

102
Govt. of {1896} Madras.

PUBLIC WORKS.

Marine

Dated

2/1/96

Recd.

Encl.

G.O. 30/7/1896 No. 522 Mar

Lighthouse lanterns

Ordered that the Secretary of
State be addressed in ~~the~~ view
of Complete drawings and
Specifications of the Trinity
House 2nd, 3rd and 4th
Order - with improved
ventilators, being furnished
to this Government.

Requesting to be furnished
with Complete drawings &
Specifications of the Trinity
House 2nd, 3rd and 4th
Order lighthouse lanterns
with improved ventilators.

P. W. 10.
1000-4-6-96.

1/8

W/S

+1312/96
Ma: 847 of 7-12-96

2/3

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From F. W. ASHPITEL, Esq., Executive Engineer, Coimbatore Division, to the Secretary to Government, Marine Department, dated Coimbatore, 16th July 1896, No. 2278.

I have the honour to request that you will obtain from the Secretary of State complete drawings and specifications of the Trinity House 2nd, 3rd and 4th order lighthouse lanterns with improved ventilators.

ORDER—No. 522, Marine, dated 30th July 1896.

Ordered that the Secretary of State be addressed accordingly.

[Here enter No. 10, Marine, dated 30th July 1896.]

(True Extract.)

Under Secretary to Government.

To F. W. Ashpitel, Esq.
„ the Presidency Port Officer.

Exd. T. K. Narayana Aiyangar,
Spare Copies

Gobt. of {1896} Madras.

MARINE.

Dated July, 30th.

Recd.

Encl.

G.O. No. 522, 30th July 1896.

JULY.

Lighthouse Lanterns

Ordered that the Secretary of State be addressed in view to complete drawings and specifications of the Trinity House 2nd, 3rd and 4th order —, with improved ventilators, being furnished to this Government.

No. 10, MARINE, 30TH JULY 1896.

MARINE DEPARTMENT.

LETTER—to

THE RIGHT HONOURABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD,

We have the honour to request that your Lordship will be so good as to cause us to be furnished, for the use of our Marine Department, with complete drawings and specifications of the Trinity House 2nd, 3rd and 4th order lighthouse lanterns, with improved ventilators.

We have the honour to be,

My Lord,

Your Lordship's most obedient, humble servants,

(Signed) A. E. HAVELOCK.

(„) H. W. BLISS.

(„) J. GROSE.

OOTACAMUND,
30th July 1896.

Exd. T. K. Narayana Aiyangar.

19/8/96

GOVT. OF FORT ST. GEORGE.

MARINE (1896) DEPARTMENT.

LETTER to the Right Honourable
the Secretary of State for
India.

Dated 30th July,

No. 10 of 1896.

REQUESTING to be furnished with complete drawings and specifications of the Trinity House 2nd, 3rd and 4th order lighthouse lanterns, with improved ventilators.

Executive Engineer's Office,

Coimbatore 18 July 1896

FROM

F. W. Ashpitel Esq.

EXECUTIVE ENGINEER,

COIMBATORE DIVISION.

TO

THE *Secretary to Government*
Marine Department

Enclosures.

SIR,

I have the honor to request
that you will obtain from the
Secretary of state complete drawings
of the Trinity House 2^d, 3^d and 4th
order lighthouse lanterns with
improved ventilators.

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

W. Ashpitel
Executive Engineer

500-29.8.94.

(40-4,000-2-11-25.)

P. W. D.

From

The Executive Engineer,
Coimbatore Division.

To

The Secy. to Govt.
Marine Department
Madras

Dated 16 July 1896
Despatched 17 July 1896
Received

No. 2278

ENCLOSURES.

SUBJECT.

Light House lanterns
Requests to obtain from
the Secretary of state
complete drawings and
specification of Trinity
House - with improved
ventilators

802
Rev 22-7-96

Rev 20-7-96

Marine PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from F.W. Ashpitel Esq., Executive Engineer, Coimbatore Division,
No. 2278, dated 16th July 1896.

No 522 Marine 30 July 1896

Ordered that the Secretary of
State be addressed accordingly.

F.W. Ashpitel Esq.

The Presidency Port Officer.

gested
19/8/96

A.H.
29-7-96

(H.E. No. 10

d/ 30th July 96

To

The Right Honourable
the Secretary of State
for India.

My Lord,

We have the honour to request
that your Lordship will be so good
as to cause us to be furnished, for
the use of our Marine Department,
with complete drawings and specifi-
cations of the Trinity House 2nd,
3rd and 4th order light house lan-
terns, with improved ventilators.

23/7/96

M

gested
19/8/96

Application for drawings
of lanterns

From *Commander S. A. Street, R. M.*
~~THE~~ PRESIDENCY PORT OFFICER,

MADRAS,

To

THE ~~CHIEF~~ SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

Chepak

SIR,

With reference to G. O. Marine No 470 dated 1 July 1896 I have the honor to report that the light at Vakalapudi gives one white flash every 20 seconds and that at Armeson a similar flash every 45 seconds.

2. The height from the bottom of the weight tube to the clock of the Armeson Light is $67\frac{1}{2}$ feet.

3. At Vakalapudi Lighthouse there is no weight tube. The chain and weights pass down the centre of the wooden spiral staircase which has no inside pillar to support the steps. It is thus clear from top to bottom of Lighthouse column.

I have the honor to be,

Sir,

Yours Obedient Servant,

S. A. Street

Commander R. M.
Presidency Port Officer

nmf

nmf

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

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

No. $\frac{1753}{248}$ G

Dated 24 } July 1896
Received }

No. _____

Subject.

Furnishing information
in connection with the
revolving machines required
for Arneghow & Kalalapudi
Lights.

Recd 27/7/96

CAU 7/7

Read the following

From the Presidency Port Officer, Madras. } (H.E. No. 1753/248 G, d/24 July 96)

No. 523 Marine & 30 July 1896

Ordered that the
following letter be des-
patched.

The Director General
of Stores.

(H.E. No. 524 Marine & 30 July 1896)

To
The Director General
of Stores.

Sir,
I am directed to
acknowledge the receipt
of your letter No. S. 5465
dated 10th June 1896 ask-
-ing for certain informa-
-tion in regard to the
revolving machines for
the Arneghow and Ka-
-lapudi Lights; and,
in reply, to forward for
the information of the
Engineer

DESPATCHED
5th AUG. 96

(40-4,000-2-11-95.)

mmf

any Port office, Madras,
which affords the required
particulars.

I have &c

17/7/96

ll

ll

No. 523-24 dated 30 July 1896

INDEXED
6/8
7/8

Heading.

No. 956
249 g

PRESIDENCY PORT OFFICE,
Madras, 24th July 1896.

From Commander H. A. Street, R.S.M.
THE PRESIDENCY PORT OFFICER,
MADRAS,

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

SIR, With reference to Marine Department
Reminder No. 283 B, dated 30th June 1896,
I beg to return herewith the papers re-
ceived with Endorsement No. 283 B dated
23^d May 1896 and would observe that
the matter in question appears to have
been disposed of in G. O. Marine No.
400 dated 5th June 1896.

I have the honor to be
Sir,

Your Obedient Servant

H. A. Street
Commander R.S.M.
Presidency Port Officer.

mt

(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.

Code

INDIAN TELEGRAPHS.

Monthly Number.

To

Madras

From

Tuticorin

Word

Day

Hour

Minute

Official Instructions

To

(Person)

From

(Person)

Secretary to govt.
marine dept-
chepauk

Agent messrs
D. M. Verapathy
Musanud
Gany
bros.

revenue endorsement number
578 march seventh current
regarding enhanced
rent of tuticorin port
lands letter follows. with
full particulars kindly
delay pass orders.

Rev sent Endon Petition

The Petitioner

Comd to P.W.D.

MADRAS 29-4-95

From

L.N.

Sent to

L.N.

Hrs.

Mts. by

At

Hrs.

Mts. by

Telegraph Master.

10. 30 T-17-5 94-12.00.000

Sir

We beg most respectfully to submit that the enhanced rates proposed to be levied for the Government Shed and Port grounds are excessive. A copy of our memorial addressed to the Chief Secretary to Government of Madras together with the Government endorsement received thereon is herewith enclosed for your information.

We therefore beg that you will kindly have the present rate continued and to favor us with an endorsement to that effect.

We beg to remain
Sir
your most obedient servant
So. S. H. Cotton not under Rouben
V. R. ^{Apk} Virapathi Krishna Saikr
other merchants.

To

The Secretary to Government

Marine Department
Madras.

Enclosed. Sir

With reference to your endorsement no 578 Ref 96
4.3.96
we beg respectfully to state as follows.

1. In obedience to instructions contained therein, we have put forth our grievances to the local Port officer vide copy enclosed for which no orders have been passed yet.
2. The reclamation of the foreshore was proposed to meet the difficulty of merchants experienced in landing and shipping for want of accommodation on the beach but now on the contrary it appears the very same places which are used for landing and shipping purposes are proposed to be utilized for erecting goods sheds, Passenger sheds, custom house and Port office buildings. Thus the difficulties of merchants would not in any way be mitigated even after the reclamation of the foreshore. This will again be a further source of difficulty to merchants.
3. When any proposals are to be made regarding ground rent &c we the native merchants being the sole source of all income at this port should have been consulted. We can assuredly say that no income is derived to Government from any of the European

European firms here who have their own jetties which they make use of for their export and import.

4. When the ground rent was firstly introduced, it was two annas for one week on any portion thereof. Now it has been raised to Rupee one for one week and treble rates after every 7 days, without any substantial reason. Local officers propose, Heads of Department approve and the government sanction anything which concerns income without considering how the poor merchants will be squeezed, if the ground rent is raised from two annas to Rupee one i.e. eight times all on a sudden.

5. When a consignee applies for delivery of his goods to the agents of the Steamer lines, they say that a portion of cargo only has been landed and he should wait till the whole cargo is landed which would take 4 or 5 days. After waiting 4 or 5 days at the request of the steamer agents, if the merchant presents his application to the custom house for delivery of goods, the Port officer demands treble rates for ground rent for the delay which has been occasioned by the steamer agents and not by the poor merchants. When government is applied for remedy, it confirms the orders of the local officers at one stroke without considering what amount of difficulty the poor merchants will have to experience by such an order. Such is the present political sympathy shown by government to their subjects especially from whom so much income is derived.

6. We further beg permission to request government to enquire what arrangements have been made as to the

ground rent for the shed erected by Messrs Milligan & Co and the Swimming bath & club by European community on the Port land. In pointing out the above facts we hope that Government would not be vexed at as we are fighting for rights which reason induces us to do so.

Tulicorin

4th May 1896.

Your most obedient Servant.

S. K. Cothe. Mohideen Rawothe, Agent.

W. H. Clegg

Dr. Mrs. W. B. Ball & Son

[illegible]

John T. Keegan Feb 17 1894

15. Math. was pretty tough on him

2016/06/06
 2016/06/06

[Handwritten signature]

Very respectfully,
 J. B. Thompson

Philo. Longitudinal

Let H be a subgroup of G .

2. 1016 Cypripedium

[Handwritten signature]

Erstmann

121. 10. 4. 1911. 10. 4. 1911. 10. 4. 1911.

Euclid
 1875
 21-5-96
 Euclid



Handwritten: 98 p... .. L. 343

Referred to the
Presidency Park office
for report.

The. Pauline Colver

Sec. Secretary to Genl.
Marine Dept.

6 The Presidency Port office
to be returned.

C.S.

CHMS
23

[Faint handwritten notes at the bottom of the page, likely bleed-through from the reverse side.]

225 / 7 (Kornelitz)

Marine (1896) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE SECRETARY TO GOVERNMENT,

PUBLIC WORKS (MARINE) DEPARTMENT,

Madras.

No. $\frac{956}{249}$ 4

Dated 24th July 1896.
Received

No.

Subject.

Stating that the matter regarding
the rate of rent on port lands
at Tuticorin was disposed of
in G.O. Marine No 400 dated
5th June 1896.

MARINE G. No. 821

400 Mar 8 5-6-96 Recd 29-7-96
283 28 23-5-96
188 28 4-4-96
130 28 11-3-96 278 Mar 26-6-96
105 Mar 19-2-96 174 Mar 16-5-96
29 Mar 22-1-96 324 Mar 6-2-96
Mar 20-8-18-96
144 Mar 3-5-93 713 92 26-96
11 Mar 14-1-93
473 Mar 23-12-92 875 Mar 8-19-1296
364 Mar 23-7-92

Recorded with reference
to G.O. Marine, of
5th June 1896.

5-3-10

INDEXED

[R. O.]
10
5,000-21-7-09.

MADRAS RECORD OFFICE.

Block No. II

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

Dept.

Press
Mis.
Rout.

No.

525

, dated

19

Rack No.
Range.

Date taken out,	FOR WHAT PURPOSE.			Initials of Referencer.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
4/3/10	Marine	153/10	10	6/6	6-7-10	

2527

Financial Department

PROCEEDINGS OF THE MARINE BOARD

Read the following:

Proceedings of the Marine Board, No. 1, dated 1st

June 1892.

ORDER: No. 123, dated 21st June 1892.

The Accountant-General is authorized to carry out the
instructions referred to in paragraph 2 of the above proceedings.

(True Copy)

For Chief Secretary

The Accountant-General
- Marine Department -

The Marine Department

412 21-7-92

Submitting the statement
of the Marine Department
to the Board of Admiralty
for their consideration
and approval of the
same. Dated 21st June 1892.

Financial Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following:-

Proceedings of the Marine Department, No 425, dated 13th June 1896.

ORDER :- No 432, dated 21st July 1896.

The Accountant-General is authorised to carry out the adjustment referred to in paragraph 3 of the above proceedings.

(True Extract)

Amman

for Chief Secretary.

To

The Accountant-General
Marine Department.

Gobt. of {1896} Madras.
FINANCIAL.

Issued

Recd.

Encl.

G.O., No. 420, 13th July 1896.

JULY.

Article 1164, Civil Service
Regulations.

Making certain amendments in the rules prescribed in paragraphs 5 and 6 of G.O., No. 196, Financial, dated 24th March 1896, for governing claims under —.

MARINE C. No. 829

Ma: 843:5-10-98

271 not 723-4-56

B 71236 of 98

No 527 merged Capt 1896
Commaniest to
the Presidency Port office
in continuation of G.O.
271 Marine, d/23 April 96

The P.S.O.

L.S.

DECEASED

13 AUG. 93

Q.F. 843 2000
5-10-98

INDEXED

13/8

W.S. 27/11/98

No. 420, FINANCIAL, 13TH JULY 1896.

GOVERNMENT OF MADRAS.
FINANCIAL DEPARTMENT.

27/11/96
23-8-96
Not communicated to the Marine Dept
READ—again the following papers:—

G.O., No. 196, Financial, dated 24th March 1896, paragraphs 5 and 6.
" " 302 " " 29th April 1896.

READ—also the following paper:—

From the Accountant-General, dated 13th June 1896, No. 1802.

ORDER—No. 420, Financial, dated 13th July 1896.

The following amendments will be made in the rules prescribed in paragraphs 5 and 6 of G.O., No. 196, Financial, dated 24th March 1896:—

- (i) Paragraph 5 (a).—Add at the end: "This rule is subject to the explanation to Article 1164 (a) of the Civil Service Regulations."
(ii) Paragraph 6.—Omit the words "at head-quarters".

(True Extract.)

Chief Secretary.

To the Departments of the Secretariat.
" all Heads of Departments under the Chief Secretary.
" the Accountant-General.

Exd. A. Raitt.

[G
15]

Gobt. of (1896) Madras.

To

The Marine Department

~~P. 3482~~
P. 3482. 6-1-96
Proceedings, No. 760 dated 22nd July 1896.

Subject.

Recording explanation of the P.P.O.
as to the cause of the failure of the
steamer Margarita to find the
island of Minicoy during its first
trip in December 1895, and request-
ing the Marine Department to direct
the P.P.O. to see that the above
steamer is provided with a proper
chronometer box before she starts
again on a similar journey.

MARINE C. No. 834

3482. 26.7.96
424 Mar 13.6.96
4082. 19.8.96
B

No. 528 Mar 12.6.96
Communicated to the
Presidency Secy office
for attention to paragraph
2 of the Proceedings
of 11/8/96.

The P.P.O.
N.S.

11/8/96
DESPATCHED
10 AUG 96

2. The Marine Department will be requested to direct the Presidency
Port Officer to see that the S.S. Margarita is provided with a proper
chronometer box before she starts again on a similar journey.

(True Extract)

Alm

for Chief Secretary.

TO

The Marine Department.

B. J.

Public Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again G.O., No 563 Public, dated 25th May 1896.
also

READ the following paper:—

Endorsement of the Marine Department, No 348, dated 6th July 1896, on the following letter from the Presidency Port Officer, Madras, No 1740 G, dated 29th June 1896:—

222
In compliance with the instructions contained in G.O., No 424, Marine, dated 13th June 1896 with reference to para 1 of G.O., No 563, Public of 25th May 1896, I have the honour to state that the failure of the steamer "Margarita" to reach "Minicoy", on the occasion referred to in the orders above quoted, seems to have been due to the Chronometer having altered its rate after the vessel had left Calicut. The alteration of rate was no doubt due to the heavy rolling of the vessel and the shaking of the bulkhead to which the shelf holding the Chronometer was bolted. It is to be regretted that the Officer in temporary charge of the "Margarita" on the occasion could not have found a more suitable position for the Chronometer before leaving Calicut, but it appears that the vessel is not provided with a proper Chronometer box as the service on which she is ordinarily employed renders a Chronometer unnecessary. On the second occasion of the vessel leaving Calicut for Minicoy, the Officer in charge of the vessel placed the Chronometer inside of the box which contained his clothes in order to lessen the effect of the shaking of the vessel.

O R D E R :— No 730, dated 22nd July 1896.

Recorded.

2.

Govt. of {1896} Madras.
PUBLIC.

Issued

Recd.

Encl.

G.O., No. 756, 21st July 1896.

JULY.

Docketting and Posting of Communications.

Directing the publication in the Fort St. George Gazette of a notification requesting the Board of Revenue and heads of departments to arrange for all communications despatched so as to reach Government on or after the 15th August 1896 being docketted with the docket form in use in the Secretariat department concerned and posted without being creased.

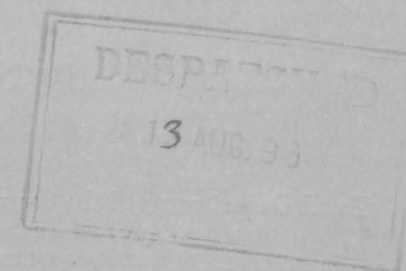
MAINE C. No. 837

No. 5377. 5.8.96
tes-837

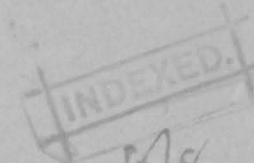
Re. 529 Mar 9 / 12 August 96
Communicated to
the Presidency Port
officer

21/7/96

The P.P.O.
Ch. H. T. B.
Sd/-



Removed from G.O.
560 Mar 9 19-896



16/8

W/S

30/7

No. 756, PUBLIC, 21st JULY 1896.

GOVERNMENT OF MADRAS.

PUBLIC DEPARTMENT.

ORDER—No. 756, Public, dated 21st July 1896.

The following notification will be published in three consecutive issues of the Fort St. George Gazette, Part I:—

NOTIFICATION.

The Board of Revenue and all heads of departments are requested to make arrangements in their offices to ensure that all communications despatched so as to reach Government on or after the 15th August 1896 are docketed with the docket form in use in the department of the Secretariat concerned and posted without being creased. Lengthy communications or those accompanied by large files or numerous enclosures should be sent through the post unfolded and between thin card-boards. Supplies of the docket forms can be obtained from the Superintendent of the Government Press, to whom indents should be forwarded at an early date for a sufficient stock to meet requirements up to the end of the current calendar year. It should be noted that the form for each Secretariat department is distinct. Indents for one year's supply of the various Secretariat docket forms should be forwarded by departments of the Secretariat and all heads of departments to the Superintendent, Government Press, so as to reach him by the 15th October, and that officer will arrange for the issue of the same before the end of the current year.

(True Extract.)

A. Kinnell
for Chief Secretary.

To all Departments of the Secretariat.
„ the Hon'ble the Chief Justice (with C.L.).
„ the Superintendent, Government Press.
Gazette.

Ed. A. Raitt.

[F]
13

100-9-9-95-

FINANCIAL DEPARTMENT.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Not Given
to the Editor
READ again, G.O., dated 11th June 1896, R No 641

Read also the following paper:—

From the Editor of the "Manorama", 14th July 1896, No. 523

ORDER R. No. 805 dated 21st July 1896
189, R. No.

Copies of papers laid on the Editors' Table will be furnished "Service bearing"
to the Editor of the "Manorama", Calicut

(True Extract.)

U. M. M.
for Chief Secretary.

To

The Editor of the "Manorama"
„ Revenue Department.
„ Public Works Department.
„ *Manro Department* Local and Municipal Department.
„ Head Clerk } *Revenue Department*
„ Despatcher } in original.

Ed.

MARINE G. No. 833

Recd 31-7-96

Govt of { 189 } Madras.

FINANCIAL DEPARTMENT.

To

THE EDITOR OF THE

THE *Marine* DEPARTMENT.

Recorded.

G.O., 21st July 1896 R. No. 805

SUBJECT.

Admitting the Editor of the *Manorama*
to the privileges of the Editors'

H.C. in *Manorama*
R.S. *Manorama*

Despatcher. Note. *H.C.*

INDEXED

6/8 25/8

Nos. 424, 425, FINANCIAL, 16TH JULY 1896.

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper:—

FINAL statement showing the Income, Expenditure and Balances of Local Funds
for the year 1894-95.

[Statement.

Final statement showing the Income, Expenditure and Balances of Local Funds for the year 1894-95.

Name of Funds.	Balance on 1st April 1894.	Income.	Total.	Expenditure.	Balance on 31st March 1895.	Remarks.
Incorporated Local Funds—						
Local Funds (Act V of 1884) ..	Rs. A. P. 23,19,367 10 5	Rs. A. P. 119,67,196 4 3	Rs. A. P. 142,86,563 14 8	Rs. A. P. 117,43,120 9 8	Rs. A. P. 25,43,443 5 0	The differences between the figures in this statement and those given in statement No. B.A.M.-1, dated 13th August 1895, are in consequence of subsequent adjustments made before the closing of the finance and revenue accounts.
" " Service Heads ..	22,79,231 13 7	76,43,868 3 3	99,23,100 0 10	76,20,128 6 1	23,02,971 10 9	
" " Debt Heads ..	40,135 12 10	43,23,328 1 0	43,63,463 13 10	41,22,992 3 7	2,40,471 10 3	
Village Service Fund ..	12,20,949 14 3	46,88,048 5 0	59,08,998 3 3	45,30,050 15 9	13,78,947 3 6	do.
Irrigation 'ces Fund ..	87,191 7 7	59,158 4 8	1,46,349 12 3	58,796 9 1	87,553 3 2	do.
Road Fund, Bhadrachalam and Rekupalle taluqs.	8,091 7 11	6,426 5 6	9,517 13 5	7,105 5 4	12,412 8 1	do.
Excluded Local Funds—						
Autonment Funds ..	4,253 4 2	23,701 0 8	27,954 4 10	21,080 2 6	6,874 2 4	do.
Port and Marine Funds—						
Act X of 1889 ..	3,38,128 6 1	4,36,593 0 2	7,74,721 6 3	6,77,465 11 9	1,97,256 10 6	do.
Act III of 1885 ..	1,23,520 0 1	74,567 3 8	1,98,087 3 9	54,537 1 6	1,43,550 2 3	do.
Pilotage Fund ..	29,793 15 2	90,803 2 8	61,009 3 6	64,615 2 5	— 3,605 14 11	do.
University Fee Fund ..	7,722 4 3	1,78,414 3 11	1,86,136 8 2	1,58,935 14 8	27,200 9 6	do.

No. B.A.M.—4.

To the Chief Secretary to Government, Financial Department, in continuation of this office statement No. B.A.M.-1, dated 13th August 1895.

FORT ST. GEORGE,
20th June 1896.F. C. HARRISON,
Offy. Accountant-General.

ORDER—No. 424, Financial, dated 16th July 1896.

The statement will be forwarded to the Government of India, in continuation of that submitted under endorsement, No. 651, Financial, dated 3rd September 1895.

(True Extract.)

Chief Secretary.

To the Accountant-General.

- " Revenue Department.
- " Marine Department.
- " Local and Municipal Department.
- " Registrar, Madras University.

ENDORSEMENT—No. 425, Financial, dated 16th July 1896.

Copy to the Government of India, Finance and Commerce Department.

J. F. PRICE,
Chief Secretary.

Gobt. of {1896} Madras.
FINANCIAL.

MAINE C. No. 83/

Recd 31-7-86

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No 531 Masd 1. Aug 1896
Communicated to
the Presidency Local
officer.

Issued

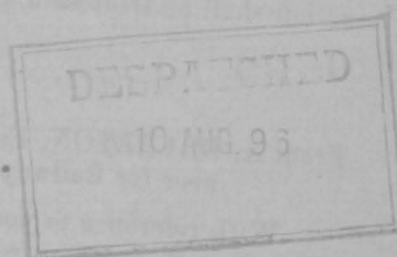
Recd.

Encl. 1

G.O., &c., Nos. 424, 425,
16th July 1896.

The P.P.O.

L.S.



JULY.

Local Funds.

Directing the transmission to the Government
of India of the final statement showing the income,
expenditure and balances of — for 1894-95.

No. 2055 W., 15TH JULY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

Office-note from C. W. HODSON, Esq., Officiating Joint Secretary to Government,
Public Works Department, Railway Branch, to the Joint Secretary to Gov-
ernment, Public Works Department, dated 26th June 1896.

In continuation of my office-note of 9th May 1896, I send herewith, for your
perusal and return, letter No. 4838/355 of 19th June 1896, from the Manager, East
Coast Railway, which I think conclusively shows that his action was not taken without
due regard to the interest of the Government nor without full consultation with the
local authorities, and also that the proposal to close the backwater was agreed to by the
Port Officer (Captain Street).

Under the circumstances, I think it will be best to watch the effect of what has
been done before deciding whether any further action is necessary.

But as I understand that the Collector's letter (which is practically an accusation
against the Railway authorities of having acted in an unwarranted manner) has been
printed in a Government Order, I think that the Manager's refutation of the accu-
sation shall be treated in a similar manner.

ENCLOSURE.

From A. BRERETON, Esq., Manager, East Coast Railway, to the Consulting Engi-
neer for Railways, dated Waltair, 19th June 1896, No. 4838/355.

With reference to your endorsement No. 1363, dated 30th April 1896, forward-
ing a copy of a letter from Mr. W. A. Willock, Collector of Vizagapatam, on the
obstruction to the flow of the tidal water caused by certain works on the East Coast
Railway, and calling for a report on the same.

In reply I have the honour to remark that I think Mr. Willock has been mis-
informed as to the nature of the work done by the Railway, and that his letter was
written under a misapprehension of the action taken by the Railway throughout this
important question.

2. When I took over charge here as Manager in November 1893, I found the
earthwork of the swamp line had been partially constructed and materials collected at
site for the necessary bridging.

3. The work had been stopped at that stage by Mr. J. R. Bell, on the grounds, as
I understood at the time, that he considered a line passing through the town of
Vizagapatam would have the following advantages, viz. :—

- (a) it would be more economical to construct;
- (b) that it would give a safer and better entrance to the wharf sidings;
- (c) and further that a station in the centre of the town would be more con-
venient to the public, and the Railway would save considerably by having
only one station to work instead of two.

4. The entrance *via* Ross' Hill had been condemned, and it was therefore
necessary to establish a permanent connection with the wharf sidings, either through
the swamp as advocated by Mr. Spring or through the town of Vizagapatam as
proposed by Mr. Bell.

INDEXED

2055 11/8

5. It did not rest with me to decide on the merits of the two schemes, and nothing was done until the Consulting Engineer to the Government of India, Mr. Horace Bell, arrived in Waltair in December 1893. He went into the matter, and after consulting Mr. Willock, decided that the swamp line should be completed, as he considered it would be more economical to finish it than to make a new line. The question of a central station was not abandoned until sometime afterwards, when, at a meeting held to consider the various plans and proposals, the Acting Collector decided that under no circumstances could either the present Vizagapatam or Waltair station be abandoned. It was therefore evident that the Railway could not undertake to keep up a third station, when the chief object was to do away with the two stations that now exist, and save in working expenses.

6. I mention this as it was one of the chief arguments used, in support of the permanent line through Vizagapatam town to the wharf as against the swamp line.

7. Before the construction of the swamp line had been finally decided on, the Port officer asked my advice regarding the advisability of constructing a weir to regulate the flow of the ebb tide.

After a careful examination of the ground I found the deposit of silt that he wished to remove was caused by the flow from the back channel meeting the ebb at almost right angles. This not only greatly retarded the force of the ebb, but the eddy thus created scoured a deep hole near the pontoon bridge and threw up a corresponding sand bank close by. I proposed, as the proper solution, a spur across the back channel, or if the swamp line was to be constructed, that the embankment should be carried across the back channel and the waterway placed further back.

8. It was evident that if the water entering the back channel was conducted, that the embankment should be round a point higher up the swamp, it would, on the ebb, join the main tide at a favourable angle, and having an unimpeded course to the fair way, the effective scour would be considerably increased.

9. I took the opportunity of explaining my proposals to the Presidency Port Officer, Captain Street, during his inspection of the Vizagapatam harbour, and he concurred with me as to the probable effect on the ebb tide (see his demi-official, dated 22nd February 1894, copy attached).

10. With my opinion thus confirmed, I submitted my proposal to carry the embankment across the back channel, and to put in the waterway originally provided, viz., 200 feet at a point further back (*vide* my No. 1644, dated 14th March 1896). The reply to this (No. 940, dated 20th March 1896) accepted the site for the waterway, on the condition that the whole 200 feet be provided. In the meantime a reference having been made to the Board, I was instructed not to proceed with the work on the ebb tide (see his demi-official, dated 10th April 1894, copy attached).

11. Not receiving any definite answer from the Madras Government to do so.

11. Not receiving any definite orders on the subject, it was open to me to construct the whole 200 feet of waterway at the site of the pile bridge. But being anxious that the swamp line should prove beneficial to the port, and in no way an obstruction, I decided on putting in only three spans of the permanent bridge at the upper site and a temporary pile bridge over the backwater channel.

The waterway provided was therefore—

The waterway provided was therefore —

	FEET.
Girder bridge 3 x 40 feet	120
Pile bridge 4 x 24 feet	96
Total	216

or 16 feet more than the amount provided originally. It was left for future consideration whether the additional 2—40 feet of the permanent bridge should replace the temporary pile bridge or be added to the 3—40 feet higher up.

12. The effect of giving so much waterway has been continued to pass through the pile bridge.

12. The effect of giving so much waterway has been that the tidal water continued to pass through the pile bridge and very little found its way to the new opening higher up. In fact the 96 feet proved ample to pass the whole of the tidal water.

13. The water passing out on the ebb caused precisely the same check on the velocity of the ebb tide producing the same eddy and scour as existed before the bridge was built, and the channel remains in practically the same state as it was in when last surveyed.

14. It is evident, therefore, that if the pile bridge is filled in, the 2×40 feet opening higher up will be more than ample to pass the whole of the tidal water.

Whether it be ample or not, my proposals, as you will see in the enclosures to my No. 475, dated 16th January 1895, still contemplated providing the full amount of 200 feet originally ordered.

15. Authority for closing the pile bridge was given in your No. 845, dated 8th March 1895, but on asking for a definite order to close the bridge as required by the Director-General of Railways, this was not acceded to (*vide* your No. 1792, dated 6th June 1895). I understood from this correspondence that no definite request to close the bridge would be given, but that no objection would be offered if it was closed. At any rate, all doubt on the subject seemed to be removed by paragraph 4 of Senior Government Inspector's note, dated 2nd October 1895, on Mr. Fowler's inspection report of this line for the half-year ending June 1895.

16. All I have now to explain is that the pile bridge has not been closed entirely. It was found that the copper had been stolen off the piles and they had become worm-eaten and unsafe in consequence.

17. A certain amount of waterway has been provided by eight cylinders of 4 feet diameter, equal to an area of 100·5 square feet, or about a third of the temporary bridge it takes the place of.

This is not sufficient to pass all the tidal water, and a considerable quantity will now find its way through the 3—40 feet bridge. This will, I feel confident, have an immediate effect on the ebb tide, and the beneficial results anticipated from the closing of the pile bridge may now be partially realized.

18. I trust this explanation will remove any impression that may have been formed that the works in connection with the swamp line have been carried out without due regard to the interests of the port.

19. From the commencement I consulted every one interested in the matter, and nothing has been done without authority. I endeavoured in this case, as with the reclamation now in progress, to make the railway works a beneficial adjunct to the port, and that they will prove to be so I have no doubt whatever.

20. It remains to be seen whether it will be necessary to provide the additional waterway at the 3—40 feet bridge contemplated in the estimate.

I shall not here give my opinion on that question, but I trust, in the interests of the port, it will not be demanded without due investigation on the spot.

ORDER—No. 2055 W., dated 15th July 1896.

Recorded in continuation of G.O. No. 1847 W., dated 20th June 1896.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Joint Secretary to Government.

To the Railway Branch.
 " Superintending Engineer, I Circle.
 " Collector, Vizagapatam.
 " Marine Department.

Exd. T. K. Narayana Aiyangar.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated July, 15th.

Recd.

Encl.

G.O. No. 2055 W., 15th July 1896.

JULY.

Railway bridge across the
Vizagapatam backwater

Office-note from the Joint Secretary, Railway Branch, forwarding letter from the Manager, East Coast Railway, explaining his action in the matter of the —, recorded in continuation of G.O. No. 1847 W., dated 20th June 1896.

*No. 530 Marine of 1st August
1896.
communicated to
the Presidency Pond officer
in continuation of S.O.
492 Marine dated
8th July 1896.*

(2d) D. M. C. C.

u.

Presy. Pond officer.

No. 2055 W., 15th JULY 1896.

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Under Secretary to Government.

To the Railway Branch.
 " Superintending Engineer, I Circle.
 " Collector, Vizagapatam.
 " Marine Department.

Exd. T. K. Narayana Aiyangar.
Spare Copies

MARINE C. No 830

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1896} Madras.

PUBLIC WORKS.

3728 823-7-56

492 March 8-7-56

247 March 7-4-56

B

No. 530 March 10th August 1896

Communicated to the
Residency Secy. Office
in continuation of L.O.
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Dated July, 15th.

Recd.

Encl.

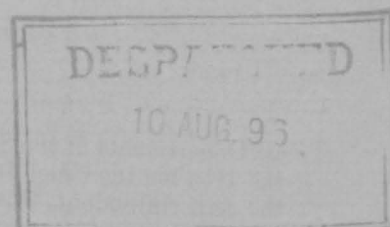
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The S. P. O. with 2 papers

R.S.

11/8/96

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