inaccessible to European shipping and with a less value of imports and exports than Mangalore, *e.g.*, Vizagapatam.

Endorsement No. 2270.

Referred to the Presidency Port Officer.

(By order.)

OOTACAMUND,
25th September 1895.

(Signed) W. FRANCIS,
Acting Under Secretary.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 2nd October 1895, No. 695—277-G.

For contemplated improvements, Mangalore, survey of backwater and tidal observations necessary.

In confirming my telegram of this date as per margin, I have the honour to observe, with reference to the papers received with Marine Current No. 748 (herewith returned), that the Government of India apparently are under the impression that proper navigating charts are required for Mangalore. This is not the case, but, in view of the proposed improvements to the port, a correct survey of the backwater is necessary in order that the soundings may be properly recorded and the position of all banks and shoals fixed. Tidal observations should also be taken.

ORDER—No. 294, Marine, dated 7th October 1895.

The Government of India will be addressed accordingly.

[Here enter No. 295, Marine, dated 7th October 1895.]

(True Extract.)

Chief Secretary.

To the Presidency Port Officer.
„ G. T. Walch, Esq.

Exd. Shaik Karim.

1895.

MARINE DEPARTMENT.

From the Government of
Fort St. George.

Issued

Recd. *Encl.*

Letter, No. 295, 7th October 1895.

OCTOBER.

Mangalore Harbour.

Expressing the opinion of this Government on the subject of the proposed survey of the —.

No. 295, MARINE, 7TH OCTOBER 1895.

MARINE DEPARTMENT.

LETTER—from

THE CHIEF SECRETARY TO THE GOVERNMENT OF
FORT ST. GEORGE,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
MARINE DEPARTMENT.

SIR,

Navigating charts not required Mangalore but correct survey backwater necessary connection proposed improvements in order soundings may be properly recorded and positions banks and shoals fixed. Tidal observations also requisite.

In confirming telegram, No. 596, dated 3rd October 1895, as per margin, I am directed to state, with reference to your letter No. 831 of the 4th September last, that the matter was referred to the Presidency Port Officer and Mr. Walch for remarks.

2. The former is of opinion that, in view of the proposed improvements to the port of Mangalore, a correct survey of the backwater is necessary, in order that the soundings may be properly recorded and the position of all banks and shoals fixed. Tidal observations should also be taken.

3. The latter states that while it is true that the inner harbour or backwater is not likely to be made available to European shipping of large size, steamers of the "Shephard's" line, which draw about 9 feet, have often entered and anchored in the backwater. These would probably be glad to do so again when there are greater facilities than now for ascertaining the state of the tides, for distinguishing the best entrance channel and for learning from periodical charts the state of the shoals and pools just inside the entrance. Mr. Walch declares that for any continuous and extensive improvement of the inner harbour such a survey as he suggested is a necessary preliminary.

4. In conclusion I am to say that His Excellency the Governor in Council concurs in these views.

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

OOTACAMUND,
7th October 1895.

Chief Secretary.

Exd. Shaik Kareem.

[G/9]
2,000—2-4-95.

G.O. Nos 159 Mar d/ 5/6/95
— 266 — 29/5/95
— 608 Fil 29/6/93
abstract of Mar G.Os 112/13 of 95

Current No. 725

Marine DEPARTMENT.

From the Govt of India
Marine

No. 831

Dated 4
Received 13 Regd 16 } Septr 95
Enclosures

SUBJECT.

Requesting to be favoured with a further expression of opinion on the subject of the proposed survey of the Mangalore Harbour in the circumstances stated within.

NP

Endt No 2191.

Referred to Mr G. T. Walch for favour of remarks with advertence to G.O. No 159 Marine d/ 5th June 1895, to be submitted through the Presidency Port Officer.

Chief Secretary

F.D.B.
17/9/5.

Ootacamund
17th Septr 1895

G. T. Walch Esq
Eckford
Ootacamund

TO BE RETURNED [illegible] REPLY

CURRENT No. 725

Navigation

Marine Surveys.

No. 831.

GOVERNMENT OF INDIA.

18

MARINE DEPARTMENT.

It is requested that the above heading, with number and date of this communication, may be quoted in any subsequent correspondence on this subject.

Simla, the 4th September 1895.

To

THE CHIEF SECRETARY TO THE GOVERNMENT OF MADRAS,

~~Marine Department.~~

Sir,

I am directed to acknowledge the receipt of your letter No. 160, of 5th June 1895, regarding the proposed survey of the Mangalore harbour, and, in reply, to state that the Government of India are informed that the inner harbour of Mangalore cannot be made accessible to European Shipping, and in this case a survey would be useless as Native Craft do not, as a rule, use plans of ports, but prefer trusting to local Knowledge.

Under the circumstances, I am to request that the Government of India

Mar/

CHIEF SECRETARIAT
13 SEP 1895
GOVERNMENT OF MADRAS

India may be favored with a further expression of the opinion of His Excellency in Council on the subject.

I am
Sir,
Your most obedient Servant,

P. W. Buckland

Asst. Secy. to the Govt. of India.

Copy to:-

Dir. Royal Indian Marine.

Mar/

748

Marine Dept.

From G. J. Walch Esqr.

Dated 20
Recd 21 } Septr 95
Repd 23

Encls: Cno 725 ref.

Subject

"Offering remarks on the subject of the proposed Survey of the Mangalore Harbour.

PORT OFFICE
2[illegible] SEP 95
MADRAS

5513

Endt. No. 2270

Referred to the Presidency Port Officer.

by order

W Francis

Ag Under Secry

J.D.B.
24/9/5.

Ootacamund
25th Septr. 1895

TO BE RETURNED
WITH REPLY.

748

Eckford
Ootacamund
20/9/95

CHIEF SECRETARY
21. SEP. 1895
GOVERNMENT OF MADRAS

38

To
The Chief Secretary to the
Government of Madras

Sir,

+ Stamped, rewritten

With reference to your endorsement 2191 17th Inst. on No 831+ 14/9/95 Marine Dept of the Government of India, I have the honor to say that it is certainly the case that the Inner Harbour, or Backwater, of Mangalore is not likely to be made accessible to European shipping of large size. The steamers of the "Shepherd's" line, which draw about 9 feet, have, however, often entered, and anchored in, the backwater and will probably be glad to do so again when there are greater facilities than now for recognising the state of the tides, for distinguishing the best entrance Channel, and for seeing from periodical Charts the state of the shoals and pools just inside the Entrance — For the proper prosecution of any continuous & extensive improvement of the Inner Harbour, such a survey as I suggested, is also a necessary preliminary —

2. I understand that no objection is raised to the preparation & publication of Tide Tables; such tables have, I would point out, been issued for other Indian ports with backwaters inaccessible to European Shipping, and with a less value of imports & exports than Mangalore - e.g. - Vizagapatam -

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

[G/9]
2,000—2-4-98

Current No. 775 ~~755~~

Marine DEPARTMENT.

Telegram
From
Marine Dept
Simla

No.

Dated 1 }
Received } 1. } October 1898
Regd - 31 }
Enclosures

SUBJECT.

Requesting to reply urgently to their communication regarding the survey of Mangalore harbour

despatched (Dept) 1-10-98.

The following telegram will be despatched to
Presidency Port Officer
Madras.

"585 x India wires for urgent reply survey Mangalore Harbour. Reply by wire.

Fair signed by [illegible]

CURRENT No. 775

INDIAN TELEGRAPHS Monthly Number. 46

Code Class. XS

To (Office) Ootacamund From (Office) Simla

Words.	Day.	Hour.	Minute.	Official Instructions.
20.6	1	15	55	urgent

To (Person) Madras From (Person) Marine

CHIEF SECRETARY
-1 OCT. 1895
GOVERNMENT OF MADRAS

963 please reply urgently to marine department number 831 of fourth september survey mangalore harbour.

32 Word Form.

F. 61.

Recd. from LN.
At Hrs. Mts. by

Sent to LN.
At Hrs. Mts. by

Telegraph Master.

OOTACAMUND 1-10-95

C. G. P.—No. 327 T.—11-2-94—20,000

[G/9]
2,000—2-4-95.

Current No. 781

Marine DEPARTMENT.

Telegram
From

The P. P. O.

E

No.

Dated 2/10

Received
Regd 3/10

Enclosures

SUBJECT.

Stating that observations are necessary for contemplated improvements Mangalore survey of backwater & tidal

Code Class. } Ds **INDIAN TELEGRAPHS** Monthly Number. } 80

To (Office) Ootacamund	From (Office) Madras
Words. 18 Day. 2 Hour. 3 Minute. 33	Official Instructions. D/o
To (Person) Madras	From (Person) Presy Port Offr.

For contemplated improvements mangalore survey of backwater and tidal observations necessary

CHIEF SECRETARY 3 OCT. 1895 GOVERNMENT OF MADRAS

32 Word Form.

F. C1.

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

W.B.Mason
Telegraph Master.

OOTACAMUND 3-10-95

C. G. P.—No. 22/ T -11 2-94-20,00 000

MADRAS RECORD OFFICE.

CURRENT No. 782

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

CHIEF SECRETARY -3 OCT. 1895 GOVERNMENT OF MADRAS

No. 695/277 G

Dated 2d } October 1895.
Received }

Rg 30/10
C 7254 748

No.

Subject.

Returning Marine Current No. 748 with remarks on the subject of the proposed survey of the Mangalore Harbour.

MADRAS RECORD OFFICE.

CURRENT 58.782

No. 695/277 G.

Heading.

Mangalore
Harbour improvements.

PRESIDENCY PORT OFFICE,
Madras, 2d October 1895.

From
Commander W Powell, R.I.M.
~~The~~ PRESIDENCY PORT OFFICER,
MADRAS,

To
THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

For contemplated improvements, Mangalore, Survey of backwater and Tidal Observations necessary.

In confirming my telegram of this date as per margin, I have the honor to observe, with reference to the papers received with Marine Current No 748, (herewith returned), that the Government of India apparently are under the impression that proper navigating charts are required for Mangalore. This is not the case, but, in view of the proposed improvements to the port, a correct survey of the backwater is

MADRAS RECORD OFFICE.

is necessary, in order that the soundings may be properly recorded and the position of all banks and shoals fixed. Tidal observations should also be taken.

I have the honor to be,
Sir,
Your Obedient Servant,
Walter Powles
Commander R.I.M.
Presidency Port Officer

VE (2) desp'd 3/10

Telegram to Simla
Marine

596x Navigating charts not required Mangalore but correct survey backwater necessary connection proposed improvements in order soundings may be properly recorded and positions banks and shoals fixed. Tidal Observations also requisite

3/10/95

M.G.O. No. 294-5
Marine d 7-10-95

68

print Marine Cs. 725, 748 & 782

A Letter No. 295 d 7th Octr 95

Form 294 please [illegible] [illegible] at 1 [illegible]

To

The Secy to the Govt of India
Marine Dept.
5 SC desp
25/10/95

Sir

In confirming telegram 596 d/ 3-10-95 as per margin* I am directed to state with reference to your letter No. 831 of the 24th. Sept. last that the matter was referred to the P. P. O. and Mr. Walch for remarks.

* "Navigating charts not required Mangalore but correct survey backwater necessary connection proposed improvements in order soundings may be properly recorded and positions banks and shoals fixed. Tidal observations also requisite."

2. The former is of opinion that in view of the proposed improvements to the port of Mangalore, a correct survey of the backwater is necessary, in order that the soundings may be properly recorded, and the position of all banks and shoals fixed. Tidal observations should also be taken.

3. The latter states that while it is true that the Inner Harbour or Backwater is not likely to be made available to European Shipping of large

size

size, steamers of the "Shepherd's" line, which draw about 9 feet, have often entered and anchored in the back-water. These would probably be glad to do so again when there are greater facilities than now for ascertaining the state of the tides, for distinguishing the best Entrance Channel and for learning from periodical charts the state of the shoals and pools just inside the Entrance. Mr. Walch declares that for any continuous and extensive improvement of the Inner Harbour such a survey as he suggested is a necessary preliminary.

4. In conclusion I am to say that H. E. the Governor in Council concurs in these views.

Lo
5/10/95

C.W.
4.10.95.

G.O. 7-10-95 No. 294
Read currents

The G. of I. will be addressed accordingly.

F.D.B.
4/10/5

The A. A. O. 6
G. T. Walch Esq. 6. } desp 25/10/95

Mangalore Harbour

N/

[R. O. / 10]
5,000—21-7-09.

MADRAS RECORD OFFICE.

Block No. 11

Paper taken out of the Records from the charge of the Referencer,

Dept. Marine ~~Press~~ ~~Mis.~~ Rout. No. 294-5, dated 7 - 10 - 1995. Rack No. Range.

Date taken out.	FOR WHAT PURPOSE.			Initials of Referencer.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
2/6/10	marine	577	10		6-7-10	
18-5-15	mar	654	15		25-6-15	

Date taken out.	For what purpose.			Initials of Referencer.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

The
G. T. Walch Esq 6

IRRIGATION.
ACCOUNT.

Govt. of {1895} Madras.

PUBLIC WORKS.

Order d/ 7-10-95 No. 296.
Mis

Communicated to the Presidency Port Officer in continuation of G.O. No 212 Mar. d/ 16th July 95.

c.w.
4.10.95

for C.S.
5/10/5

To The P.P.O. Despd
12/10/95

Dated September, 20th.

Recd. 3/10/95 *Encl.*
Regd 4/10/95

G.O., 20th Sept. 1895, No. 772 I.

CHIEF SECRETARY
-3. OCT. 1895

SEPTEMBER.

Regulator

Revised estimate of Rs. 29,100 for constructing a — of nine vents across the Vettar, just below the offtake of the Odamboghiar, Cauvery Delta system, approved and the sanction of the Government of India to the same, requested.

FOR WHAT PURPOSE.

20TH SEPTEMBER 1895, No. 772 I., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following paper:—

From Lieutenant-Colonel C. C. RAWSON, R.E., Superintending Engineer, V Circle, to the Chief Engineer for Irrigation, dated Chepâk, 28th August 1895, No. 271 E.I.

With reference to paragraph 2 of G.O. No. 420 I., dated 16th May 1895, I have the honour to submit, for sanction, revised plans and estimate, amounting to Rs. 23,600, for constructing a regulator of nine vents across the Vettar, just below the offtake of the Odamboghiar, Cauvery Delta system, in substitution of the estimate sanctioned in G.O. No. 540 I., dated 4th July 1895.

No. 160 I.

Submitted to Government with a recommendation that the revised estimate now forwarded by the Superintending Engineer, V Circle, be sanctioned.

12th September 1895.
(Signed) R. R. E. DRAKE-BROCKMAN, Colonel, R.E.,
Chief Engineer for Irrigation.

ORDER—dated 20th September 1895, No. 772 I., Public Works.

	RS.
Works	23,600
Establishment	5,428
Tools and plant	72
Total ...	29,100

The revised estimate, amounting to Rs. 29,100 as shown in the margin, for constructing a regulator of nine vents across the Vettar, just below the offtake of the Odamboghiar, is approved.

2. Ordered that a copy of these Proceedings be forwarded to the Government of India with a request that sanction may be accorded to the revised estimate of Rupees 29,100 in supersession of the estimate of Rs. 28,000 sanctioned by the Government of India in its letter, No. 164 I., dated 15th June 1895.

[Here enter No. 773 I., dated 20th September 1895.]

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, V Circle.
" Examiner, Public Works Accounts.
" Revenue Department.
" Marine Department.

Exd. Shaik Karim.
Spare Copies

The
G. T. Walsh Esq 6

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

[Ref. / 4]
15,000—18-5-03.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

~~Press~~
Miscellaneous No. 297. dated 8-10-~~190~~95
~~Routine~~

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
30-4-04	Marine	189	/04			

G. T. Walsh Esq/6.

---

190 Mar. of 1-7-95
2/119 - of 26.2.96
165 .. of 13.3.96

MEMO.

HARBOUR IMPROVEMENTS.

I circulate herewith for the information of the Trustees, G. O., Marine, No. 239, dated 7th August.

2. Para. 1. I see no objection to the Chief Engineer constructing the entrance to the canal through the blockmaking ground including the protecting arm inside the Harbour as shown on plan A1; but this does not concern the Board in regard to any expense connected therewith. It might, however, hereafter suit the Trustees to take advantage of the entrance to smooth water to carry out Harbour Improvements for the benefit of the trade of the Port. It would then be time enough to decide what share, if any, of the cost of construction the Board should bear. The canal connection is, I understand, designed solely to improve the sanitation of the city.

3. Para. 2. The Board's Engineer is not yet prepared with plans and estimates, and, until such are before them, the Trustees are precluded from sanctioning any work under Section 64, Act II of 1886. Plans and estimates must be awaited before I can place the proposals of the Committee before the Board for consideration. I would further deprecate the Board coming to any hasty conclusion in such a very important matter, and would remind the Trustees of the decision expressed in their Resloutions No. 4, dated 26th May 1893, and No. 4 of 24th July 1894.*

4. It is also necessary to bear in mind the warning given to the Board by their Engineer Mr. Pogson in para. 4 of his letter, dated 6th April 1891, No. 22, that it was then, in his opinion, "premature to attempt to design docks until the entrance" "is completed, and the state of the sea inside the Harbour during a Cyclone carefully watched, with a view to further improvements hereafter."

5. The entrance is now completed, but we have not yet seen the effects of a Cyclone inside the Harbour. Let Government build the wall covering the canal entrance, if it chooses to take the risk; we can judge of the result after the first Cyclone, and take advantage of any facilities Government may have afforded for further improvements, and of the experience gained by observing the Cyclone.

6. Para. 3. It is very important that the Board, when any scheme is placed before it, should be in possession of the views of the nautical officers of the Port, which, I understand, were not submitted to Colonel Pennycuick's Committee, and the decisions arrived at ignore possible nautical requirements.

7. Another exceedingly important point is that, before coming to any decision as to Harbour improvements, the Board should know what Government intends to do regarding Custom House arrangements. If Government accepts the recommendations of the Committee in para. 15, the Board will have to provide

---

* That no improvements could be taken into consideration until the Harbour had been completed, with an Eastern Entrance, according to the sanctioned design.

190 Mas 17-7-95

the necessary shed accommodation. If, on the other hand, Government declines to follow the procedure at Bombay and other ports, the Board will not have to provide Custom House accommodation; and, until this point is settled, I do not see how the Trustees can take into consideration plans which provide accommodation over which the Board would have no control should Government decline to place goods, landed, in the custody of the Trust, and decide to continue the present arrangement, by which they are delivered into the charge of the Collector of Sea Customs.

This is a matter which, I think, should be settled between the Chamber of Commerce and Government. It was the Chamber that raised the question, and it is for that body to get the matter settled. The Board might express its willingness to provide the required accommodation, should the Chamber of Commerce carry its point; but it is, I submit, for the Chamber to obtain the decision of Government before the Board can act.

8. Personally I am not at all satisfied with Scheme No. A1 or with the proposed extension thereof; and I do not think that the result of the deliberations of the Committee should preclude the Board from considering other schemes, especially if any better suggestions are made; and I hope shortly to place before the Board fresh proposals which at least demand very careful consideration.

9. Some little time must elapse before I can do so, as I wish first to thoroughly discuss the matter myself with the Departmental Officers of the Board chiefly interested, to enable me to place the suggestions before the Trustees in as complete a form as possible. I need now only mention that the new plans, which the Board's Engineer is preparing, are the outcome of many consultations I have had on the spot with him, with the Board's Secretary and the Traffic Manager, with the Deputy Port Conservator, and with the Harbour Masters; and while, with regard to all the plans placed before the Improvements Committee, I find a great diversity of opinion, I am pleased to say that there is a practical unanimity in favor of the fresh proposals to which I refer.

10. I would therefore suggest that, in considering G. O. No. 239, the first step to take is to request the Chamber of Commerce to deal with the question of the custody of goods, and to obtain the decision of Government on that point; and I trust that, when that is settled, the Board will be in possession of plans and estimates of A1 and of the new proposals which will enable them to come to a prompt decision as to future action.

H. LE FANU,
Chairman,
Harbour Trust Board.

HARBOUR TRUST
MADRAS 17 AUG. 95
SECRETARY'S OFFICE

PRINTED BY GRAVES, COOKSON AND CO., SCOTTISH PRESS, MADRAS.

1895. Mas 2 695

G. T. Walch Esq 6.

MEMORANDUM.

Referring to my memorandum, dated 17th August, I forward herewith, for the information of the Trustees, a lithographed plan showing the latest development of the suggestions I then alluded to.

I wish it to be distinctly understood that, in placing this sketch before the Trustees, I have not lost sight of the recommendations of the Harbour Improvements Committee, nor of the necessity of proper plans and estimates being prepared and submitted to the Board by its Engineer for plan A1, which has been accepted by Government at the instance of that Committee, subject of course to the restrictions imposed upon the Trust by Act II of 1886.

As remarked in my memo. above referred to, I personally, am not at all satisfied with plan A1; and, in my opinion, while giving careful consideration to the report of the Committee, the Harbour Trust Board is bound to go thoroughly into the matter, and submit, for the approval of Government, any scheme which it may consider will best serve the interests of the Port.

The Honorable Mr. Arundel remarked, at the meeting of the Committee held on Monday the 11th March, that the schemes for Harbour Improvements "which had so "far been placed before the Committee by no means exhausted the different methods "by which Harbour improvements might be effected;" and the Honorable Colonel Pennycuick "informed the Committee, with reference to Mr. Arundel's remarks, that "Mr. Chambers had suggested what he might term a central scheme, and that the "Secretary had just placed in his hands a sketch plan, prepared by the Harbour "Trust Board's Engineer for Harbour improvements very similar in principle, "which was the outcome of Mr. Arundel's visit to the Harbour, and had been prepared by Mr. Pogson within the last 24 hours."

This scheme was No. A1, unanimously approved, or at any rate adopted by the Committee, and I understand that, although those members of the Board, who were also members of the Committee, acquiesced in the finding of the Committee, they in no way bound themselves, as Trustees, to advocate or support the recommendations made, if, as Trustees of the Harbour, responsible for expenditure, and the funds to meet it, they might find that something else would better meet the requirements of the trade of this Port.

Up to the time that scheme A1 was placed before the Committee, I understand that the members agreed with the President, that all proposals under group 2 (*Vide* Colonel Pennycuick's note dated 20th March), "possess no advantages over those of the other groups except the single one of cost, as compared with group (1)" and this he considered to be "altogether fallacious." "The reduction in the available area of "the Harbour appears to be an important disadvantage to this group." The Committee did not contain any nautical member, nor was any nautical officer of Government, or of the Harbour Trust, consulted before the Committee closed its deliberations. The first thing which I did on receiving the Committees' Report was to ask for the opinion of these officers, and they, one and all, agree in condemning the proposal to diminish, by forming a boat basin, the area available, or which could be made available, for accommodating ships. If the trade of the Port improves we must arrange for admitting more, and very much larger vessels, and careful discussions as to the possibility of packing ships closer than at present, led to the conclusion that this was not possible and safe. It seemed, therefore, that, whatever plan may ultimately be adopted, should, while according shelter to boats, if necessary, also provide for the reception, within Harbour Limits, of a larger number of ships than can at present be accommodated.

The various plans in group (2) referred to by the President of the Committee were boat basins inside the Harbour; and scheme A1 is the same, except that it "reduces the available area of the Harbour," for sea-going vessels, to a very much greater extent.

As I quite agree that this is most undesirable, I would remark, with regard to the sketch I now circulate to the Trustees, that the suggested tidal basin with jetties, although encroaching upon the Harbour, provides accommodation for sea-going vessels, and, by packing them closely together, each in a separate basin, gives more room within the water area of the Harbour to manœuvre a vessel under steam, than is now the case with vessels anchored all over it, with perhaps only one berth vacant.

The Trustees will no doubt at once observe that there is a very essential difference between the proposed encroachment upon the Harbour area, by the formation of a boat basin, and the utilisation of that area for purposes which obviate the necessity of any boat basin, and ultimately of any boats or lighters for landing or shipping cargo. In short, the present suggestion is to build *Docks*.

The White Elephant at Calcutta will no doubt be at once thought of; but, on the other hand, the success of the Docks at Bombay will be remembered. Madras would appear to possess advantages over both Ports in the matter of possible Dock accommodation; and I understand that several members of the Harbour Committee were strongly in favour of Docks, and that the chief objection to a boat basin, south of the Harbour, was that hereafter it might interfere with the construction of Docks.

The decision which the Board has to come to is one which must impress every Trustee with a very serious sense of responsibility; and I think that it should be understood by us that we cannot, and will not, come to a hasty decision.

Give every facility to Government to construct the canal for improving the sanitation of the City, and, by all means, allow Government to build inside the Harbour the necessary protecting arm to cover the entrance, and let this be carried out by our own Engineer, should Government so desire, provided that if, in doing so, our blockmaking arrangements are interfered with, Government pays for the re-erection elsewhere of the necessary Machinery: but Harbour Improvements, whether in the form of Docks or boat basins, concern the Trustees primarily, not merely as Trustees of the Harbour, but as Trustees of the future welfare of this Port.

I need not now enter into details regarding the sketch herewith circulated. It speaks for itself, to a certain extent, and can be discussed hereafter, with plan A1 or any other suggestions which the Board may deem worthy of consideration.

I particularly request the Trustees not to consider this as a new proposal which I put forward in antagonism to the finding of the Committee. I have taken a very great interest in the affairs of this Harbour, and have used every possible means to acquaint myself with the requirements of the Port, and have endeavoured to elicit the views of the Board's officers, who should be able to give important information, each in his own Department.

With reference to the plan itself, I would remark that, when I wrote my memo. of the 17th August, I had before me another plan, which Mr. Pogson had prepared, and that, when I discussed it with the Secretary, Mr. Pinsent at once suggested alterations. These the Board's Engineer has adopted in this sketch, and doing so has considerably modified the previous suggestions. Under such circumstances, I need hardly add that I do not put it forward as the best plan which can be devised for the benefit of this Port, though I think that it is a move in the right direction, and I circulate this sketch merely to give my colleagues information, in continuation of my previous memorandum, in the hope that one or other may assist me, by suggestions, before I formally place plans and estimates before the Board. It would not be courteous that this plan should be in existence, or perhaps seen by outsiders, when it had not been also placed in the hands of the Trustees. I should, also, not think of putting the plan before the Trustees for serious consideration, unless it were accompanied by an explanatory memorandum and a Financial statement.

The cost of the design now circulated will approximately be, I understand, between 60 and 70 lakhs of Rupees. This is a large amount, but the Secretary appears satisfied that it is not prohibitory; on the contrary, he asserts that Madras can well afford it. This is a matter which must be thoroughly gone into, and worked out before the Trustees could be asked to consider this design. One thing, however, I consider it of importance to add, and that is, that, as at present advised, it would probably be possible to carry out this design without adding a Rupee to the burden of the Port.

MADRAS,
28th August 1895.

H. LE FANU,
Chairman,
Harbour Trust Board.

1895
Mar Dept.
Progs. No. 1
C.S. 698

CURRENT No. 698

Madras Harbour Trust,
SECRETARY'S OFFICE,
3rd September 1895.

No 2260.

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,

With reference to the report of the Harbour Improvements Committee, I have the honour to submit herewith, for the information of Government, copies of two memoranda dated 17th and 28th August which I have addressed to the Trustees of the Harbour & also copies of the plan referred to.

Separate copies have been forwarded to the Private Secretary for the information of His Excellency the Governor.

I have the honour to be
Sir
Your obedient ~~Servant~~

Chairman
Harbour Trust Board

C.C.S.

3rd

CURRENT No. 698

MARINE DEPARTMENT.

From
THE CHAIRMAN,
Harbour Trust Board,
MADRAS.

To
The Chief Secretary to Government,
Marine Department.

Dated 3rd September } 1895
Despatched 3rd
Received [illegible]

CHIEF SECRETARY
-4 SEP 1895
GOVERNMENT OF MADRAS

Enclosures. Two & 3 plans.

No. 2260

SUBJECT.

Submitting copies of two memoranda dated 17th & 28th August 95 addressed to the Trustees of the Harbour & also copies of the plan referred to

---

Mar C Nos 633, 655 [illegible] & 673 of 95
.. G.O. No 2398 d/ 7-8-95 Mis
190 d/ 1-7-95.

Circulated for information.

JDB
9.9.5.

I have spoken to the C.E. who has had a copy of these papers. The scheme seems to be an insane one.

C.S. may wish to show this to Col. P.

Mr. Pogson has apparently got hold of Mr. Le F. as this is an improved(?) form of the plan sent up by Comdr. Dowell

10/9/95

These papers shd. go to Col. Pennycuick for his remarks.

W
11 Sep

BB
13/9/95

JG
15/9

Endt No. 2193.

Forwarded to the Hon'ble Colonel J. Pennycuick R.E. for favour of remarks.

Chief Secy

JDB
17/9/5.

Examined
17th Septr 1895

C/579 1899

Endorsement in the Marine Department No. 2193 d/ 17th September 1895 on letter from the Chairman Harbour Trust Board, Madras, No. 2260 dated 3rd Septr 1895.

Note by the Chief Engineer P. W. Department:—
No. 1072 D 26: September 1895

I must confess that I find very considerable difficulty in seriously criticising the proposals put forward by the Chairman of the Harbour Trust Board.

2. The plan submitted by him appears to combine every possible defect that a plan can have.

3. One special peculiarity of Madras, which is admitted on all hands, is that it is not a terminal port, but a port of call, and that except in the case of coal, and possibly oil, no ship discharges more than a portion of its cargo there.

4. The chief requirement of the port is therefore the

rapid discharge of small quantities of cargo, and for this what is necessary is a commodious outer harbour in which ships can moor and unmoor rapidly and discharge their goods into lighters.

5. The provision of extensive quay accommodation, alongside which ships can lie and discharge direct on to the shore would be useful where whole ship loads have to be disembarked, but is utterly unsuitable to the peculiar conditions of Madras.

6. The plan proposed by Mr Le Fanu takes up about half of the area of the outer harbour, the smallness of which is already a source of complaint, in order to appropriate it for docks which not one ship out of ten wants to use.

7. Mr Le Fanu quotes, apparently with approval, Mr Pogson's statement that it is "premature to attempt to design docks until the entrance is completed and the state of the sea inside the harbour during a cyclone carefully watched," and then proceeds to submit a design for practically turning the whole harbour into docks.

8. It is quite certain that a proposal to spend sixty or seventy lacs of rupees on docks is not one that at present deserves serious discussion; it is also certain that if at any future time docks are wanted, the proper place for them is to the south of the present harbour, where they will not interfere with the available area of the latter.

9. There are other obvious objections to the scheme proposed, but in truth it does not deserve serious discussion.

10. In para 6 of his memorandum of the 17th August Mr Le Fanu notices that the decisions of the Harbour Improvements Committee "ignore possible

nautical requirements." I beg to say that they do nothing of the sort; the only nautical point involved in their proposals was the slight reduction in the available area of the harbour by the occupation of the South East corner as a boat basin. That this, so far as it went, was a drawback was fully understood and admitted; but it was decided that the drawback was a very small one, because the deep water area occupied was very trifling, and could be recouped by a moderate amount of dredging outside the boat basin; the advantages attaching to the scheme ~~was~~ were considered to far outweigh this small disadvantage.

11. I must confess that I should very much like to have a nautical opinion as to the management of a long steamer passing through the double entrance of Mr. Le Fanu's harbour and taking up its position (with bow eastward) in one of the compartments shown, with a strong North East wind blowing.

12. With regard to para 7 of the memorandum the Committee have expressed a very distinct and decided opinion; the statement that it is for the Chamber of Commerce to get the matter settled is unintelligible; the Chamber have done all they can in the matter which is now absolutely in the hands of Government.

13. It is very difficult to notice para 8 of the memorandum without appearing discourteous, but it is impossible to avoid asking what qualifications Mr. Le Fanu has for expressing an opinion on the point; he was not present at the deliberations of the Committee and knows nothing whatever of the arguments by which they were led to this decision. I entirely agree that there is no reason why the Board should not consider other schemes if any better suggestions are made, but if no better suggestion is forthcoming than the wild scheme now under consideration it is hardly worth while to delay action any longer.

14. In his second memorandum (28th August) Mr. Le Fanu "particularly requests the Trustees not to consider this as a new proposal which he puts forward in antagonism to the finding of the Committee." If it is not

that it is nothing.

15. Mr. Le Fanu's action in this matter raises a question of considerable importance from the point of view of official propriety. It is a well recognised principle based on thoroughly sound grounds, that an officer, especially one only temporarily holding an office, should not reverse or oppose the action of his predecessor without very strong reasons; Mr. Turner was a member of the Harbour improvements Committee, he took an active and most useful part in its discussions, he thoroughly concurred in all its conclusions and approved the draft of the report though he did not actually sign it owing to the fact of his having left the service before it was ready for signature. These facts might, and I venture to think ~~ought~~ should, to have led Mr. Le Fanu to hesitate before bringing forward proposals diametrically opposed to his predecessor's views.

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

Ootacamund.
September 24. 1895

CURRENT No. 77

No. 1073 D 26th September 1895

Transferred to the Marine Dept. and the referred papers returned.

Jno Penny
Colonel R.E.,
Secretary to Govt. P.W. Dept.

To,
The Marine Dept.
with original papers returned.

CMB 22/9/95

770

Marine Dept.

From

The P.W.D.

E

No 1073 D

Dated 26 }
Recd 27 } Septr/95.
Regd 30 }
C. 698 & 5 Enclosures

CHIEF SECRETARY
27 SEP 1895
GOVERNMENT OF MADRAS

E

Cs. 698 & 770.

G.O. Mis 8-10-95 No 297

The Govt: awaits the conclusions of the Harbour Trust Board on the Chairman's memoranda.

Fom orders

F.D.B.
5/10/5.

8/10/95

Subject

Forwg: note by the C.E. on the Harbour Improvement.

Ch: H. T. Bd. }
P. W. Dept. } Despd 9/10.

WITH ORDER

[S. / 25.]
600-7-5-95.

Marine DEPARTMENT.

C. Nos 698 & 770.

FOR ORDERS.

It is submitted that it would be premature to communicate the gist of Col. Pennycuick's remarks to the Chairman. Mr Le Fanu sub'n copies of his Mem^a for the information of Govt. They are under the consideration of the members of the Board, some of whom were on the Improvements Comtee. The following G.O. is suggested:-

"The Govt: awaits the conclusions of the H. T. Bd: on the Chairman's memoranda".

F.D.B.
1/10/5

It i certainly would lead to irritation if the C.E.'s note was communicated

2/10/95 3/10/95 W. 2 Oct.

Mr. Le F's proposals are in my opinion very mischievous, and have already led to some irritation - wh. under the circs is not altogether unnatural. I am not sure that a little counter-irritation wd. not be advisable - but we shall see later on. W. 2 Oct in extenso. There appears to be no necessity for doing anything beyond what is suggested in the Office

J.C.
15/10/95

FOR ORDERS.

Harbour Improvements

✓

Q. E. the Govr's circular

C 1/10 [illegible] C. 3/10
A 2/10 A 5/10

3

678

Read again Order of Government, dated
189 , No. , Miscellaneous.

Enclosures.

Current No.

Statement with ditto.

Order of Government .. .. .. A A

Letter of Government.

Statement with ditto.

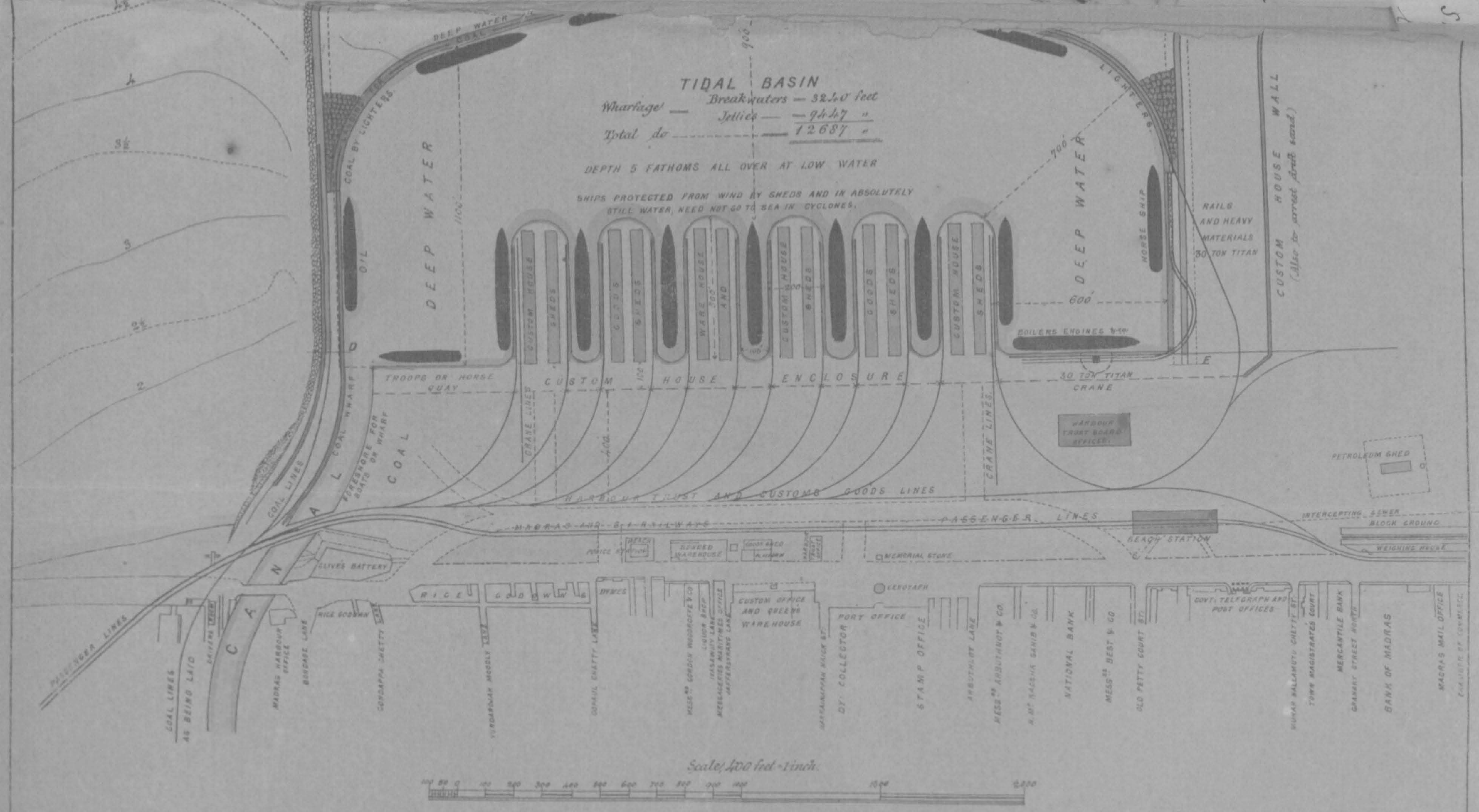
Papers not filed up, being meant for despatch in original (not paged).

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

Back P No. of 189

Further Paper, No. of 189

[illegible]
[illegible]
3
[illegible]

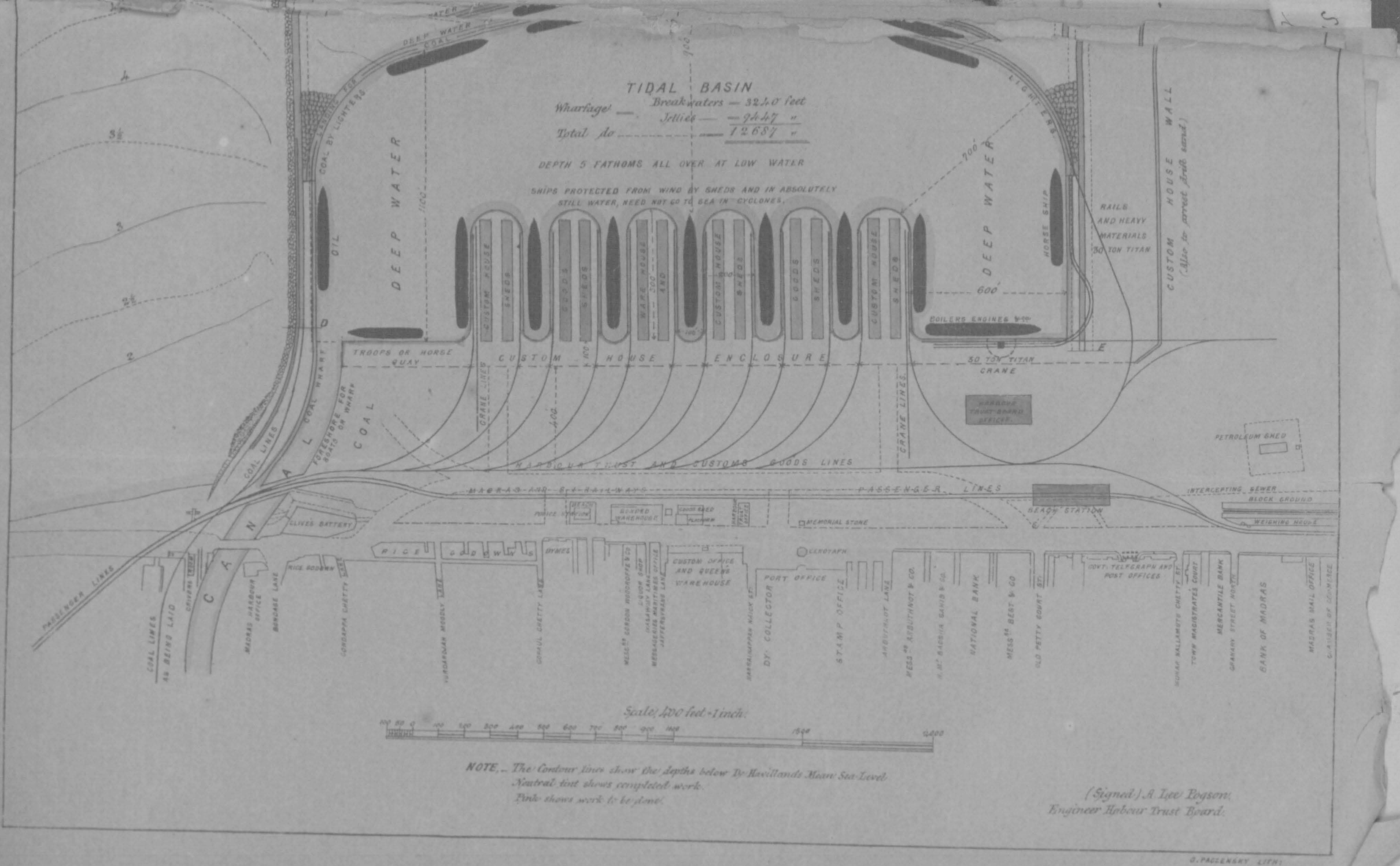


NOTE, – The Contour lines show the depths below De Havillands Mean Sea Level
Neutral tint shows completed work.
Pink shows work to be done.

(Signed) A. Lee Pogson.
Engineer Harbour Trust Board.

G. PACLENSKY LITH.

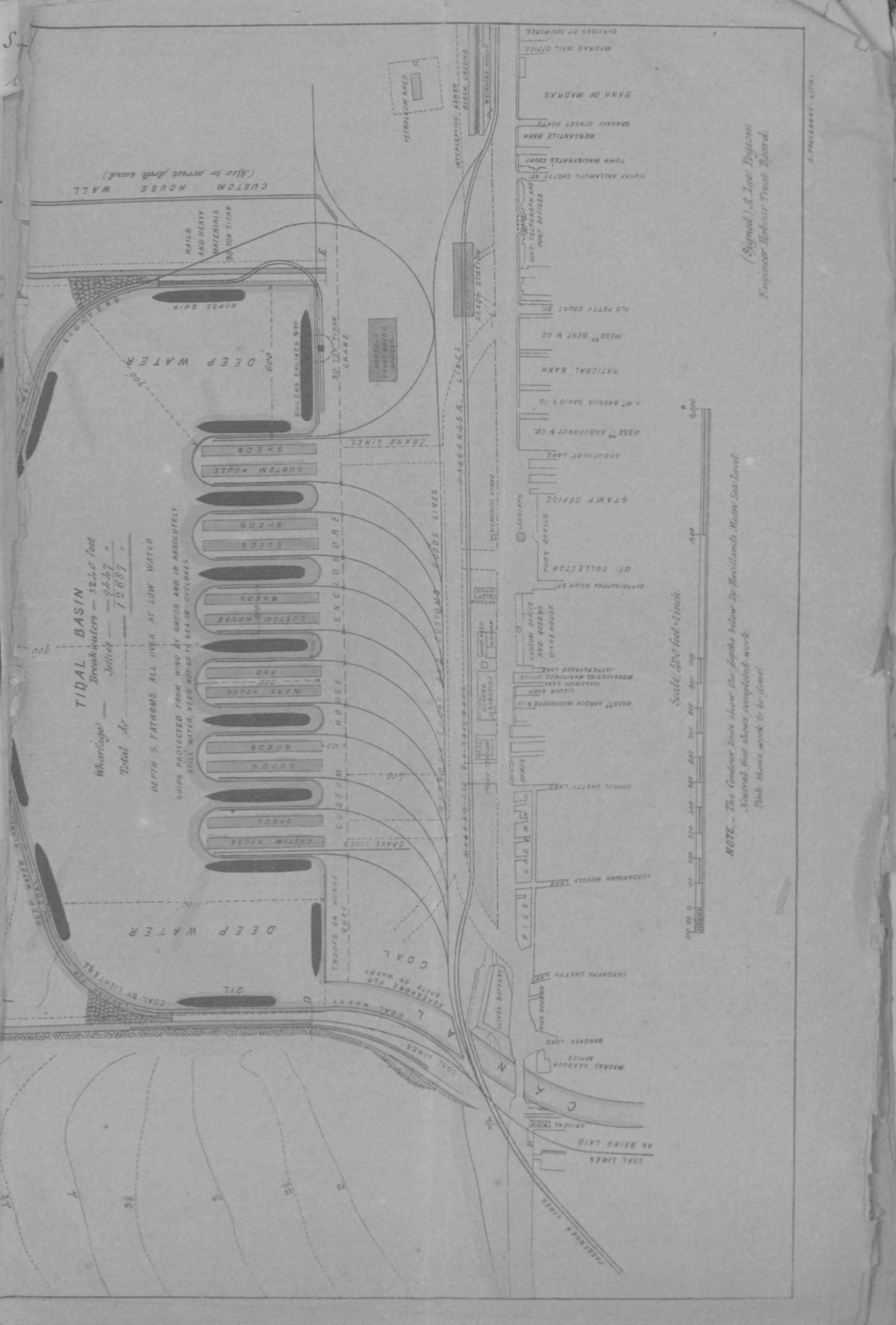
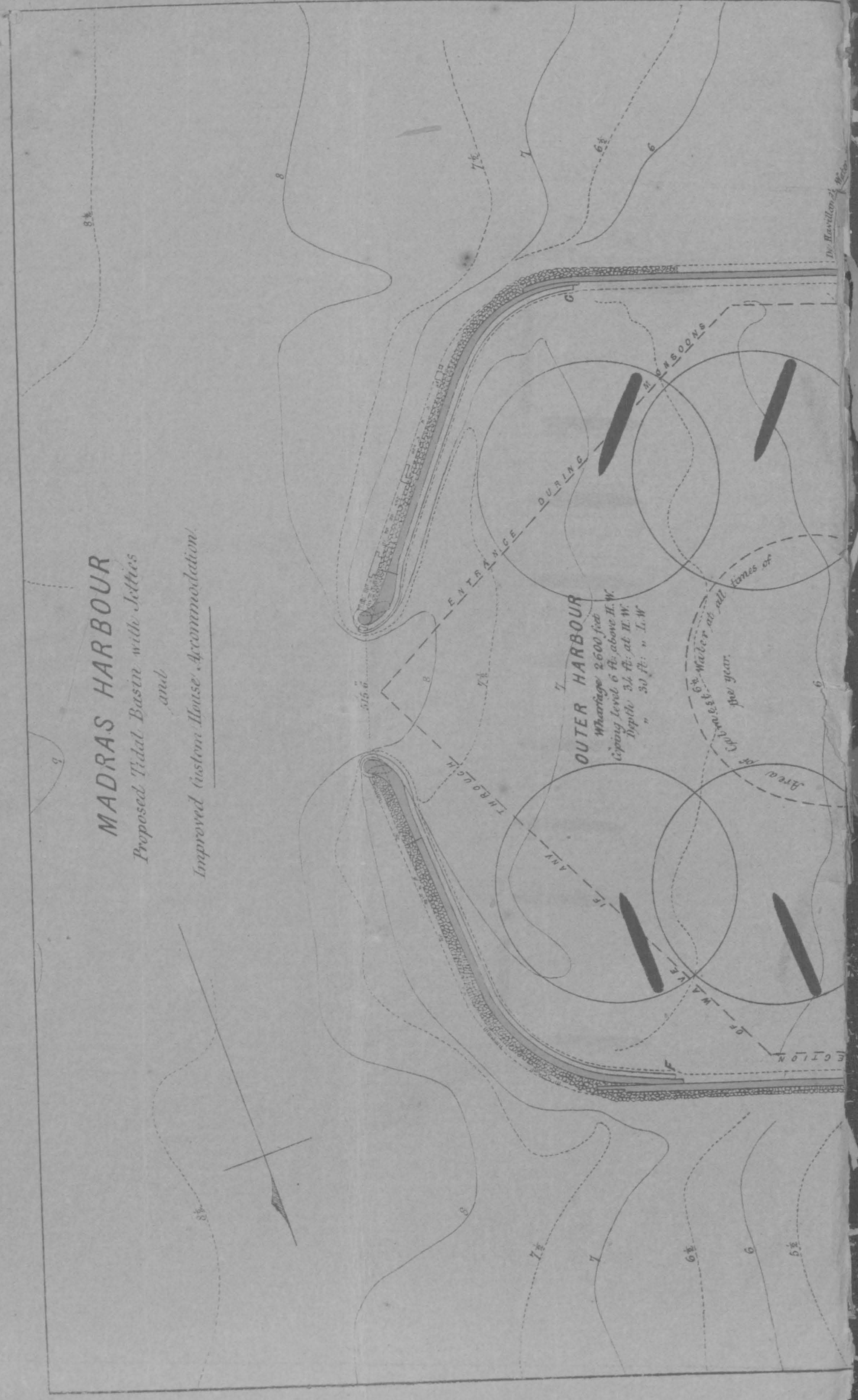
1885
4
698

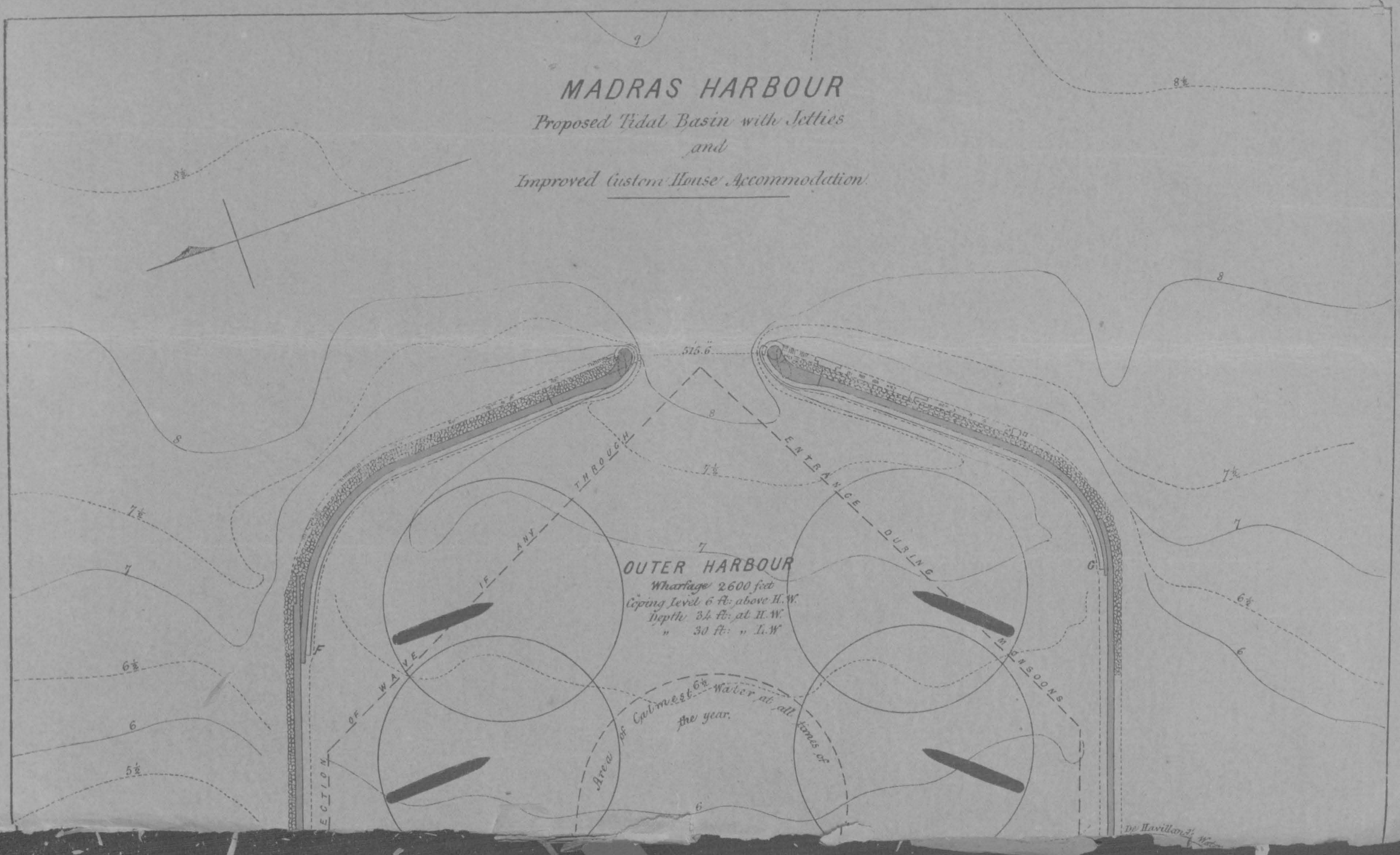


NOTE,— The Contour lines show the depths below De Havillands Mean Sea Level.
Neutral tint shows completed work.
Pink shows work to be done.

(Signed) A. Lee Pogson,
Engineer Harbour Trust Board.

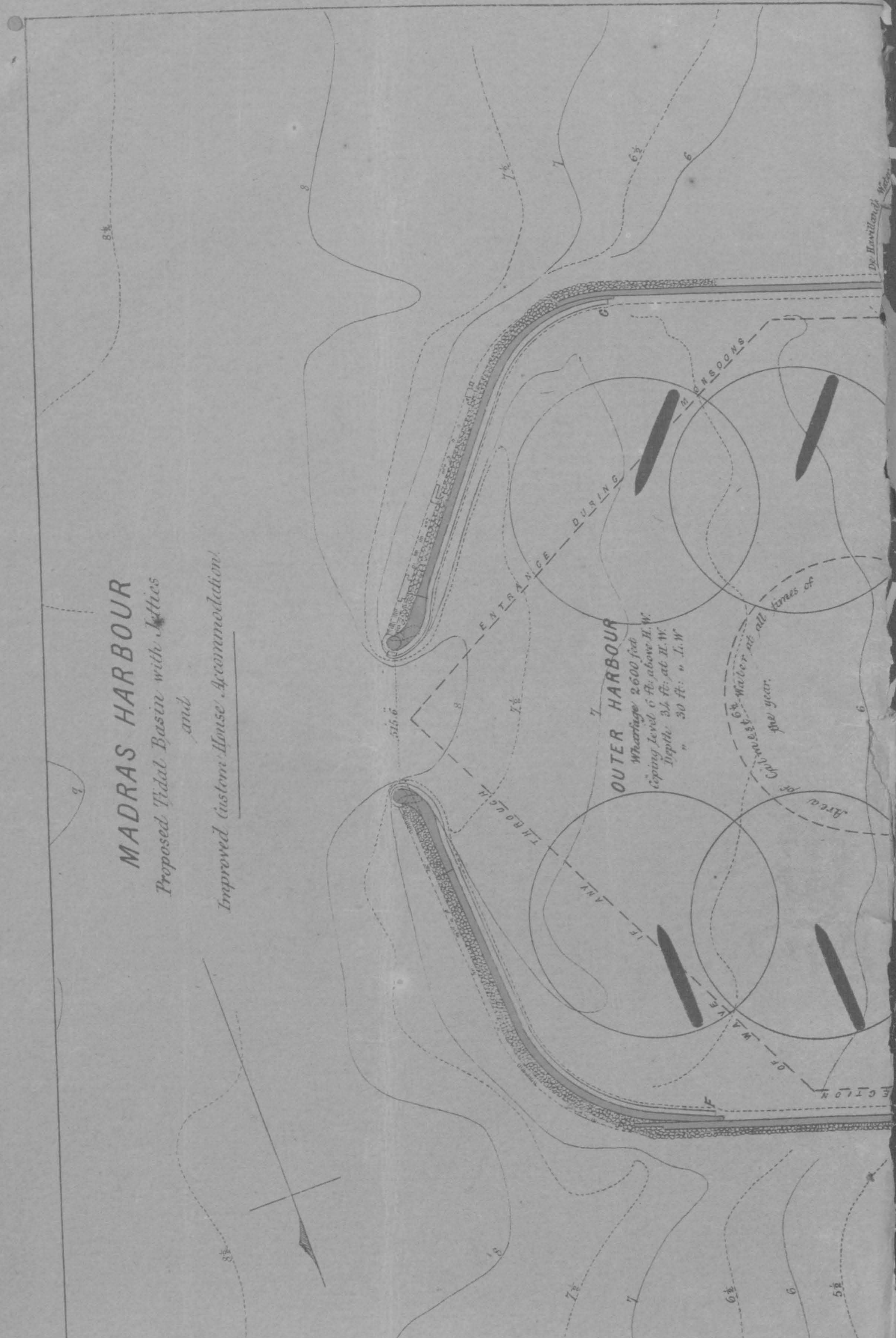
35
Mar
5
618


TIDAL BASIN
Wharfage — Breakwaters — 3240 feet
Jetties — 9447
Total do — 12687
DEPTH 5 FATHOMS ALL OVER AT LOW WATER
SHIPS PROTECTED FROM WIND BY SHEDS AND IN ABSOLUTELY STILL WATER, NEED NOT GO TO SEA IN CYCLONES
DEEP WATER
DEEP WATER
CUSTOM HOUSE WALL
CUSTOM HOUSE ENCLOSURE
SHEDS
CUSTOM HOUSE
GODOWNS
WARE HOUSE
CRANE LINES
COAL
OIL
HORSE SHIP
CANAL
COAL LINES
PASSENGER LINES
MADRAS HARBOUR OFFICE
BANK OF MADRAS
NATIONAL BANK
STAMP OFFICE
MADRAS RAILWAY
NOTE. The Contour lines show the depths below De Havilland's Mean Sea Level.
Scale 200 feet = 1 inch
(Signed) J. Lee Bagon
Engineer Harbour Trust Board

MADRAS HARBOUR
Proposed Tidal Basin with Jetties
and
Improved Custom House Accommodation
OUTER HARBOUR
Wharfage 2600 feet
Coping level 6 ft. above H.W.
Depth 3½ ft. at H.W.
3½ ft. L.W.
ENTRANCE DURING MONSOONS
THROUGH ANY ... OF WAVE
Area of Calmest Water at all times of the year
8
8½
7½
7
6½
6
5½



MADRAS HARBOUR

Proposed Tidal Basin with Jetties
and
Improved Custom House Accommodation



MADRAS HARBOUR

Proposed Tidal Basin with Jetties
and
Improved Custom House Accommodation

Marine (189) DEPARTMENT.

From

THE ACCOUNTANT-GENERAL,
MADRAS,

To

THE Chief Secy to Govt
Marine Dept

No. 2698

Dated 2nd }
Received 3 } October 95
Regd 4

C No. 730 + Enclosures

No.

Subject.

Explaining how Mr Baddeley is not entitled to any extra allowance while acting as Dy: Conservator of the Port of Madras

CHIEF SECRETARY
-3 OCT. 1895
GOVERNMENT OF MADRAS

N/

G.O. D/ 9-10-95 No 298

The Acct Genl's reply will be comd: to the Presy Port Officer.

J.D.B.
5/10/5.

Ini
8/10/95.

[illegible] 12/10

P. P. Offr }
Acct Genl } desp 18/10/95

Cor.—4,000—18-5-95.

WITH ORDER

CURRENT No. 7

XV and paragraph 131 clause XVIII of Vol: I, Part II of the Marine Regulations. Under this ruling Mr. Baddeley is required to do the duties of Commander Hewett without claim to any allowance, which would not have been paid, had Commander Hewett not proceeded on privilege leave. Commander Hewett while on duty is not entitled to draw the Local allowance of Rs 175 per mensem claimed by Mr. Baddeley, as he entered the Madras Marine Department after the issue of G. O Nos: 51 and 52 Marine dated 11th February 1890. The grant of it therefore to Mr. Baddeley being an extra charge has been disallowed.

I have the honour to be,
Sir,
Your Most Obedient Servant,

F. Harrison
Offg: Accountant General.

Ar 1/10.

RRENT No. 784

Gazetted Audit DEPARTMENT.

FORT ST. GEORGE,

Accountant-General's Office,

2nd October 1895.

No. 2698

From

F. C. Harrison Esqre.,

Offg: ACCOUNTANT-GENERAL TO THE

GOVERNMENT OF MADRAS,

To

THE Chief Secretary to Government,

Marine Department.

SIR,

With reference to Endorsement No: 2223, dated the 20th of September 1895 referring for my remarks letter from the Presidency Port Officer, Madras, regarding the objection raised by this Office to admit the Local allowance at Rs 175 per mensem claimed by Mr. H. D. Baddeley as acting Deputy Conservator of the Port of Madras during the absence on privilege leave of Commander Hewett, I have the honour to state that the grant of privilege leave to Commander Hewett is subject to the condition that no additional expense is thereby caused to the State either directly or indirectly and that satisfactory arrangements for the performance of his duties during his absence can be made vide Government of India letter No: 2793-P dated 12th June 1895 Finance and Commerce Department and also paragraph 130 Clause

XV

CURRENT No. 780

Marine (1895) DEPARTMENT.

Acctt Genl Office

23. SEP. 1895

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

CHIEF SECRETARIAT GOVERNMENT OF MADRAS

15 SEP 1895

No. 1217/250 G

Dated 14th } September 1895.

Received 15 }

Regd 16

Encls. 1

No.

Subject.

Recommending the grant of Personal allowance attached to the appointment of the Dy Conservator to Mr. H. D. Baddeley while acting as Dy Conservator

Endt No: 2223.

Referred to the Accountant General for favour of remarks.

Frederick Price

Chief Secretary

Ootacamund 20th Sept. 1895

F. D. B. 20/9/95

TO BE RETURNED EARLY.

(189) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No.

Dated
Received
189 .

No.

Subject.

2. I beg to invite the attention of Government to para 2 of G.O. No. 49 Marine dated 3rd February 1892, from which it is clear, that Mr H. O. Baddeley as an officer in the service of the Port Department on the 11th February 1890 is entitled to draw the full personal allowance attached to the appointment of the Deputy Conservator of the Port of Madras (i.e.) Rs 175 per mensem. This allowance being a "local allowance" does not fall under the definition of "acting allowances" admissible to Mr Baddeley about which I have already addressed Government.

3. I would further invite attention to the fact, that if Commander H. B. Simpson had continued to hold the appointment of the Deputy Conservator he would have drawn the Personal Allowance of Rs 175 per mensem, and that this allowance would have become available (as a local allowance) to the acting incumbent when he proceeded on privilege leave. Besides, the payment to Mr Baddeley of the Personal allowance in question is not an extra expense to the State as the amount is held to be an equivalent of contributions by shipping firms as payment for services rendered on Sundays and holidays. Prior to the G.O. No. 51 Marine dated 11 February 1890, an officer acting as Deputy Conservator would have received the fees in lieu of which the allowance was sanctioned to certain officers only.

4. Under these circumstances, I submit that the Personal allowance attached to the appointment of the Deputy Conservator should be made available in full and drawn by Mr Baddeley while acting as such under G.O. No. 49 Marine dated 3rd February 1892. I beg that the Accountant General may be instructed to withdraw his objection and admit the Personal Allowance claimed.

I have the honor to be
Sir
Your obedient Servant

Walter Beele

Commander R.I.M.
Presidency Port Officer

CURRENT No. 730

No. $\frac{1217}{250}$ G.

Heading.
Personal
Allowance.

PRESIDENCY PORT OFFICE,
Madras, 14th September 1895.

From

Commander W. J. Powell R.I.M.
PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Fort Saint George.

SIR,

G.O. $\frac{247}{16.8.95}$
with C. 701 & 708
Conv.

In continuation of this office letters No $\frac{1217}{181.G}$ and 204.G. dated 13 and 30 July 1895 respectively, I have the honor to forward herewith for the information of Government, copy of an Audit Slip received from the Accountant General, Madras No $\frac{AB14}{65}$ dated 4 September 1895 communicating to Mr H. D. Baddeley, Agent for Government Consignments Madras now acting as Deputy Conservator of the Port of Madras vice Commander Hewett on privilege leave, that the personal allowance of Rs 175 per mensem claimed by him while acting as such is inadmissible to him under the Indian Marine Regulations.

I.

1895
Mar. Dept.
No. 730

Gazetted Audit Dept.

Audit Slip No. $\frac{A314}{65}$

Accountant General's Off

Dated 4 September 189

'95.

Mr Baddeley's salary bill for Rs 735-15-10 has been passed for Rs 616-8-11. out of the sum of Rs 119-6-11, Rs 118-6-11 has been disallowed on accou of Personal allowance and one Rupee on accoun of wrong calculation made in the bill, as under the rules contained in para 130 clause XV and para 131 clause XVII of Vol. I Part II of the Mari Regulations, no additional expense should be ca to the state, either directly or indirectly, during the absence of Commander Hewett on Privilege leave. Mr Baddeley, while acting for Commander Hewett is not entitled to draw any allowance in excess of that attached to his substantive appointment. The details for Rs 116-8-11 are given below:—

6.6

Pay	Rs 500-..-..
Personal allowance	45-..-..
Ex: Comp^n allowance	88-13-2
	Rs 633-13-2
Income Tax on Rs 633 and fees Rs 30	-17-4-3
	Rs 616-8-11

(True copy) Walter Bewle

(Sd) P. Pritchard
Asst. Acct. Genl.

A.

Camm R. I
Presy. Port Officer.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

~~Press~~ Miscellaneous ~~Routine~~ No. 298, dated 9-10- 190 95

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
7-3-08	Marine	358	08		26.3.08	

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Ini atte
	Department.	C. No.	Year			

Madras Harbour Trust,
Secretary's Office,
7th October 1895.

No. 2320

From
H. Le Fanu Esq. 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 honor to submit an Extract from the proceedings of the Harbour Trust Board at its last meeting, granting Mr. Hutchence, Traffic Manager, two months Privilege leave from 20th October, and appointing Mr. Lloyd his Deputy to act for him.

2. I request that the sanction of His Excellency The Governor in council may be accorded under section 24 act II of 1886.

I have the honor to be
Sir,
Your Obedient Servant

Chairman.
Harbour Trust Board.

798

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

TO
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

DATED 7th Oct 95
DESPATCHED 7th " 95
RECEIVED 8 — " —
Reg 9 — " —
ENCLOSURE one

8/10/95

No. 2320

SUBJECT.

Submitting Extract of proceedings of the H.T. Bd's meeting held on Friday 4th Oct. granting Mr. Hutchins Traffic Manager, two months privilege leave from the 25th October and requesting that sanction of H.E. the Governor in Council may be accorded

G.O. 9-10-95 No 299.

Sanctioned

9/10/95

C.S.

Need not go to H.E.? There is not much time.

J.D.B.
9/10.

Do not : [illegible] there continue.

Ch. H. T. Bd.
Acct Genl.
Desp'd 11/10

WITH ORDER

1895
Marine
1
798

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 4th day of October 1895.

x x x

5 Read letter from the Board's Traffic Manager, No 1659 T dated 25th September, applying for two months' privilege leave from the 20th October.

Read note by a Trustee.

Resolved that Privilege leave for two months be granted to Mr Hutchence from 20th October, subject to the approval of His Excellency the Governor in Council, under Section 24 Act II of 1886, and that during his absence Mr Lloyd Dy: Traffic Manager will act as Traffic Manager. x x x x

x x x

True Extract

HARBOUR TRUST
MADRAS-7.OCT.95
SECRETARY'S OFFICE

Secretary
Harbour Trust Board

Read again Order of Government, dated
189 , No. , Miscellaneous.

Enclosures.

Current No.

Statement with ditto.

Order of Government .. .. .. A A

Letter of Government.

Statement with ditto.

Papers not filed up, being meant for despatch
in original (not paged).*

N.B.—

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

Back Paper, No. of 18

Further Paper, No. of 18

T 16/60